

View to the East:



View to the South East:



The setback in these photos represent the distance to the rear of the westernmost row of 27 proposed single-story homes that run the entire 417' eastern length of our property, and continue for an additional 625' to the north, affecting our neighbors as well.

The Site Inventory & Land Use Proposal document states:

"These elements provide a significant, material PDP response for the expressed purpose of mitigating view impacts to existing residents to the west. Discussions are also underway with the developer to limit a portion of the proposed subdivision in this immediate area to single-story lots so as to further enhance view protection."

We object to the destruction and elimination of our viewshed, and further contend that compared to current zoning at SR where a total of 10 – 12 homes would be constructed in the entire 51 acre area if developed, our viewshed would be minimally affected if at all.

While the term “mitigation” refers only to “reducing the severity of an impact” which we object to in the first instance, single story lots will have no effect whatsoever. Further, we contend that any vote affirming rezoning by the Planning Commission or Board of Supervisors will significantly reduce the value of our home, cede our viewshed to the developer and allow them to repackage it, and sell it at a premium to the easternmost row of 25 proposed homes.

**8.0** General concerns which represent impacts; and which would not occur with current zoning; noise (increased residents/people, dogs, traffic), mosquitos (detention ponds), loss of privacy for adjoining properties, and light pollution.

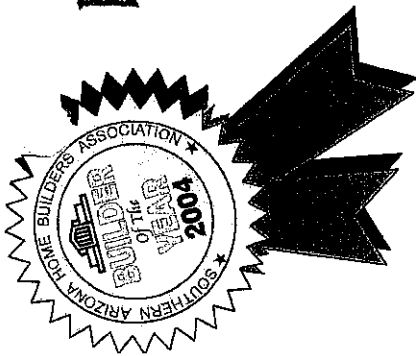
This property has successfully resisted development for decades, for many reasons including its location if the 1:100 year FEMA flood plain. Downstream problems in previous developments should not represent an approval made in conflict to existing property owners.

Thank you for your consideration.

Sincerely,

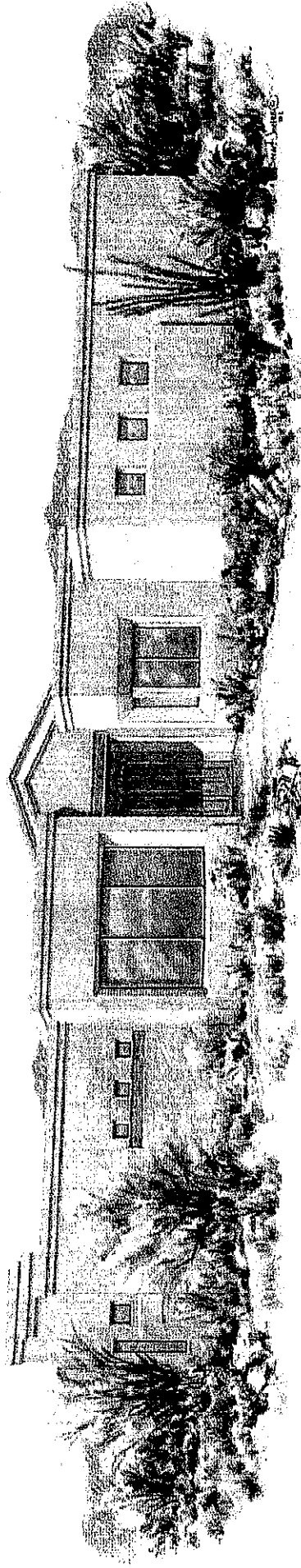
Tony and Kristie Casagrande  
2222 W La Cresta Road  
Tucson, AZ 85742





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For more information please contact

**Rhonda VerHalen**  
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**Addendum: Subsidence due to Ground Water Pumping - MDWID: North La Cholla Blvd Area**  
**14 March 2020**

This document comprises an addendum to the Subsidence document previously prepared 19 March 2019. It contains data related to the asphalt damage which has occurred in the form of cracking on “The Loop” Path System (Bicycle and Shared Use Path), as well as other information related to housing development and water consumption in the area.

Projects International previously filed application for the proposed re-zoning (P18RZ00011) of two parcels of land near the northwest corner of La Cholla Boulevard and Overton Road totaling ~51 acres such, that a housing development project by KB Homes might ultimately occur. The request was for a change in zoning from the current SR classification (1 residence per 144,000 sq ft or 3.3 acres) to a proposed CR-5 classification (1 residence per 6,000 sq ft or 0.14 acre), which represented an increased housing density of 24x or about 2400%. Rather than a total of about 10 to 12 homes on large lots, the proposed development was for 125 to 128 two story homes on small lots.

Following withdrawal of the above application, they have recently re-filed a proposal for re-zoning (P19RZ00012), with the proposed development increased to 139 small two story homes on small lots (40' x 120').

Assuming an average use of 250 gal/day/home with a general subdivision allowance of 1,250 gal/day, the total of 36,000 gal/day (13.1 million gal/yr) would represent a significant increase in the amount of water consumption and ground water pumping by Metropolitan Domestic Water Improvement District (MDWID).

The water consumption for the proposed rezoning project would be additional to the recently completed Montaretto Estates subdivision by KB Homes comprising 95 residences, which now appears to be fully occupied, and the Sonoran Desert Reserve subdivision of 25 residences which is currently under construction.

A high level of concern exists (a) for accelerated magnitude and continued long term ground subsidence (manifesting as and taken to include lateral movement/displacement) on a localized basis (i.e. somewhat irregular but within say, an approximate 1.0 mile idealized radius from MDWID well sites), (b) continued physical damage to the residential structures, commercial structures, driveways, roads and other public infrastructure in the area, and (c) draw down and a continued reduction in ground water depths affecting already established residences in the area which rely on their own water wells.

Vertical movement in the localized cracking due to subsidence is relatively small compared to the lateral component, and seems to be constrained somewhat on a more global basis by the bedrock/sediment contact margins along the corridor of the CDO Wash, localized in the sedimentary basin, primarily occurring upstream from the area where the La Cholla Blvd bridge spans the CDO, which is also the location of a number of MDWID wells.

While only very large scale "regional" subsidence is reportedly monitored by MDWID, one needs only to inspect concrete structures, asphalt paved roads and paths in the referenced area to

quantify the problem, obtain an idea of the magnitude of lateral movement and displacement which has occurred over time, and generally define the extent of the affected area. These roads and paths include:

- Overton Road from La Cholla Blvd to Shannon
- La Cresta Road between Overton Road and N Camino del Plaza
- Overton Road between La Cholla Blvd and La Canada Dr
- La Cholla Blvd between Overton Rd and Lambert Lane (old pavement which existed prior to the improvement currently under construction)
- La Cholla Blvd between Overton Rd and W Coral Ridge Loop
- The Loop Bicycle and Shared Use Path between La Cholla Blvd and La Canada Dr

A number of sample photos of cracking damage at my home as well as the above listed area roads were included in the previous document which illustrated lateral movement and displacement, and to an extent the general flexural nature of the cracking and frequency at which it occurs.

This update document contains multiple photos illustrating the cracking in the pavement along "The Loop" Path System over a length of approx. 1.5 miles between La Cholla Blvd and La Canada Dr. Over this length of the path, 107 cracks were counted and appear to be irregularly, but fairly evenly distributed, at an average of about 75 lineal feet. As with the previous document, all cracks originated in tension and demonstrated gapping, without a single crack encountered which was in compression.

This pervasive cracking, which has occurred in asphalt that is only about 3 years old, demonstrate the problems related to subsidence induced ground movement for the immediate area, and also as would occur in the proposed rezoning project site itself, for that matter.

While I cannot correlate it precisely, an acceleration in subsidence ground movement seems to have occurred in conjunction with the progressive completion and sale of homes (and increased water demand) in Montarreto Estates and XXXXX.

Having multiple degrees in engineering with some 35 years operating and development experience in the minerals industry, and given what can only be the continued widespread, long term, subsidence induced ground movement as a result of water pumping along with what appears to be acceleration due to increased demand, it is highly recommended that both a hydrogeological study and geotechnical study be undertaken with respect to any increased density and proposed rezoning projects.

Hoping this update is found to be useful, and thank you for your consideration.

Sincerely,

Tony Casagrande  
2222 W La Cresta Road  
Tucson, AZ 85742

## Photo Appendix

The Loop Path System (Bicycle and Shared Use Path) – while travelling from La Canada Dr to La Cholla



Loop Path System near La Canada Dr – typical crack, recently patched





Loop Path System near La Canada Dr – typical crack, recently patched, note typ displacement





Loop Path System near La Canada Dr – typical crack, unpatched as smaller, note typ displacement





Loop Path System near La Canada Dr – typical crack, unpatched as smaller, note displacement





Loop Path System near La Canada Dr – travelling back toward La Cholla, typ crack, previously patched





Loop Path System near La Canada Dr – travelling back toward La Cholla, typ displacement, previously patched





Loop Path System near La Canada Dr – travelling back toward La Cholla, typ crack recently patched