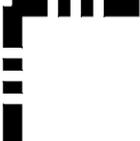


LEGEND

-  Parcel Boundary
-  Areas Being Preserved (Natural Open Space)
-  Saguaro ≤ 6' in height
-  Saguaro > 6' - 18' in height
-  Saguaro > 18' in height
-  Ironwood Tree

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F. LANDSCAPE & BUFFER PLAN

1. Bufferyards in Accordance with Chapter 18.73

Exhibit II F.1-3 depicts the location of required landscape bufferyards in compliance with Chapter 18.73 (Landscape & Screening) of the Pima County Zoning Code. The determination of each particular bufferyard option (with the attendant width and plant-density requirements) will be made at the time of future subdivision platting. All bufferyard plants, densities and screening elements will be in accordance with Chapter 18.73 for the particular bufferyard type and width option ultimately selected.

Chapter 18.73 requires no bufferyard along the south and eastern boundaries of the property because of the comparable adjacent zoning. However, a fifty-foot (50') wide natural buffer will be provided along the project's eastern boundary, together with an even greater set-aside along its southern edge, to provide a visual buffer and setback for the adjacent residential subdivisions. These set-aside buffers are consistent with approved comprehensive plan amendment for this property.

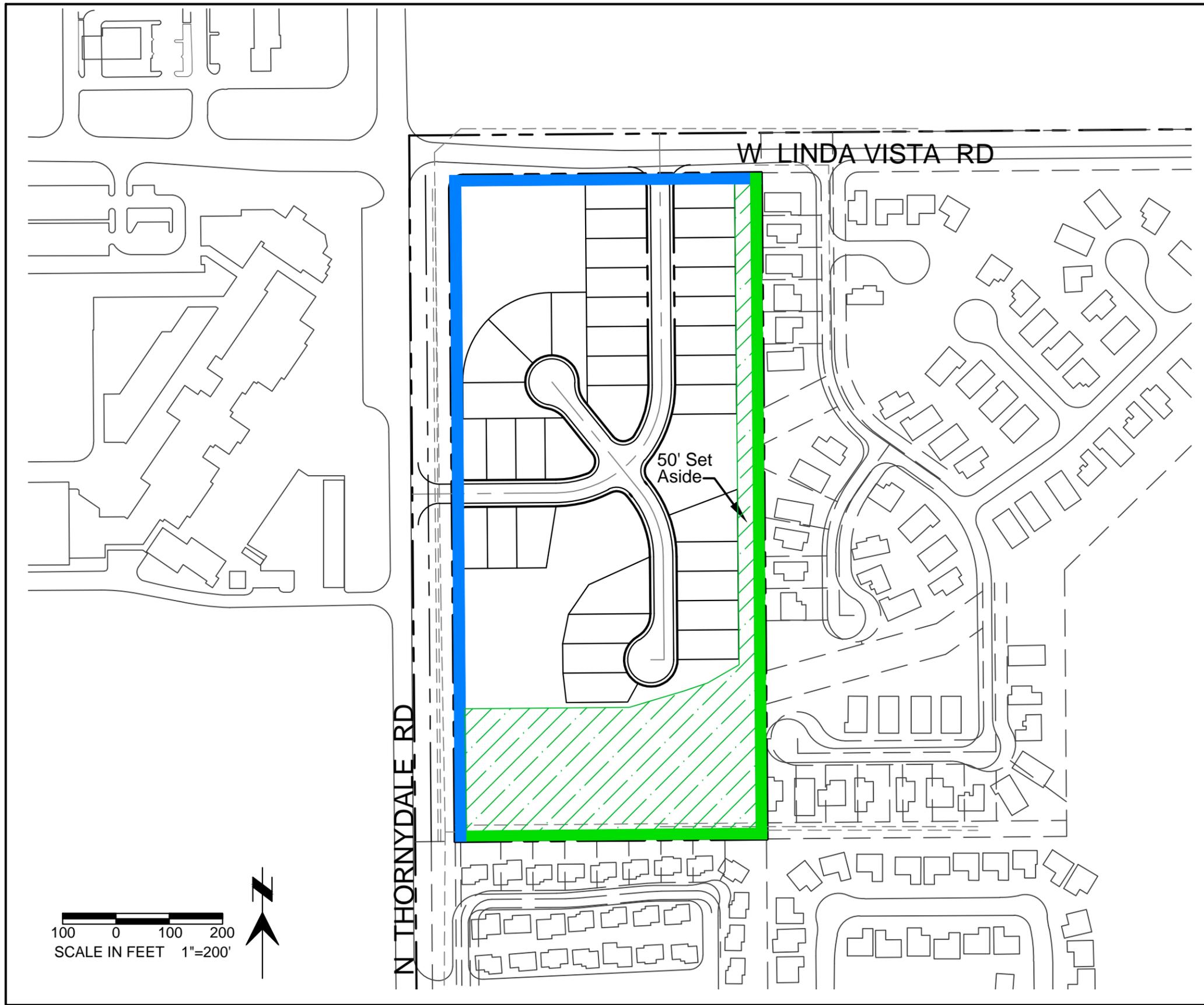
2. Conflicts with Bufferyards Due to Easements, Rights-of-Way, etc.

There are no conflicts with required bufferyards due to easements or rights-of-way.

3. Use & Viability of Transplanted/Salvaged Vegetation in Bufferyards

Salvaged vegetation from on-site will be incorporated, as feasible, into bufferyards, within the proposed natural buffers, or within residential lots or streetscapes in the subdivision.

Exhibits to Follow



100 0 100 200
SCALE IN FEET 1"=200'



LEGEND

-  Bufferyard 'D'
-  No Bufferyard Required.
-  Supplemental Set-Asides Buffering Residences to East and South.

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PROJECTS INTERNATIONAL, Inc.
STRATEGIC GUIDANCE
ENTITLEMENT PROCESSES
LOCAL ADVICE & COUNSEL



GRS
LANDSCAPE ARCHITECTS, LLC

Red Point Development, Inc.
SEC LINDA VISTA BLVD & THORNYDALE ROAD
(Ownership Entity: Lawrence C. Leung, Inc.)
REZONING: SR to CR-5

EXHIBIT II-F.1-3
LANDSCAPE & BUFFERYARD
PLAN
PAGE 65

G. VIEWSHEDS

1. Off-Site Views Onto & Across Site

In reading the following discussion of anticipated view impacts, it is helpful to refer back to Exhibits I-E.2a (from the Site Inventory Section of this Site Analysis) to see the locations of the respective view locations discussed herein.

Views from the Northwest

- Views of the foreground, mid-ground and background views will not be largely impacted due to the preservation of vegetation at the northwest corner.

Views from the North and Northeast

- Foreground and mid-ground views will be impacted by the removal of vegetation for construction.
- Background views are nonexistent both before or after development.

Views from the Northeast and East

- Foreground and mid-ground views will be marginally impacted by the removal of vegetation beyond the 50' preservation area (along the east boundary)
- Background views are nonexistent both before or after development.

Views from the Southeast, South and Southwest

- Foreground views will not impacted due to the large natural set-aside area adjacent to the property line.
- Mid-ground views will be marginally impacted beyond the large natural area set-aside along the south boundary
- Background views are nonexistent both before or after development.

Views from the West

- Foreground and mid-ground views will be impacted by the removal of vegetation for construction.
- Background views of the distant Santa Catalina are marginal and will be impacted from points immediately adjacent to the property, but not from vantage points further from the subject site.

2. Proposed Mitigation Measures for View Impacts

Again, it is helpful to refer back to Exhibit I-E.2a (from the Site Inventory Section of this Site Analysis) for the appropriate view locations. Also, see Exhibit II-G.1a-b (Viewshed Mitigation) provided further below.

a. Affected Views as Identified in Above Section II-G.1

Views from the Northwest

- The preservation of a large amount of vegetation in the northwest corner of the property mitigates most all impact from development.

Views from the North and Northeast

- Foreground views will be mitigated by installing a bufferyard “D”, generally the most densely vegetated bufferyard option.

Views from the Northeast and East

- The east boundary of the property will feature a 50’ natural buffer. This will provide significant mitigation of the foreground and mid-ground views.

Views from the Southeast, South and Southwest

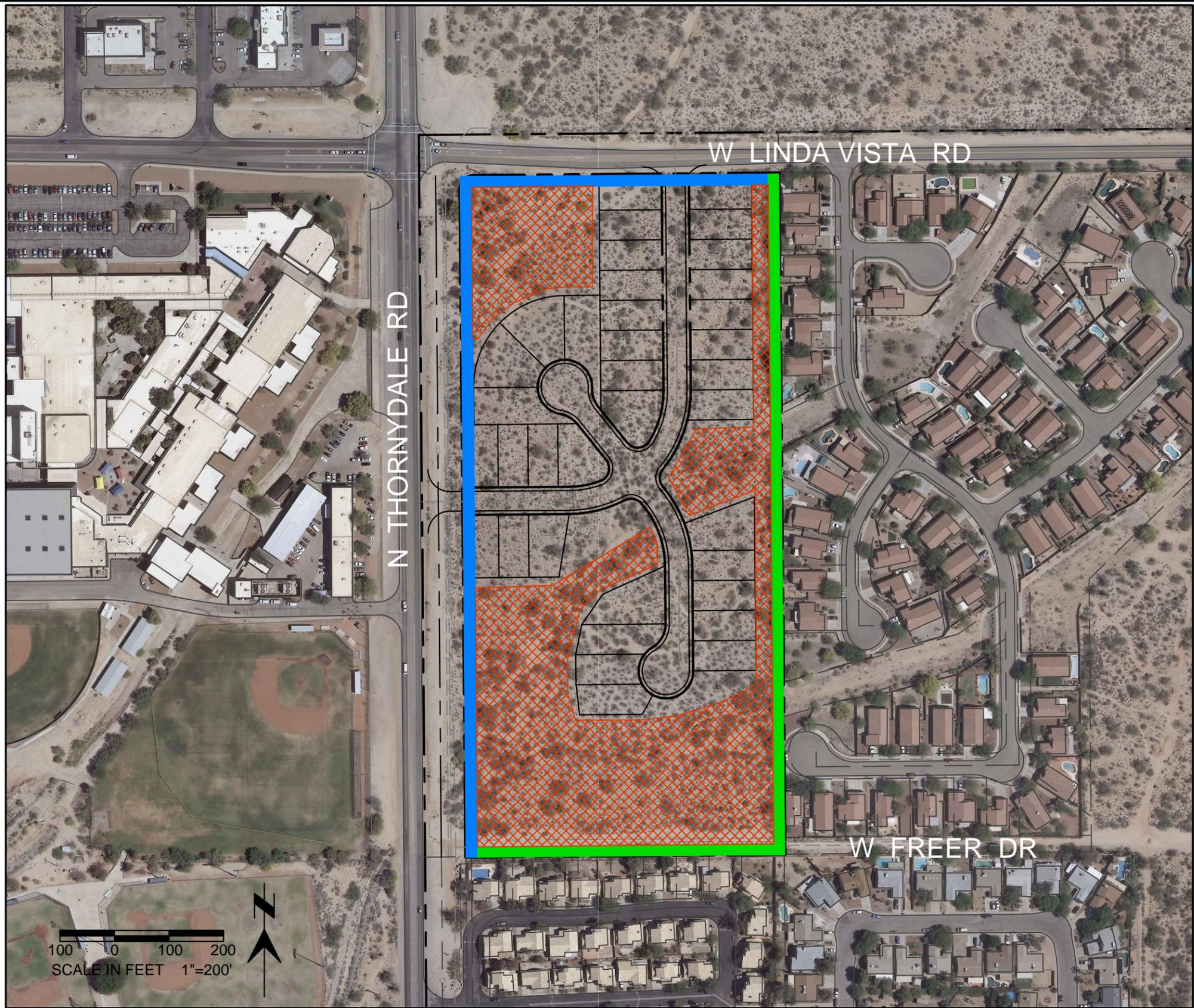
- The south side of the property has a large natural area buffer approaching 150’ in width. This will mitigate foreground and mid-ground views.

Views from the West

- A significant portion of the site’s western boundary will feature a large/wide natural area buffer that will effectively mitigate foreground and mid-ground views.
- The remaining portion of the western boundary (i.e. where residential lots are proposed) will be mitigated by the installation of a Bufferyard “D”, generally the most densely vegetated bufferyard option.

b. Cluster Development Visibility

Not applicable; this project is not being developed as a residential cluster project.



LEGEND

- Bufferyard 'D'
Provides screening as required by code.
- No Bufferyard Required.
- Preserved Open Space.
Provides natural screening in excess of
bufferyard requirements.

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 SEC LINDA VISTA BLVD & THORNYDALE ROAD
 (Ownership Entity: Lawrence C. Leung, Inc.)
 REZONING: SR to CR-5

EXHIBIT II-G.1a-b
 VIEWSHED MITIGATION

H. TRANSPORTATION

1. Configuration of Proposed Ingress/Egress and Its Rationale

The vehicular ingress/egress points for the proposed subdivision were located in accordance with the conceptual framework plan associated with Comprehensive Plan amendment Case No. Co7-13-03 for this site. A single access point is proposed on Thornydale Road and Linda Vista Boulevard, respectively. Final design of these street intersections will be located at the time of future subdivision platting in coordination with PCDOT.

2. Associated Off-Site Roadway Improvements and Completion Schedule

Thornydale Road (together with appropriate transitions to the east and west on Linda Vista Boulevard) is an approved Regional Transit Authority (RTA) bond project, the construction timetable for which has not yet been jointly determined by the RTA and Pima County DOT. Under this approved bond project, Thornydale Road will be fully reconstructed into a four-lane divided urban arterial, complete with curbs, sidewalks, landscaped medians, and dual bike lanes.

3. Change in ADT and Level of Service (LOS) for Public Streets

The trip-generation calculations for this Site Analysis were made using the accepted Institute of Transportation Engineers (ITE) trip generation rates for single family detached residences:

- Single Family Detached Housing (Code 210): 10 Trips per Unit

Based upon the above, and in consideration of the Preliminary Development Plan (PDP) indicating a 36-lot subdivision, trip generation for the project is as follows:

36 residences @ 10 trips/residence = 360 Trips

TOTAL TRIPS GENERATED BY PROJECT: 360 Trips

Based upon the project layout and the respective access points on Thornydale Road and Linda Vista Boulevard, it is expected that the Total Trips above will be apportioned as follows:

- 80% (288) trips will proceed directly to Thornydale Road
- 20% (72) trips will proceed directly to Linda Vista Boulevard

The above notwithstanding, it is important to consider the dead-end nature of Linda Vista Boulevard east of the subject property. With this in mind, essentially 100% of all trips to and from the subject property will end up on Thornydale Road.

With the expected small increases in ADT from this project as described above, it is anticipated that there will be no significant impacts in intersection Levels of Service (LOS) on Thornydale Road, even in the existing condition (i.e. prior to the RTA Thornydale Road planned improvements). That being said, it is the hope of the developer that the proposed subdivision will be brought to market after the RTA improvements have been constructed.

4. Mitigation of Impacts on Local Streets

All of the project's generated trips will be directed onto major streets. There will be no impacts upon nearby local streets.

5. Proposed Bicycle & Pedestrian Pathways

There are no existing sidewalks or bicycle lanes on either Thornydale Road or Linda Vista Boulevard. Both are included in the full arterial cross-section proposed in the aforementioned RTA bond project.

New on-site subdivision streets within the proposed project will have concrete sidewalks on both sides.

6. Proposed On-Site Rights-of-Way

A fifty-foot (50') street right-of-way is proposed for the onsite subdivision streets; this cross-section will contain 36' of pavement, 2' wedge curbs, 5' sidewalks on each side of the street, and allow for on-street parallel parking.

7. Conformance with Pima County Concurrency Requirements

Given the relatively small amount of new vehicle trips (360) generated by this project, it is anticipated that the adjacent public streets will absorb the anticipated traffic increase resulting from the subject project with little significant impact. That being said, it is recognized that the Thornydale Road pavement is in very poor condition and this arterial is already at or above capacity. As mentioned previously, the approved Thornydale Road RTA bond project is already planned to remedy this situation, but the construction timing of same is, as yet, unknown.

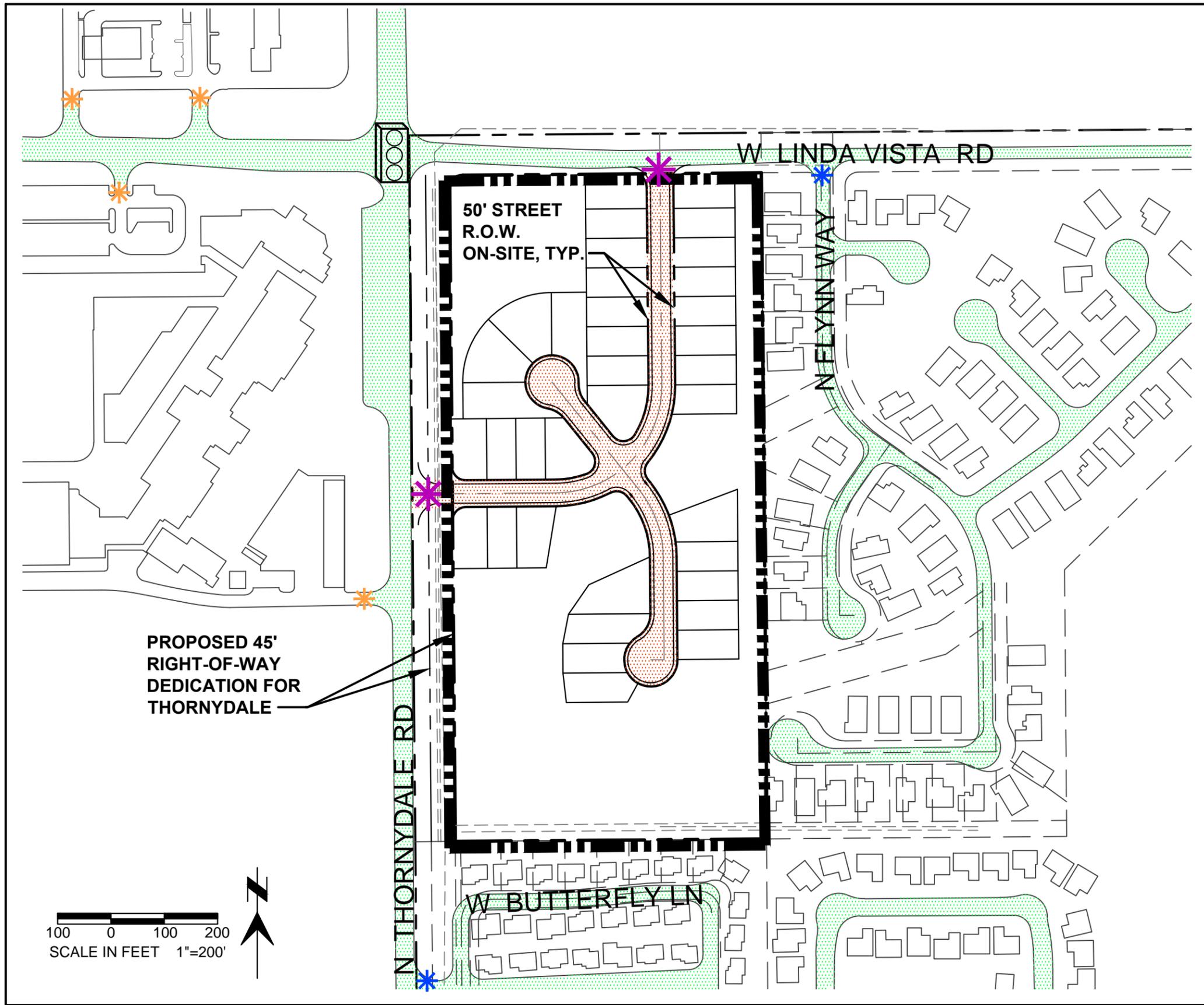
8. Applicability & Timing of Traffic Impact Study (TIS)

Due to small amount of trips being generated by this project, it does not meet the PDCOT threshold for a TIS.

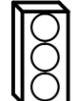
9. Alternative Modes & Reduction in Auto Dependency

Due to a general lack of demand, the Thornydale Road corridor is currently served only by a single Sun Tran Route (No. 412), this being a Sun *Shuttle* service and not a full-size Sun Tran bus. Continued urbanization, densification, and residential development within the corridor like that proposed with this rezoning will have a positive effect toward generating the kind of sustainable ridership demand that will foster and support expanded transit services.

Exhibit to Follow



LEGEND

-  PDP Boundary
-  Public Street R.O.W. Line
-  Existing Curb or Edge of Pavement
-  Existing Public Street Paving Improvements
-  Existing Private Driveway Location
-  Existing Public Street Intersection
-  Signalized Intersection
-  New Entry Point for Proposed Subdivision
-  New 36' Wide Pavement with Wedge Curbs and Sidewalks Both Sides

100 0 100 200
SCALE IN FEET 1"=200'



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EXHIBIT II-H.1,5
TRANSPORTATION

I. ON-SITE WASTEWATER TREATMENT & DISPOSAL

1. Soil Evaluations

Not applicable; no on-site wastewater treatment is proposed with this project.

2. Rationale for Non-Connection to Public System

Not applicable; no on-site wastewater treatment is proposed with this project.

3. Reserve Disposal Areas

Not applicable; no on-site wastewater treatment is proposed with this project.

J. SEWERS

1. Capacity Response Letter

Capacity Response Letter No. 2015-127 (Type I), from the Pima County Regional Wastewater Reclamation Department (PCRWRD) is attached as Exhibit II-I.1

2. Method of Sewer Service and Point of Connection to Public System

The development will connect to the existing 18" public sewer located parallel to the site's entire western boundary. The anticipated point of connection will be existing Manhole No. 4201-21. See Exhibit II-I.2

3. Sewers Located in Non-Paved Areas

All proposed onsite sewers will be public and all will be located beneath paved/stabilized surfaces. In the case of drainage crossings, the public gravity sewer will be either protected from, or located below, calculated scour areas as required by both Pima County Building Codes and ADEQ.

4. Constraints to Providing Gravity Service

There are no constraints to providing gravity service on this project.



REGIONAL WASTEWATER RECLAMATION DEPARTMENT
201 NORTH STONE AVENUE
TUCSON, ARIZONA 85701-1207

JACKSON JENKINS
DIRECTOR

PH: (520) 724-6500
FAX: (520) 724-9635

June 22, 2015

Ben Zismann
EPS Group, Inc.
8710 N Thornydale Road, Suite 140
Tucson, Arizona 85742

Sewerage Capacity Investigation No. 2015-127 Type I

RE: **Linda Vista & Thornydale Rezoning, Parcel 22502004M**
Estimated Flow 7,776 gpd (ADWF).

Greetings:

The above referenced project is tributary to the Tres Rios Water Reclamation Facility via the Cañada Del Oro Interceptor.

Capacity is currently available for this project in the public sewer G-84-024, downstream from manhole 4201-21.

This letter is not a reservation or commitment of treatment or conveyance capacity for this project. It is an analysis of the system as of this date and valid for one year. Allocation of capacity is made by the Type III Capacity Response.

If further information is needed, please feel free to contact us at (520) 724-6642.

Reviewed by: Kurt Stemm, CEA

Exhibit II-I.1
Type I Capacity Response Letter