



CITY OF SURPRISE
Planning and Zoning Commission Agenda
16000 N. Civic Center Plaza
Surprise, AZ 85374

Thursday, August 7, 2014 @ 6:00 PM
 Council Chambers

* [Back](#) [Print](#)

CALL TO ORDER.

- A. Roll Call
- B. Pledge of Allegiance
- C. Current Events and Reports – Pursuant to A.R.S. §38-431.02(k) the chief administrator, presiding officer or a member of a public body may present a brief summary of current events without listing in the agenda the specific matters to be summarized, provided that 1) The summary is listed on the agenda; and 2) The public body does not propose, discuss, deliberate or take legal action at that meeting on any matter in the summary unless the specific matter is properly noticed for legal action.
- D. Staff Reports

Planning and Zoning Commission Agenda:

CALL TO THE PUBLIC:

INSTRUCTIONS: In order to address the Board\Commission, you will need to fill out a Call to the Public Form available at the front counter, and then turn it in to the Secretary before the meeting begins.

Note: A.R.S. 38-431.01(H) - During this time members of the public may address the Board\Commission on any item not on the agenda. At the conclusion of the open call, the Board\Commission may respond to criticism, may ask staff to review the matter or may ask that the matter be put on a future agenda. No discussion or action shall take place on any item raised.

- E. Approval of items on the Consent Agenda – all items with an asterisk (*) are considered to be routine matters and will be enacted by one motion and one roll call vote to the Board\Commission. There will be no separate discussion on these items unless a board member or commissioner requests, in which event the item will be removed from the consent agenda and considered in its normal sequence on the agenda.

CONSENT AGENDA:

REGULAR AGENDA ITEM - NON-PUBLIC HEARING:

STAFF
 RECOMMENDATION/

ITEM #	DISTRICT #	ITEM DESCRIPTION
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PRESENTED BY

- | | | | |
|----|-------------------|---|---|
| #1 | District Internal | <u>Consideration and action on the July 10, 2014 Planning and Zoning Commission Work Session minutes.</u> | Approve
Deb Perry,
Community
Development |
| #2 | District Internal | <u>Consideration and action on the July 10, 2014 Planning and Zoning Commission minutes.</u> | Approve
Deb Perry,
Community
Development |
| #3 | District 1 | <u>Consideration and action on a site plan for Fellowship Square Sorpresa, generally located at the southwest corner of Bell Road and Sarival Avenue.</u> | Approve
Martin Lucero,
Community
Development |
| #4 | District Citywide | <u>Consideration and action on the City of Surprise Draft Access Management Plan.</u> | Approve
Martin Lucero,
Community
Development |

REGULAR AGENDA ITEM - PUBLIC HEARING:

			STAFF RECOMMENDATION/
ITEM #	DISTRICT #	ITEM DESCRIPTION	PRESENTED BY
#5	District 6	<u>Consideration and action on a conditional use permit for Federico's Restaurant drive-through facility at Skyway Retail located at the southwest corner of Cactus and Dysart Roads.</u>	Approve Hobart Wingard, Community Development
#6	District 4	<u>Consideration and action on a conditional use permit for Quick N Clean Car Wash located on the northwest corner of 115th Avenue and Bell Road.</u>	Approve Martin Lucero, Community Development

OTHER BUSINESS:

- | | | | |
|----|-------------------|--|--|
| #7 | District Internal | <u>Discussion for future agenda items.</u> | No Action
Lloyd Abrams,
Community &
Economic
Development |
|----|-------------------|--|--|

ADJOURNMENT:

SHERRY ANN AGUILAR, CITY CLERK, CMC

POSTED:

SPECIAL NOTE: PERSONS WITH SPECIAL ACCESSIBILITY NEEDS, INCLUDING LARGE PRINT MATERIALS OR INTERPRETER, SHOULD CONTACT THE CITY CLERK'S OFFICE @ 623.222.1200 OR TTY 623.222.1002, BY NO LATER THAN 24 HOURS IN ADVANCE OF THE REGULAR

SCHEDULED MEETING TIME.



CITY OF SURPRISE
Planning and Zoning Commission

August 7, 2014 @ 6:00:00 PM

Back Print

Board Meeting Date:	August 7, 2014	Contact Person:	Deb Perry, Community Development
Submitting Department:	CD Boards and Commissions	District:	Internal
Staff Recommendations:	Approve		

Consent	Regular	x	Public Hearing	Report/Discussion
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Agenda Wording:

Consideration and action on the July 10, 2014 Planning and Zoning Commission Work Session minutes.

Motion:

I move to approve the July 10, 2014 Planning and Zoning Commission Work Session minutes.

Background:

Financial Impact Statement:

ATTACHMENTS:

Click to download

☐ [Work Session Minutes](#)

External Attachment Links:

Meeting Requirements:

Powerpoint	x	Video	White Board	Other	x
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Presentation Speaker Names (spelling and titles for TV captions):

CITY OF SURPRISE

PLANNING AND ZONING COMMISSION WORK SESSION

16000 North Civic Center Plaza

Surprise, AZ 85374

July 10, 2014

MEETING MINUTES

CALL TO ORDER

Chair Jan Blair called the Planning and Zoning Commission Meeting to order at 5 p.m. at Surprise City Hall, 16000 North Civic Center Plaza, Surprise, Arizona 85374, on Thursday, July 10, 2014.

ROLL CALL

In attendance with Chair Blair were Vice Chair Steve Somers and Commissioners Ken Chapman, Jerry Hoyler and Peter Pervi. Commissioners Matthew Bieniek and Dennis Smith were absent.

PLEDGE OF ALLEGIANCE

CURRENT EVENTS REPORT

STAFF REPORT

CALL TO THE PUBLIC

Chair Blair called to the public to discuss any issues not noted on the agenda. Hearing no comments, Chair Blair closed the call to the public.

CONSENT AGENDA

All items listed with an asterisk (*) are considered to be routine by the Planning and Zoning Commission and were approved by one motion. There was no separate discussion of these items during this meeting.

REGULAR AGENDA ITEMS NOT REQUIRING A PUBLIC HEARING

- **Item 1: Discussion Only – Presentation and discussion on development: General Plan to Site Plan**

Deputy City Attorney Donna Bronski gave the presentation to the Commission.

OTHER BUSINESS

ADJOURNMENT

Hearing no further business, Chair Blair adjourned the Planning and Zoning Commission Work Session meeting at 5:55 p.m.

STAFF PRESENT:

Interim Community & Economic Development Director Chris Boyd, Deputy City Attorney Donna Bronski, Long Range Planning Manager Lloyd Abrams, Transportation Planning Manager Martin Lucero, Planner Bart Wingard, Legal Intern Hobie Wingard ,and Planning and Zoning Commission Secretary Deb Perry.

COUNCIL MEMBERS PRESENT: Councilman Todd Tande

Lloyd Abrams
Long Range Planning Manager

Jan Blair, Chair
Planning and Zoning Commission

The foregoing instrument is a full, true and correct copy of the original document on file in the office of the City Clerk, City of Surprise, Arizona.

ATTEST BY:

Deb Perry, Commission Secretary

DATE:



CITY OF SURPRISE
Planning and Zoning Commission

August 7, 2014 @ 6:00:00 PM

Back Print

Board Meeting Date:	August 7, 2014	Contact Person:	Deb Perry, Community Development
Submitting Department:	CD Boards and Commissions	District:	Internal
Staff Recommendations:	Approve		

Consent	Regular	x	Public Hearing	Report/Discussion
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Agenda Wording:

Consideration and action on the July 10, 2014 Planning and Zoning Commission minutes.

Motion:

I move to approve the July 10, 2014 Planning and Zoning Commission minutes.

Background:

Financial Impact Statement:

ATTACHMENTS:

Click to download

☐ [Minutes](#)

External Attachment Links:

Meeting Requirements:

Powerpoint	x	Video	White Board	Other	x
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Presentation Speaker Names (spelling and titles for TV captions):

CITY OF SURPRISE

PLANNING AND ZONING COMMISSION 16000 North Civic Center Plaza Surprise, AZ 85374

July 10, 2014

MEETING MINUTES

CALL TO ORDER

Chair Jan Blair called the Planning and Zoning Commission Meeting to order at 6 p.m. at Surprise City Hall, 16000 North Civic Center Plaza, Surprise, Arizona 85374, on Thursday, July 10, 2014.

ROLL CALL

In attendance with Chair Blair were Vice Chair Steve Somers and Commissioners Ken Chapman, Jerry Hoyler and Peter Pervi. Commissioners Matthew Bieniek and Dennis Smith were absent.

PLEDGE OF ALLEGIANCE

CURRENT EVENTS REPORT

STAFF REPORT

GIS Division Manager Lloyd Abrams stated that the recruitment for the Community Development Director did not produce a successful candidate and that the City Manager would be looking to hire a second Assistant City Manager who will then go back out for the recruitment of both the Community Development and Economic Development Directors.

Mr. Chris Boyd will continue to be the interim Community Development Director and that he would be the Long Range Planning Manager. In addition, the City hired two new planners that will begin work on 21st of July.

Dutch Bros. received and conditional C of O and opened on June 20th.

CALL TO THE PUBLIC

Chair Blair called to the public to discuss any issues not noted on the agenda. Hearing no comments, Chair Blair closed the call to the public.

CONSENT AGENDA

All items listed with an asterisk (*) are considered to be routine by the Planning and Zoning Commission and were approved by one motion. There was no separate discussion of these items during this meeting.

REGULAR AGENDA ITEMS NOT REQUIRING A PUBLIC HEARING

REGULAR AGENDA ITEMS REQUIRING A PUBLIC HEARING

- **Item 1: Consideration and Action – Planning and Zoning Commission Minutes for June 5, 2014**

Commissioner Chapman made a motion to approve the **Planning and Zoning Commission Minutes for June 5, 2014**. Vice Chair Somers seconded the motion. The motion passed with a vote of 5 ayes 2 absent (Bieniek, Smith).

- **Item 2: FS14-168 - Consideration and Action – Wireless Communication Facility at New Song Methodist Church**

Planner Hobart Wingard presented the project to the Commission. Staff recommended approval of **a conditional use permit for a Wireless Communication Facility at New Song Methodist Church**.

Chair Blair opened for public comment

David Stevens, resident, asked if there would be any electronic interference to residential electronics. **Steve Olsen, representing the applicant**, stated that the facility has been in operation for five years and they are not aware of any interference with residential items.

Chair Blair closed the call to the public

Commissioner Pervi made a motion to approve **a conditional use permit for a Wireless Communication Facility at New Song Methodist Church** and to adopt findings, as listed in the staff report. Commissioner Chapman seconded the motion. The motion passed with a vote of 5 ayes and 2 absent (Bieniek, Smith).

- **Item 3: FS12-168 - Consideration and Action – Mariposa Acres**

Planner Hobart Wingard presented the project to the Commission. Staff recommended approval of **a site plan and rezone for Mariposa Acres**

Chair Blair asked if there was anyone that would be living on the premises. **Eugene Stumvoll, applicant**, stated that the second level is a small apartment for an onsite nurse that will be living there in the evenings. The facility will also employ a full-time onsite manager that will be living in the two bedroom apartment that is also part of the complex.

The Commission also had questions regarding:

- Security
- Existing use on site

Chair Blair opened for public comment

Charlotte Waddle, resident, spoke regarding the project.

Jean Poe, resident, spoke in opposition of the project.

Eugene Stumvoll, applicant, spoke in support of the project.

Chair Blair closed the call to the public.

Vice Chair Somers made a motion to recommend approval to the Mayor and Council a rezone of the property from Rural Residential to Medium Density Residential AND to approve a site plan for **Mariposa Acres**, subject to conditions 'a' and 'b' and adopt the findings as presented in the staff report. Commissioner Pervi seconded the motion. The motion passed with a vote of 4 ayes, 1 nay (Blair) and 2 absent (Bieniek, Smith).

OTHER BUSINESS

- **Item 4: Discussion Only – Access Management Plan**

Transportation Planning Manager Martin Lucero presented the draft plan to the Commission.

- **Item 5: Future Agenda Items**

ADJOURNMENT

Hearing no further business, Chair Blair adjourned the Planning and Zoning Commission meeting at 6:55 p.m.

STAFF PRESENT:

Interim Community & Economic Development Director Chris Boyd, Deputy City Attorney Donna Bronski, Long Range Planning Manager Lloyd Abrams, Transportation Planning Manager Martin Lucero, Planner Bart Wingard, Legal Intern Hobie Wingard and Planning and Zoning Commission Secretary Deb Perry.

COUNCIL MEMBERS PRESENT: Councilman Todd Tande

Lloyd Abrams
Long Range Planning Manager

Jan Blair, Chair
Planning and Zoning Commission

The foregoing instrument is a full, true and correct copy of the original document on file in the office of the City Clerk, City of Surprise, Arizona.

ATTEST BY: _____
Deb Perry, Commission Secretary

DATE: _____



CITY OF SURPRISE
Planning and Zoning Commission

August 7, 2014 @ 6:00:00 PM

Back Print

Board Meeting Date:	August 7, 2014	Contact Person:	Martin Lucero, Community Development
Submitting Department:	CD Boards and Commissions	District:	1
Staff Recommendations:	Approve		

Consent	Regular	x	Public Hearing	Report/Discussion
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Agenda Wording:

Consideration and action on a site plan for Fellowship Square Sorpresa, generally located at the southwest corner of Bell Road and Sarival Avenue.

Motion:

I move to approve a site plan for Fellowship Square Sorpresa and to adopt staffs findings and condition a.

Background:

The applicant is requesting site plan approval for 250 Independent Senior Living Residences with 38 Assisted Living and 16 Double Memory Care Units.

Financial Impact Statement:

All activity related to ongoing development of the City of Surprise has an economic and fiscal impact on the city and the region.

ATTACHMENTS:

Click to download

- ☐ [Staff Report](#)
- ☐ [Vicinity Map](#)
- ☐ [MAP](#)
- ☐ [Site Plan](#)
- ☐ [Landscape Plan](#)
- ☐ [Elevation 1](#)
- ☐ [Elevation 2](#)
- ☐ [Elevation 3](#)

- ☐ [Elevation 4](#)
- ☐ [Elevation 5](#)
- ☐ [Entry Sketch](#)

External Attachment Links:

Meeting Requirements:

Powerpoint x Video White Board Other x

Presentation Speaker Names (spelling and titles for TV captions):

Martin Lucero, Transportation Planning Manager



COMMUNITY DEVELOPMENT DEPARTMENT

Date: August 7, 2014

To: Planning and Zoning Commission

From: Chris Boyd, Interim Director
Lloyd Abrams, Long Range Planning Manager
Martin Lucero, Transportation Planning Manager
Martin.lucero@surpriseaz.gov 623.222.3142

Re: FS14-214, Fellowship Square Sorpresa

Application Summary

The applicant is requesting site plan approval for 250 Independent Senior Living Residences with 38 Assisted Living and 16 Double Memory Care Units.

Location

The subject project is located generally at the southwest corner of Bell Road and Sarival Avenue with a shared access from Bell Road with the Sam's Club facility to the west. A secondary access will be located along Sarival Avenue with a third gated emergency access point from the shopping center.

History

- On June 20, 1984, the subject parcel was annexed into the City of Surprise.
- On January 27, 2000, the Mayor and City Council approved a rezone of the subject Property from R1-43 (Single Family Residential) to R-3 (Multi-Family Residential).
- On September 28, 2006, the Mayor and City Council approved a Planned Area Development (PAD) known as Surprise Village Marketplace (Sam's Club). The PAD included the subject parcel with a land use of Multi-Family Residential.
- On April 15, 2008, a site plan for an apartment complex was approved by the Planning and Zoning Commission. The site plan has since expired.

Project Summary

The subject facility will be a multi-phased, approximately 24-acre senior living community. The applicant is proposing to build a 250 Independent Senior Living Residence with 38 Assisted Living and 16 Double Memory Care Units.

The site planning and building design of the assisted care facility compliments the design of the surrounding commercial development and neighboring residential area. The campus includes amenities such as a dog park, pickleball, bocce courts, and additional activity centers.

The complex is a mix of single, two and three story buildings with contemporary Southwest architecture with exterior elements and creative elevations that give the building a resort like appeal. The exteriors make use of patio entrances, trellis, and balconies with warm colors. The shaded windows have permanent lintel and masonry jamb projections to create a comforting atmosphere for the residents in care. Building materials consist of a base material that resembles stucco with cultured stone accents and clay tile roof.

Landscaping for the assisted care facility is comprised of a collection of desert tolerant plant material that matches the palate of the neighboring commercial property. Street trees and shrubs will provide an inviting entry to the facility. The building is surrounded by a pedestrian walkway that will provide exterior access to residents as well as to the interior garden that is designed to provide a lush and comforting setting for residents and their families.

Findings of Fact

1. Staff finds that the proposed Site Plan complies with the Surprise Municipal Code.
 - *This project provides pedestrian, bicycle, vehicular access and parking, lighting, and on-site storm water and/or detention. This project conforms to the allowed use, and required architectural and landscape design standards.*
2. Staff finds that the proposed Site Plan complies with the Surprise General Plan.
 - *This project provides the required open space, high quality built environment, promotes infill development, and conforms to the land use density.*

Recommendation

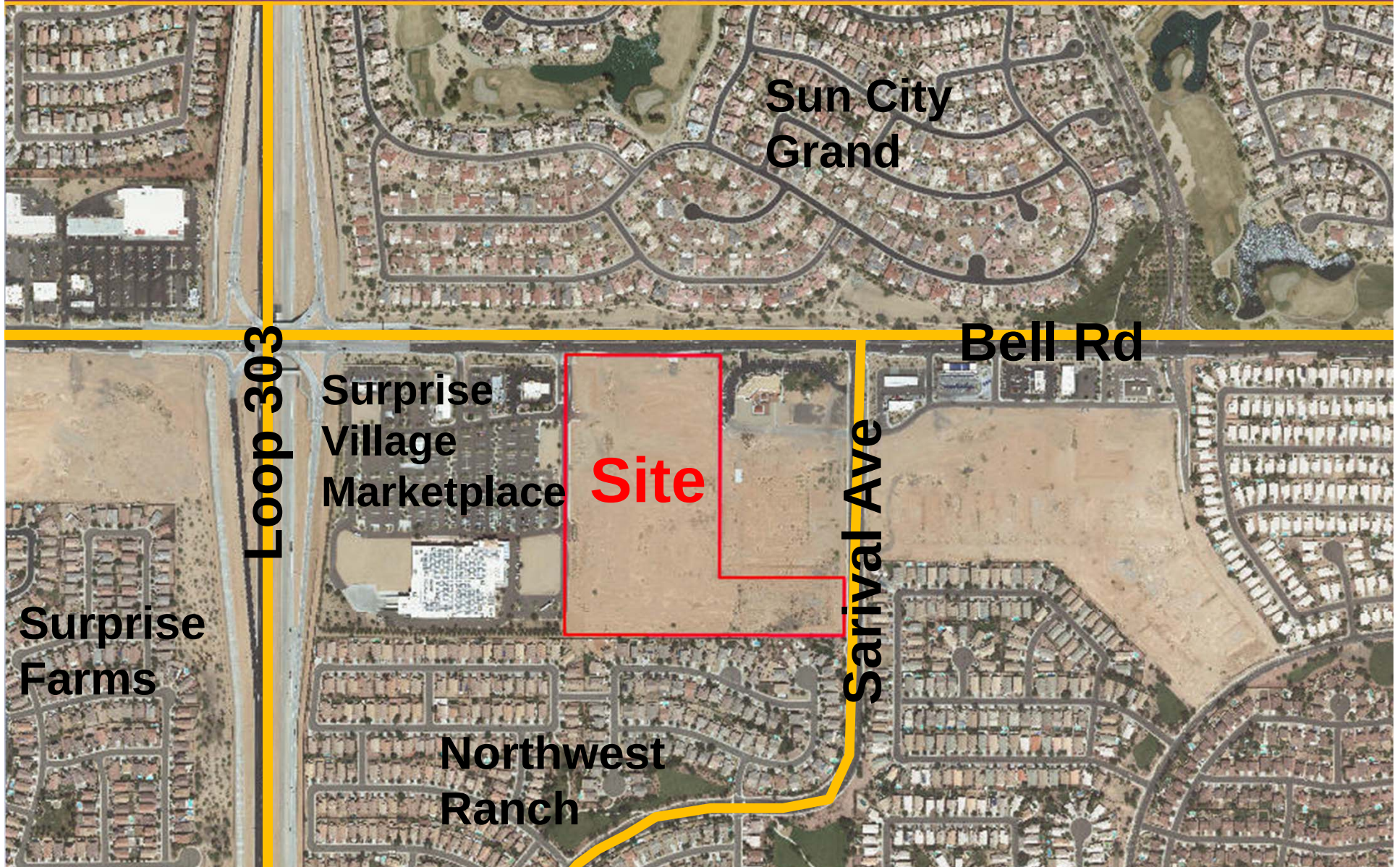
I move to approve FS14-214, a site plan for Fellowship Square Sorpresa and to adopt staff's findings and condition 'a.'

- a. Site plan approval is contingent upon the approval of the final plat by the Mayor and City Council.

Attachments

Vicinity Map, Site Plan, Landscape Plan, and Elevations.

Vicinity Map

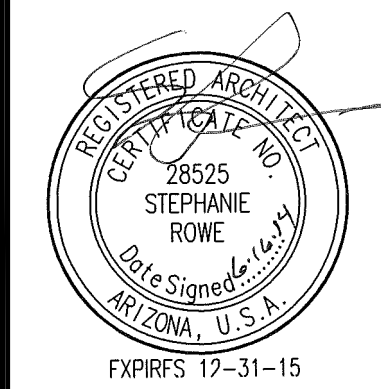


Vicinity Map



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Fellowship Square Sorpresa
Christian Care, Inc.
W. Bel Road and N. Sarival
Surprise, AZ



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4343 E. Avalon Drive
Phoenix, Arizona 85018
Phone: 602-957-4343
Fax: 602-957-7546

1254 W. University Ave #100
Flagstaff, Arizona 86001
Phone: 928-779-4340
Fax: 928-779-5087

REVISIONS:

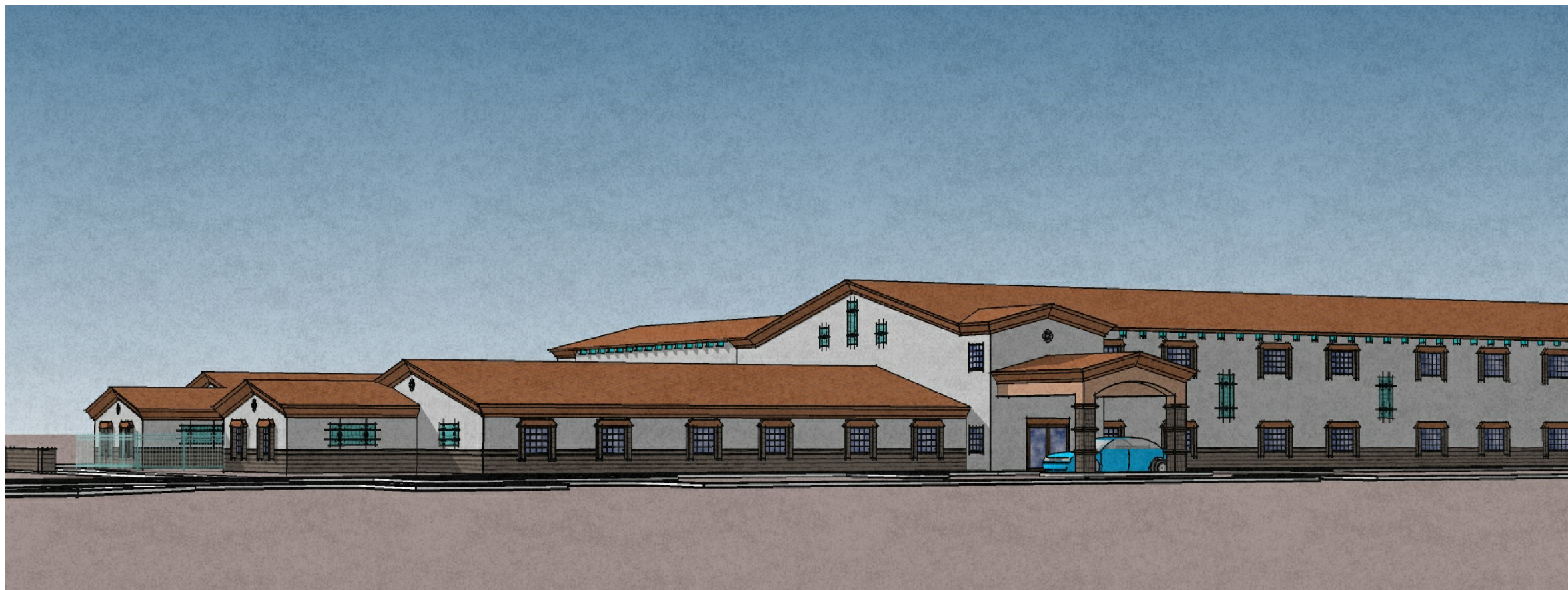
TITLE: ENTRY SKETCHES

SCALE: N/A

DATE: 3-17-14

JOB NO: RAR13021

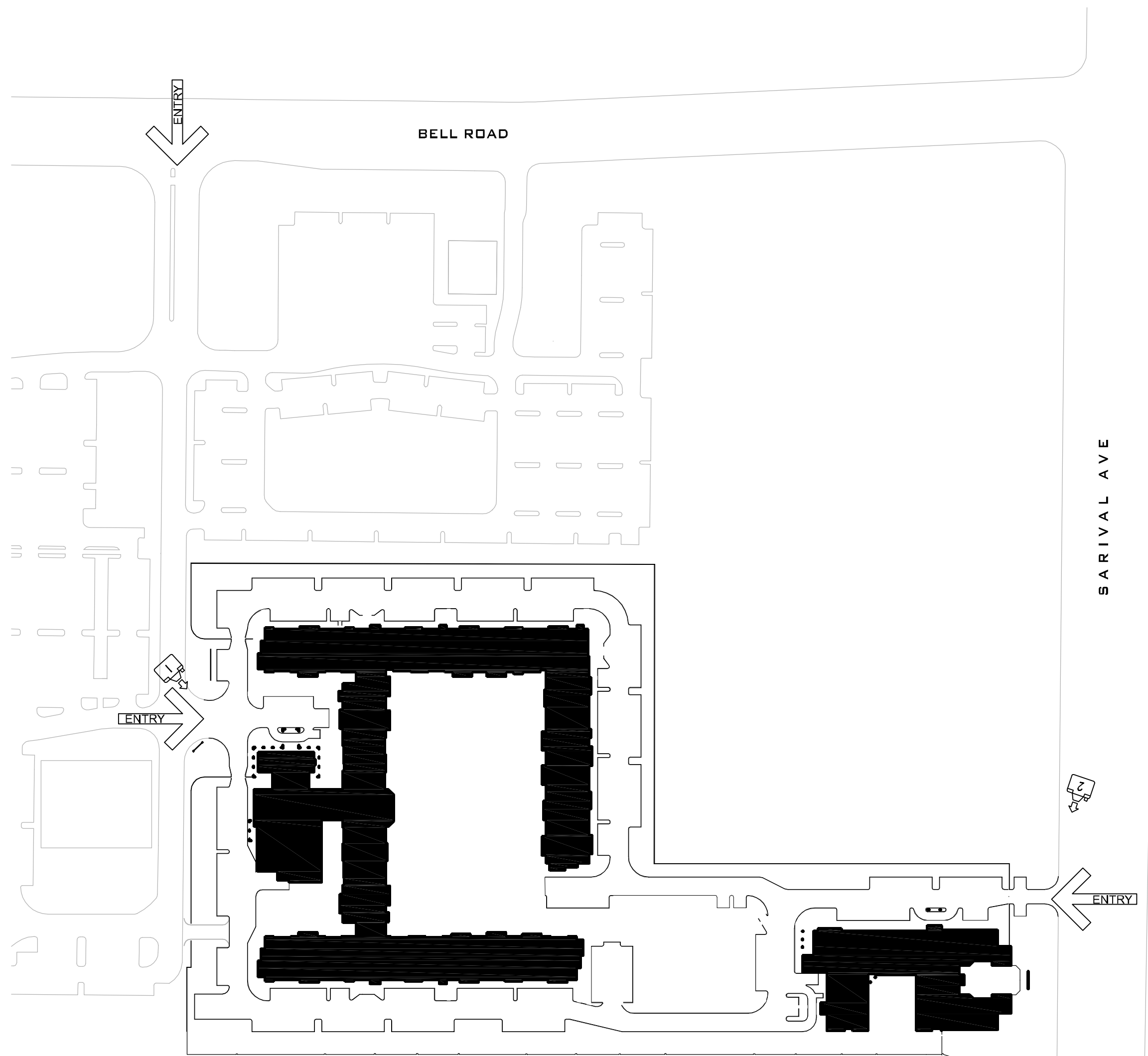
A6



② BUILDING 'B' MAIN ENTRY SKETCH
FROM SARIVAL

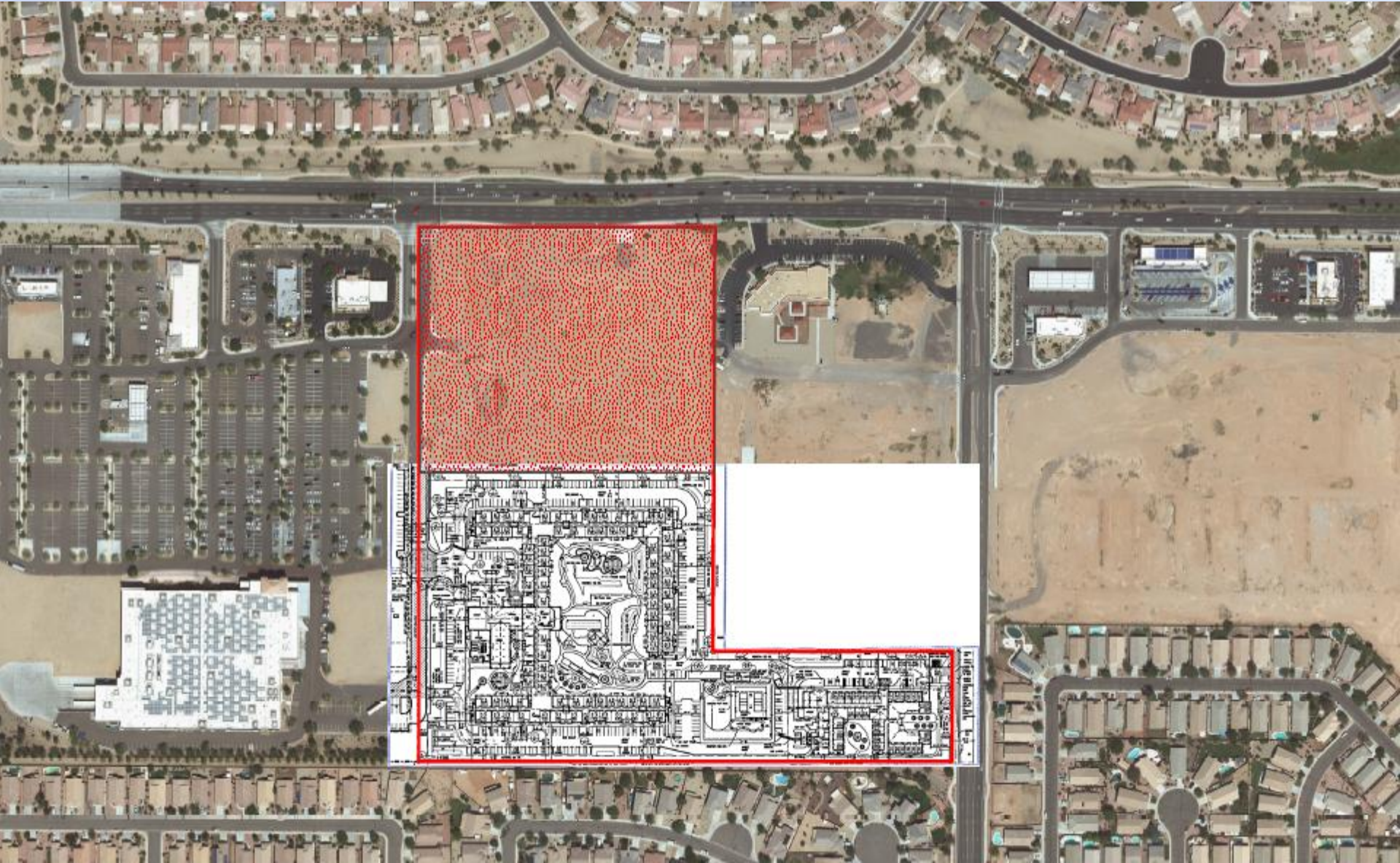


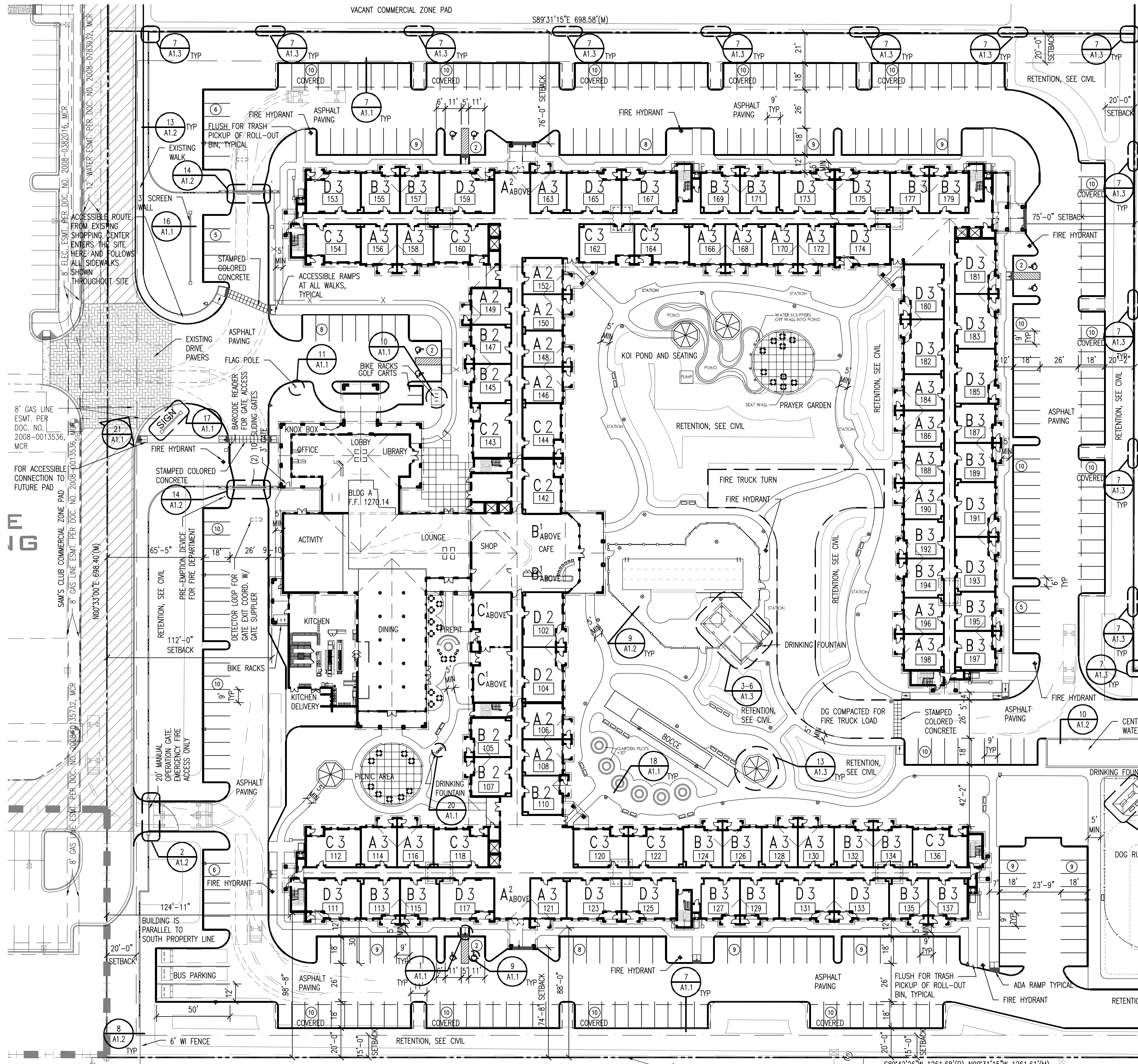
① BUILDING 'A' MAIN ENTRY SKETCH
FROM SAM'S CLUB PLAZA DRIVE



KEY PLAN

VICINITY MAP – FS14-214





ALLOWED AREA: UNSEPARATED MIXED USE, PER 508.3.2 BASED ON MOST RESTRICTIVE
BUILDING A: 11-B, 1-1, 3 STORY @ 10,000 PER TABLE
10,000 + ((10,000 x .75) x (1)) + ((10,000(2)) = 37,500 SF PER FLOOR
BUILDING B: 11-A, 1-2, 2 STORY @ 15,000 PER TABLE
15,000 + ((15,000 x .75) x (1)) + ((15,000(2)) = 56,250 SF PER FLOOR
BUILDING C SEE PLAN FOR FIRE SEPARATION WALLS
BUILDING D SEE PLAN FOR DIVISION OF INTO SMOKE COMPARTMENTS PER 407.4

AREAS BY OCCUPANCY TYPE:

BUILDING A FIRST FLOOR	1-1	90,068 SF
BUILDING A FIRST FLOOR	A-2	8,542 SF
BUILDING A FIRST FLOOR	A-3	3,779 SF
BUILDING A FIRST FLOOR	B	12,567 SF
BUILDING A SECOND FLOOR	1-1	94,313 SF
BUILDING A SECOND FLOOR	B	2,587 SF
BUILDING A THIRD FLOOR	1-1	74,319 SF
BUILDING B FIRST FLOOR	1-2	26,660 SF
BUILDING B FIRST FLOOR	A-2	1,478 SF
BUILDING B FIRST FLOOR	B	2,662 SF
BUILDING B SECOND FLOOR	1-2	18,123 SF
BUILDING B SECOND FLOOR	A-3	1,457 SF

UNIT SCHEDULE:

BUILDING	#	TYPE	DESCRIPTION	GROSS SF	ADHS SF
A	72	A	1 BEDROOM 1 BATH	766 SF	
B	78	B	1 BEDROOM 1.5 BATH	794 SF	
C	36	C	2 BEDROOM 2 BATH	1005 SF	
D	64	D	2 BEDROOM 2 BATH LARGE	1062 SF	
BUILDING B	12	E	MEMORY CARE DOUBLE OCC.	311 SF	221 SF SLEEPING UNIT
	4	F	MEMORY CARE DOUBLE OCC W/ SHOWER	351 SF	237 SF SLEEPING UNIT
	26	G	ASSISTED STUDIO	485 SF	328 SF LIVING UNIT
	12	H	ASSISTED 1 BEDROOM 1 BATH	624 SF	403 SF LIVING UNIT

PROJECT DATA

PROPERTY OWNER	PROJECT OWNER	APPLICANT / ARCHITECT
BELL ROAD AND 303, LLC 7575 N. 16TH STREET, SUITE 1 PHOENIX, AZ 85020 JOHN DORSETT (602) 956-8254 FAX (602) 943-3548	CHRISTIAN CARE, INC. 2002 W. SUNNYSIDE DR. PHOENIX, ARIZONA 85029 JOHN KUMAR (602) 956-8254 FAX (602) 943-6459	REECE • ANGELL • ROWE 4343 E. AVALON DRIVE PHOENIX, AZ 85018 STEPHANIE ROWE (602) 957-4343 FAX (602) 957-7546
ADDRESS LOCATION:	BUILDING A BUILDING B (asst. living) 501-12-903A (PENDING NEW PLAT) LOT 5, SURPRISE VILLAGE MARKETPLACE EAST IRREGULAR LOT SHAPE 636,021 SF (14.601 ACRES) NET PAD VACANT SENIOR LIVING FACILITY 250 UNITS INDEPENDENT LIVING 38 UNITS ASSISTED LIVING 18 UNITS MEMORY CARE	W. Bell Road, Surprise, AZ N. Sarval, Surprise, AZ
APN:	501-12-903A (PENDING NEW PLAT)	
LEGAL DESCRIPTION:	LOT 5, SURPRISE VILLAGE MARKETPLACE EAST	
LOT CONFIG. AND AREA:	IRREGULAR LOT SHAPE	
ZONING DISTRICT:	PAD	
EXISTING USE:	VACANT	
PROPOSED USE:	SENIOR LIVING FACILITY 250 UNITS INDEPENDENT LIVING 38 UNITS ASSISTED LIVING 18 UNITS MEMORY CARE	
YARD HEIGHT AND AREA REQUIREMENTS:	FRONT YARD: 20' SIDE YARD: 20' REAR YARD: 20'	
PARKING:	RETIREMENT HOUSING MIN 1 PER 3 UNITS, MAX 1.5 PER UNIT ASSISTED LIVING 5 PER UNIT STAFF 1/300 SF COMMON 250/3 + 54x.5 = 33176/300 = 220 MINIMUM 250x1.5 + 54x.5 + 33176/300 = 512 MAXIMUM NUMBER OF SPACES SHOWN: 332 ACCESSIBLE SPACES REQUIRED PER ADAG = 8, PROVIDED = 12 BICYCLE RACKS SHOWN FOR 18	
LANDSCAPING:	IN ACCORDANCE WITH STANDARDS PER CITY. 285944 SF = 44% OF SITE	
CODE:	2006 INTERNATIONAL BUILDING CODE W/ LOCAL MODIFICATION LOCAL ZONING ORDINANCE, LATEST EDITIONS. 2008 F.C. INC. IFC, 2008 NEC	
CONSTRUCTION TYPE:	BUILDING A: II-B - WITH NFPA 13 FIRE SPRINKLER SYSTEM BUILDING B: II-A - WITH NFPA 13 FIRE SPRINKLER SYSTEM	
OCCUPANCY GROUP:	BUILDING A: INDEPENDENT LIVING 1-1, A-2, A-3, B CURRENTLY UNLICENSED INDEPENDENT LIVING. OCCUPANCY CHOSEN SO FUTURE SUPERVISORY OR PERSONAL CARE COULD BE LICENSED. ALL RESIDENTS WOULD BE CAPABLE OF SELF EXIT IN EMERGENCY. BUILDING B: ASSISTED LIVING AND MEMORY CARE 1-2, A-2, A-3, B STATE LICENSE WILL INCLUDE SUPERVISORY, PERSONAL AND DIRECTED CARE WHILE NO PATIENTS WILL BE BEDRIDDEN AND THERE WILL BE NO NURSING. SOME PATIENTS MAY REQUIRE ASSISTANCE TO EXIT IN EMERGENCY.	
BUILDING AREA:	BUILDING A FIRST FLOOR 114,956 SF BUILDING B FIRST FLOOR 30,801 SF	
TOTAL FIRST FLOOR BOTH BUILDINGS:	145,757 SF	
CANOPIES BUILDING A FIRST FLOOR	14,601 SF	
CANOPIES BUILDING B FIRST FLOOR	2,059 SF	
POOL BUILDING & SHADE	686 SF	
GAZEBOS IN COURTYARDS 5 @ 212 =	1060 SF	
RAMADA AT DOG RUN	200 SF	
MAINT/WORKSHOP/GOLF CART COVER	2,000 SF	
PARKING CANOPIES 13 @ 1504	19,552 SF	
TOTAL CANOPIES & MSC	40,158 SF	
TOTAL ROOFED AREA:	185,975 SF % OF SITE AREA = 29%	
SECOND FLOOR BUILDING A	96,900 SF	
THIRD FLOOR BUILDING A SOUTH	28,089 SF	
THIRD FLOOR BUILDING A NORTH	46,250 SF	
SECOND FLOOR BUILDING B	19,570 SF	
TOTAL FLOOR AREA UPPER LEVELS:	190,789 SF	
BALCONIES BUILDING A SECOND FLOOR	8,182 SF	
BALCONIES BUILDING A THIRD FLOOR SOUTH	2,168 SF	
BALCONIES BUILDING A THIRD FLOOR NORTH	5,925 SF	
BALCONIES BUILDING B SECOND FLOOR	594 SF	
TOTAL BALCONIES UPPER LEVELS:	14,869 SF	
TOTAL PROJECT FLOOR AREA	336,659 SF	
TOTAL PROJECT INCLUDING CANOPIES & MSC:	351,526 SF	

CITY NOTES:

- ANY NON-RESIDENTIAL KITCHEN OR FOOD PREPARATION FACILITIES WILL REQUIRE AN ADEQUATE EXTERIOR CONCRETE GREASE INTERCEPTOR (MINIMUM 1,500 GALLONS)
- NON-RESIDENTIAL MONITORING MANHOLE(S) ARE REQUIRED ON ALL PROJECT LATERALS PRIOR TO ENTERING THE STREET SEWER. THE MANHOLE(S) MUST BE ACCESSIBLE TO THE CITY OF SURPRISE PUBLIC WORKS DEPARTMENT AT ALL TIMES THROUGH ROWS OR EXCLUSIVE EASEMENT DEDICATED TO THE CITY.
- APPROVAL OF ACCESSIBLE SPACES AND BUILDING SQUARE FOOTAGES TO BE CONTINGENT UPON SUBMITTAL AND APPROVAL OF CONSTRUCTION DOCUMENTS.

REECE • ANGELL • ROWE REVISIONS:

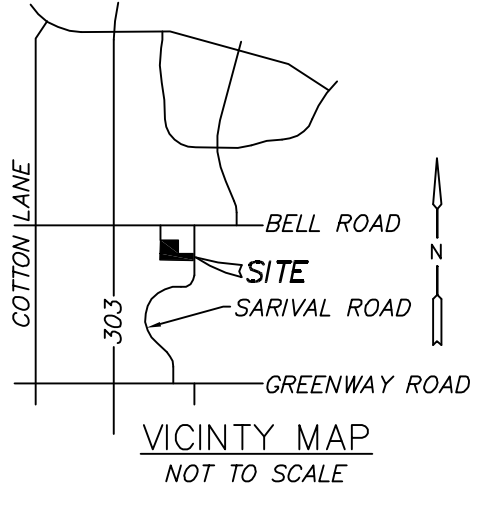


TITLE: SITE PLAN
SCALE: 1"=40'-0"
DATE: 3-17-14
JOB NO: RAR13021

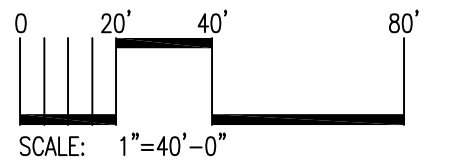
4343 E. Avalon Drive
Phoenix, Arizona 85018
Phone: 602-957-4343
Fax: 602-957-7546

1254 W. University Ave #100
Flagstaff, Arizona 86001
Phone: 928-779-4340
Fax: 928-779-5087

EXPIRES 12-31-15

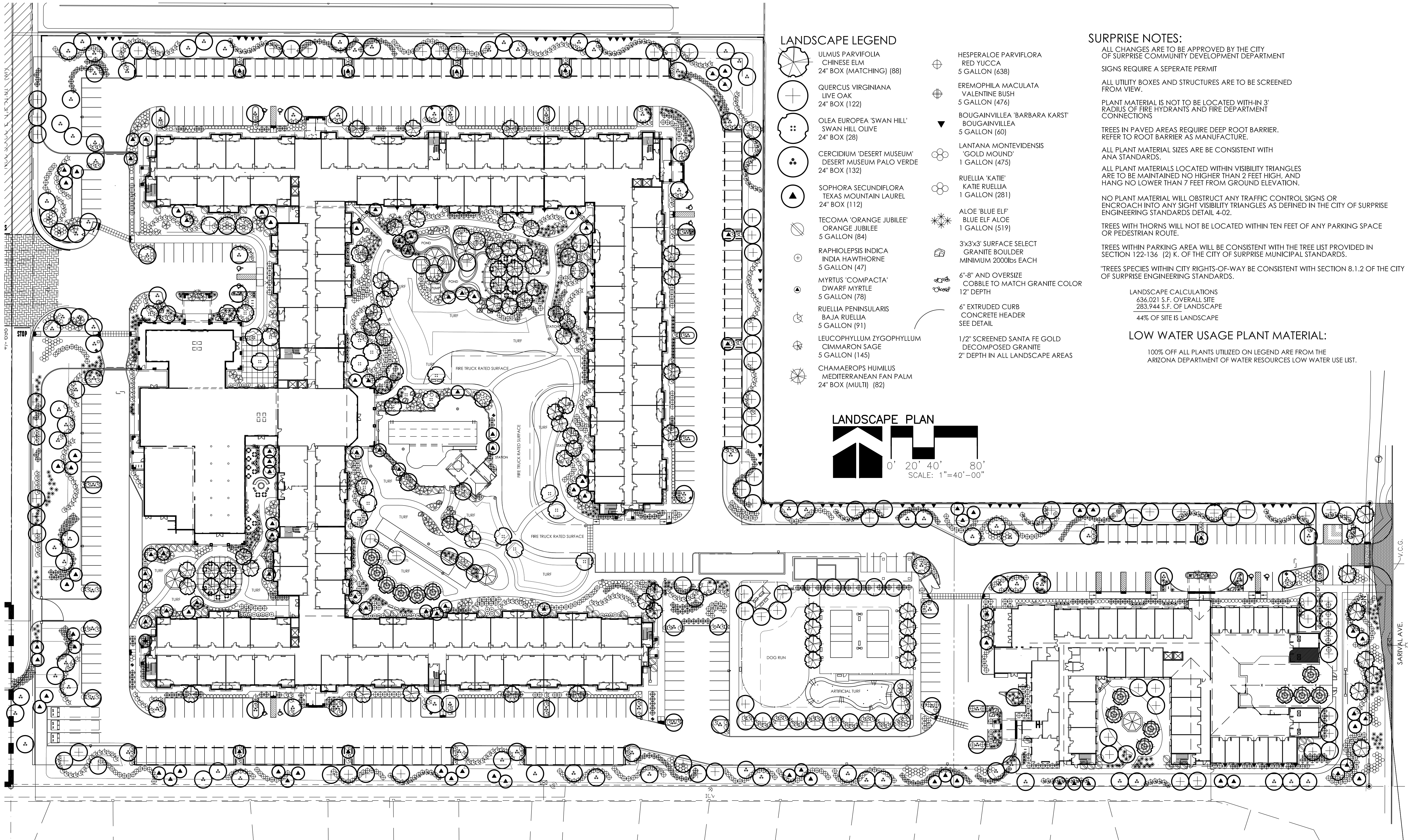


SITE PLAN



Fellowship Square Sorpresa
Christian Care, Inc.
N. Sarval
W. Bell Road and
Surprise, AZ

A1.0



LANDSCAPE LEGEND

- ULMUS PARVIFOLIA
CHINESE ELM
24" BOX (MATCHING) (88)
- QUERCUS VIRGINIANA
LIVE OAK
24" BOX (122)
- OLEA EUROPEA 'SWAN HILL'
SWAN HILL OLIVE
24" BOX (28)
- CERCIDIUM 'DESERT MUSEUM'
DESERT MUSEUM PALO VERDE
24" BOX (132)
- SOPHORA SECUNDIFLORA
TEXAS MOUNTAIN LAUREL
24" BOX (112)
- TECOMA 'ORANGE JUBILEE'
ORANGE JUBILEE
5 GALLON (84)
- RAPHIOLEPSIS INDICA
INDIA HAWTHORNE
5 GALLON (47)
- MYRTUS 'COMPACTA'
DWARF MYRTLE
5 GALLON (78)
- RUPELLIA PENINSULARIS
BAJA RUPELLIA
5 GALLON (91)
- LEUCOPHYLLUM ZYGOPHYLLUM
CIMMARON SAGE
5 GALLON (145)
- CHAMAEROPS HUMILIS
MEDITERRANEAN FAN PALM
24" BOX (MULTI) (82)
- HESPERALOE PARVIFLORA
RED YUCCA
5 GALLON (638)
- EREMOPHILA MACULATA
VALENTINE BUSH
5 GALLON (476)
- BOUGAINVILLEA 'BARBARA KARST'
BOUGAINVILLEA
5 GALLON (60)
- LANTANA MONTEVIDENSIS
'GOLD MOUND'
1 GALLON (475)
- RUPELLIA 'KATIE'
KATIE RUPELLIA
1 GALLON (281)
- ALOE 'BLUE ELF'
BLUE ELF ALOE
1 GALLON (519)
- 3'x3'x3" SURFACE SELECT
GRANITE BOULDER
MINIMUM 2000lbs EACH
- 6"-8" AND OVERSIZE
COBBLE TO MATCH GRANITE COLOR
12" DEPTH
- 6" EXTRUDED CURB
CONCRETE HEADER
SEE DETAIL
- 1/2" SCREENED SANTA FE GOLD
DECOMPOSED GRANITE
2" DEPTH IN ALL LANDSCAPE AREAS

SURPRISE NOTES:

ALL CHANGES ARE TO BE APPROVED BY THE CITY OF SURPRISE COMMUNITY DEVELOPMENT DEPARTMENT

SIGNS REQUIRE A SEPERATE PERMIT

ALL UTILITY BOXES AND STRUCTURES ARE TO BE SCREENED FROM VIEW.

PLANT MATERIAL IS NOT TO BE LOCATED WITH-IN 3' RADIUS OF FIRE HYDRANTS AND FIRE DEPARTMENT CONNECTIONS

TREES IN PAVED AREAS REQUIRE DEEP ROOT BARRIER. REFER TO ROOT BARRIER AS MANUFACTURE.

ALL PLANT MATERIAL SIZES ARE BE CONSISTENT WITH ANA STANDARDS.

ALL PLANT MATERIALS LOCATED WITHIN VISIBILITY TRIANGLES ARE TO BE MAINTAINED NO HIGHER THAN 2 FEET HIGH, AND HANG NO LOWER THAN 7 FEET FROM GROUND ELEVATION.

NO PLANT MATERIAL WILL OBSTRUCT ANY TRAFFIC CONTROL SIGNS OR ENCROACH INTO ANY SIGHT VISIBILITY TRIANGLES AS DEFINED IN THE CITY OF SURPRISE ENGINEERING STANDARDS DETAIL 4-02.

TREES WITH THORNS WILL NOT BE LOCATED WITHIN TEN FEET OF ANY PARKING SPACE OR PEDESTRIAN ROUTE.

TREES WITHIN PARKING AREA WILL BE CONSISTENT WITH THE TREE LIST PROVIDED IN SECTION 122-136 (2) K. OF THE CITY OF SURPRISE MUNICIPAL STANDARDS.

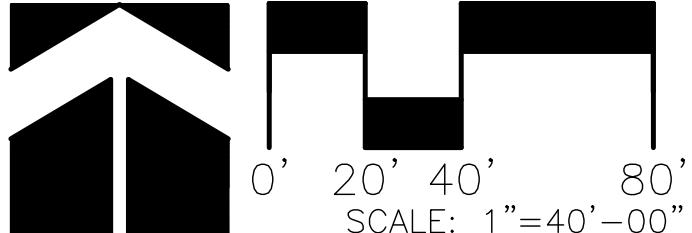
*TREES SPECIES WITHIN CITY RIGHTS-OF-WAY BE CONSISTENT WITH SECTION 8.1.2 OF THE CITY OF SURPRISE ENGINEERING STANDARDS.

LANDSCAPE CALCULATIONS
636,021 S.F. OVERALL SITE
283,944 S.F. OF LANDSCAPE
44% OF SITE IS LANDSCAPE

LOW WATER USAGE PLANT MATERIAL:

100% OFF ALL PLANTS UTILIZED ON LEGEND ARE FROM THE ARIZONA DEPARTMENT OF WATER RESOURCES LOW WATER USE LIST.

LANDSCAPE PLAN



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Christian Care, Inc.
W. Bell Road and N. Sarival
Surprise, AZ

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Phoenix, Arizona 85018
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Fax: 602-957-7546

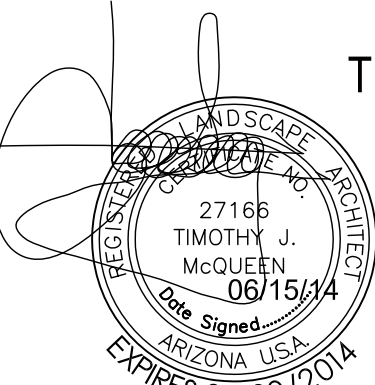
1254 W. University Ave #100
Flagstaff, Arizona 86001
Phone: 928-779-4940
Fax: 928-779-5087

T.J. McQUEEN & ASSOCIATES, INC.

LANDSCAPE ARCHITECTURE
URBAN DESIGN
SITE PLANNING

8433 East Cholla St., Suite 101
Scottsdale, Arizona 85260
P. (602) 265-0320 F. (602) 266-6619

EMAIL: timmqueen@tjmla.net



DATE: 6-15-14
JOB NO: RAR13021

La.01

T.J. McQUEEN & ASSOCIATES, INC. LANDSCAPE ARCHITECTURE (TJMA) EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED, OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT FROM TJMA.

COLOR PALETTE:
P1 STUCCO WALLS (OFF WHITE)
ICI PAINTS A1758 BARRISTER WHIT
P2 STUCCO WALLS (TAN)
ICI PAINTS A0607 ROLLING HILLS
P3 TRIM (MEDIUM BROWN)
ICI PAINTS A0524 SAND DANCE
P4 METAL TRIM
ICI PAINTS A1256 COSMIC BLUE

MASONRY:
CMU1 SUPERLITE BLOCK, INTEGRALLY COLORED
SPLIT FACE, CHARCOAL 62.15.3
CMU2 SUPERLITE BLOCK, INTEGRALLY COLORED
MESA STONE MEDIUM, 8" SCORE, MOJAVE BROWN
CMU3 TRIM
SMOOTH, 4x8x8, MOJAVE BROWN
CMU4 TRIM
COLORED MESA STONE MEDIUM,
8" SCORE, CHARCOAL

W.I. ACCENT
WROUGHT IRON ACCENT OVER
BLUE TILE. WROUGHT IRON TO
BE BLACK ENAMELED. TILE TO
MATCH P4 METAL TRIM COLOR

ROOF TILE:
MONIER, MISSON "S", TERRACOTTA

0 8' 16' 32'
SCALE: 1/16"=1'-0"



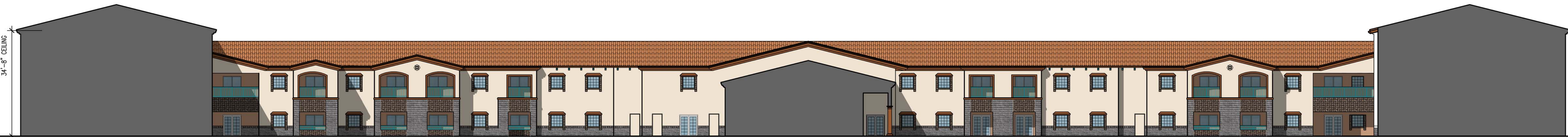
④ SOUTH ELEVATION
BLDG 'A' SEE AA6.4
SCALE: 1/16"=1'-0"



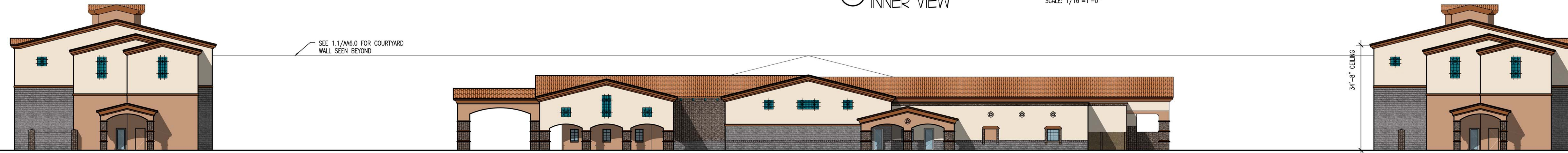
③ EAST ELEVATION
BLDG 'A' SEE AA6.3
SCALE: 1/16"=1'-0"



② NORTH ELEVATION BLDG 'A'
TOWARD BELL ROAD SEE AA6.2
SCALE: 1/16"=1'-0"



② WEST ELEVATION BLDG 'A'
INNER VIEW SEE AA6.1.1
SCALE: 1/16"=1'-0"



① WEST ELEVATION
BLDG 'A' SEE AA6.1
SCALE: 1/16"=1'-0"

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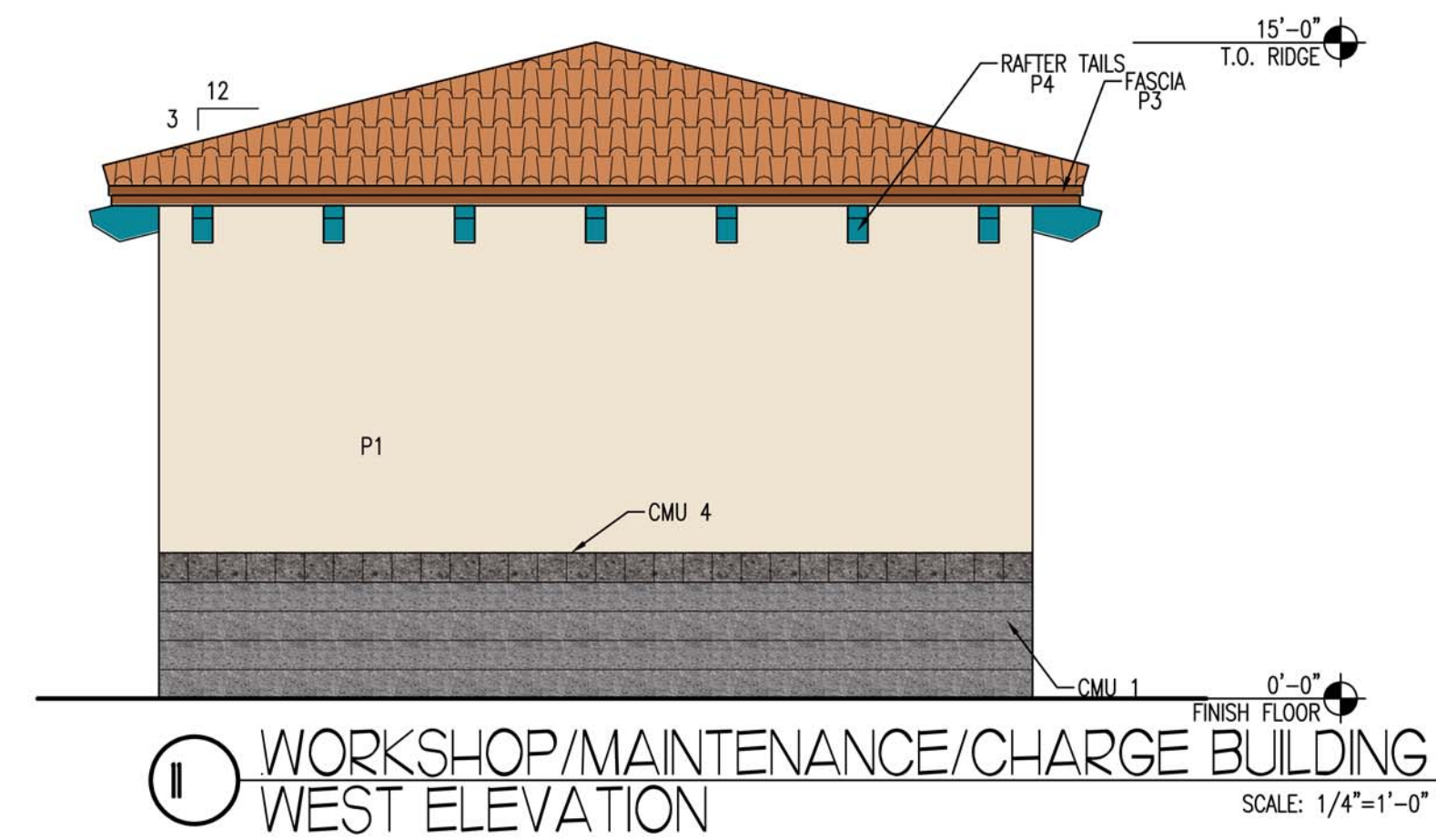
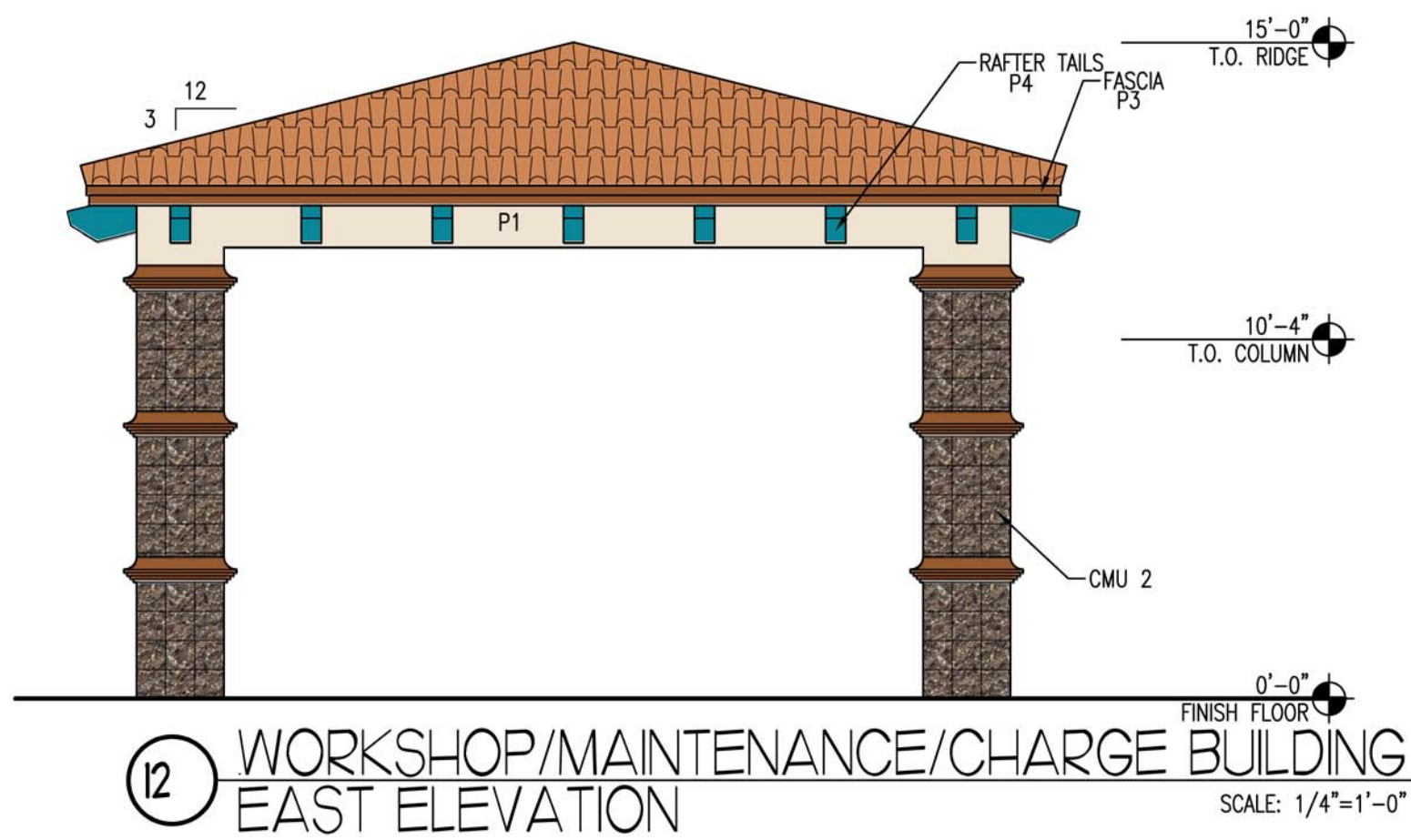
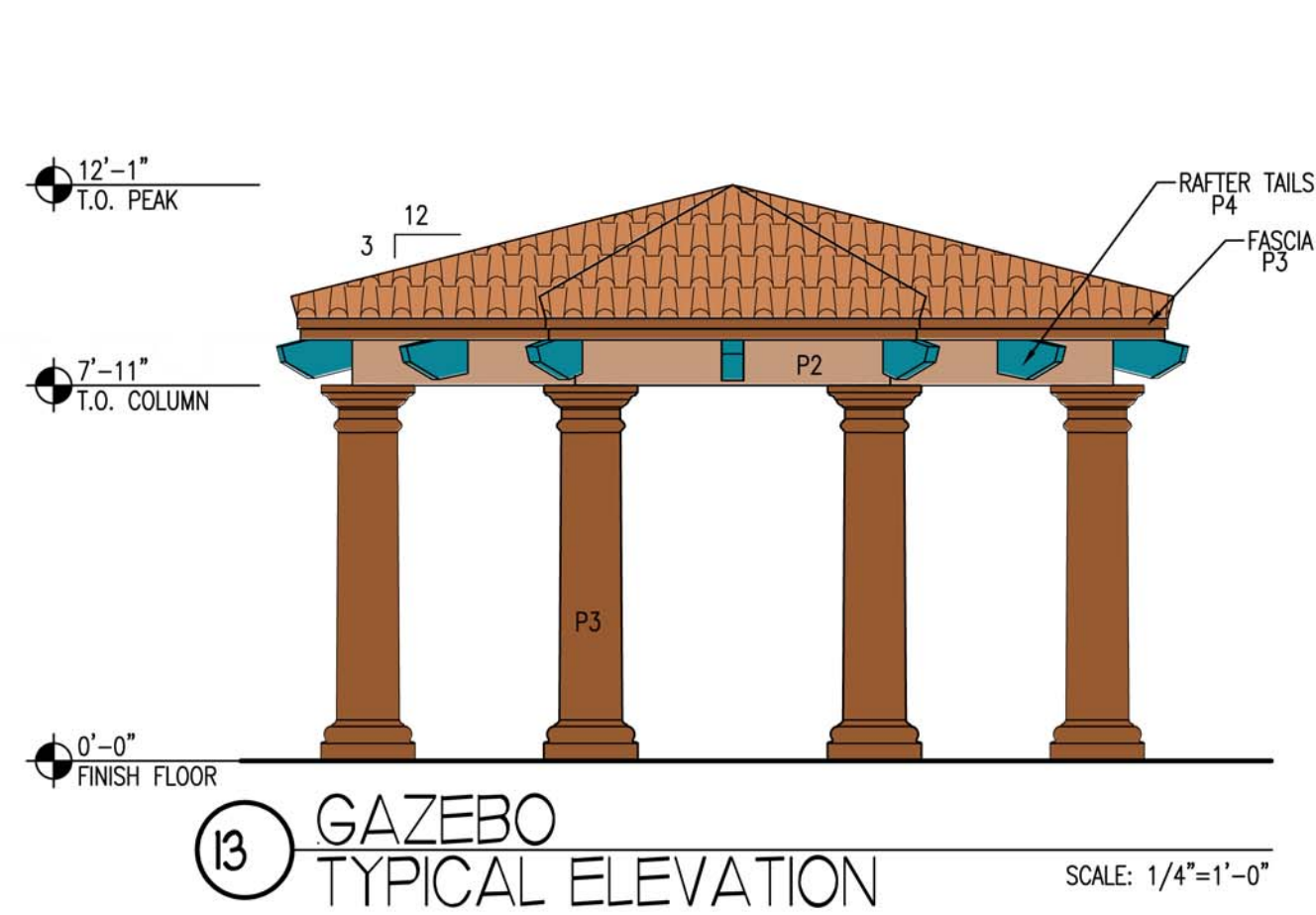
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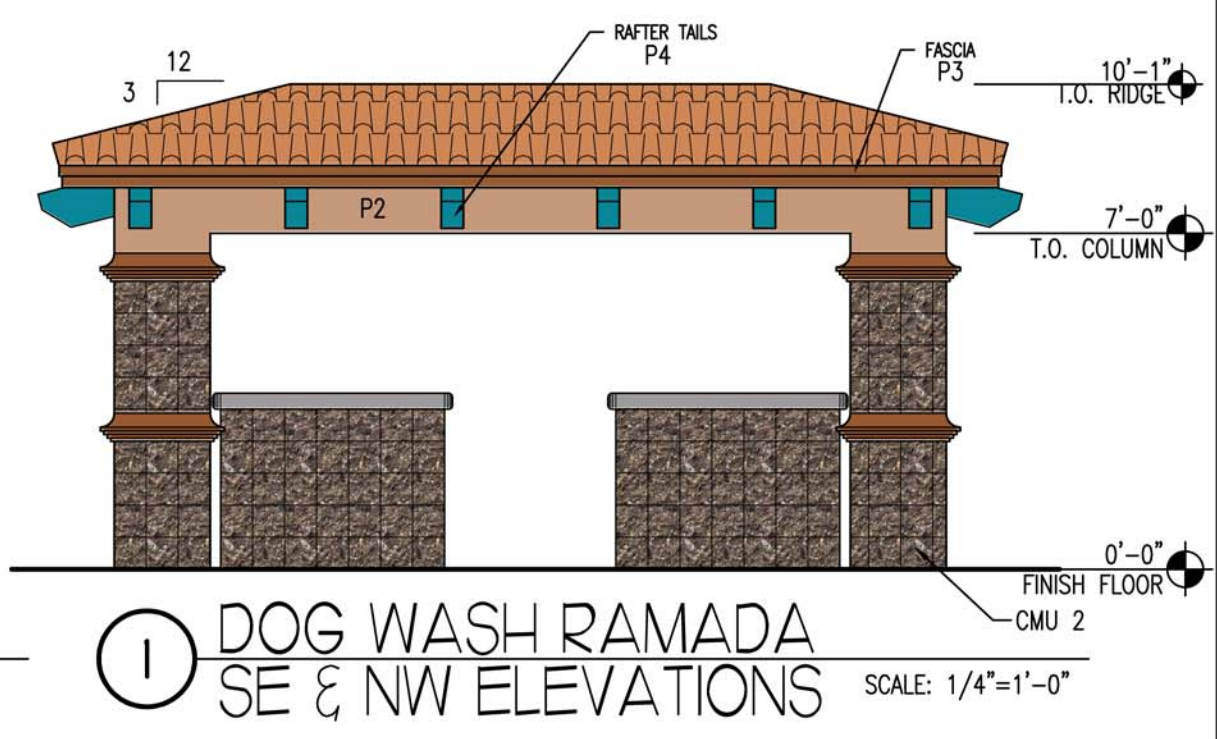
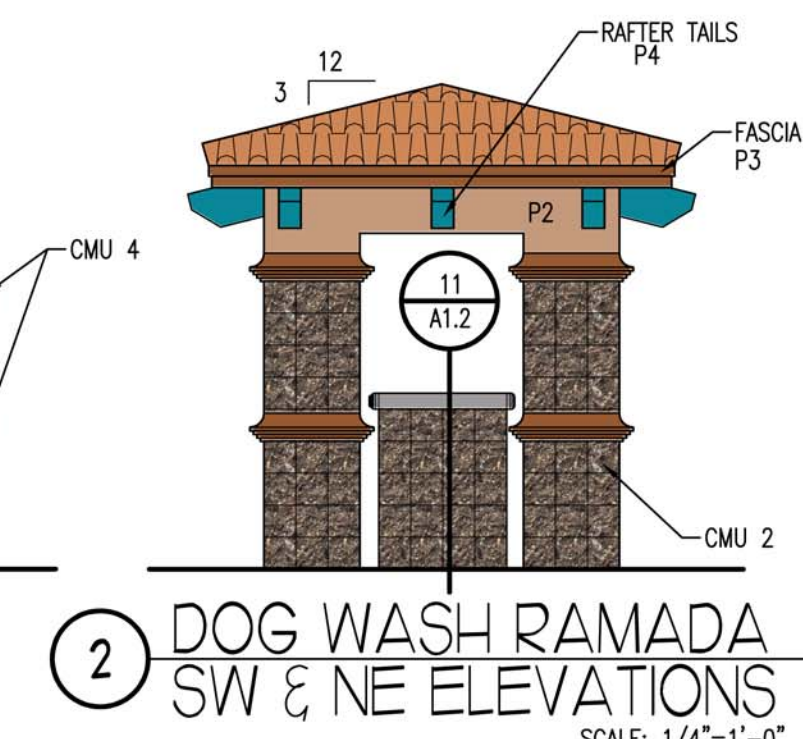
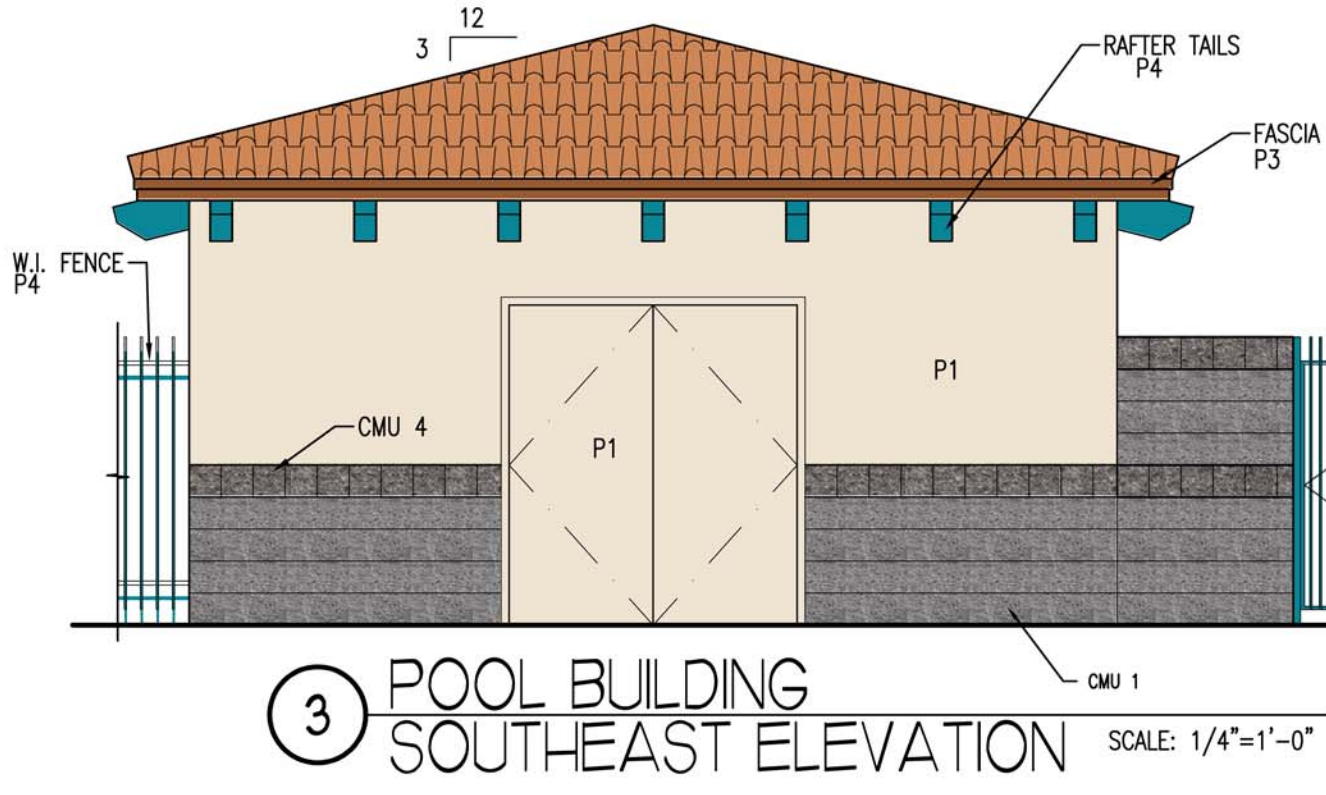
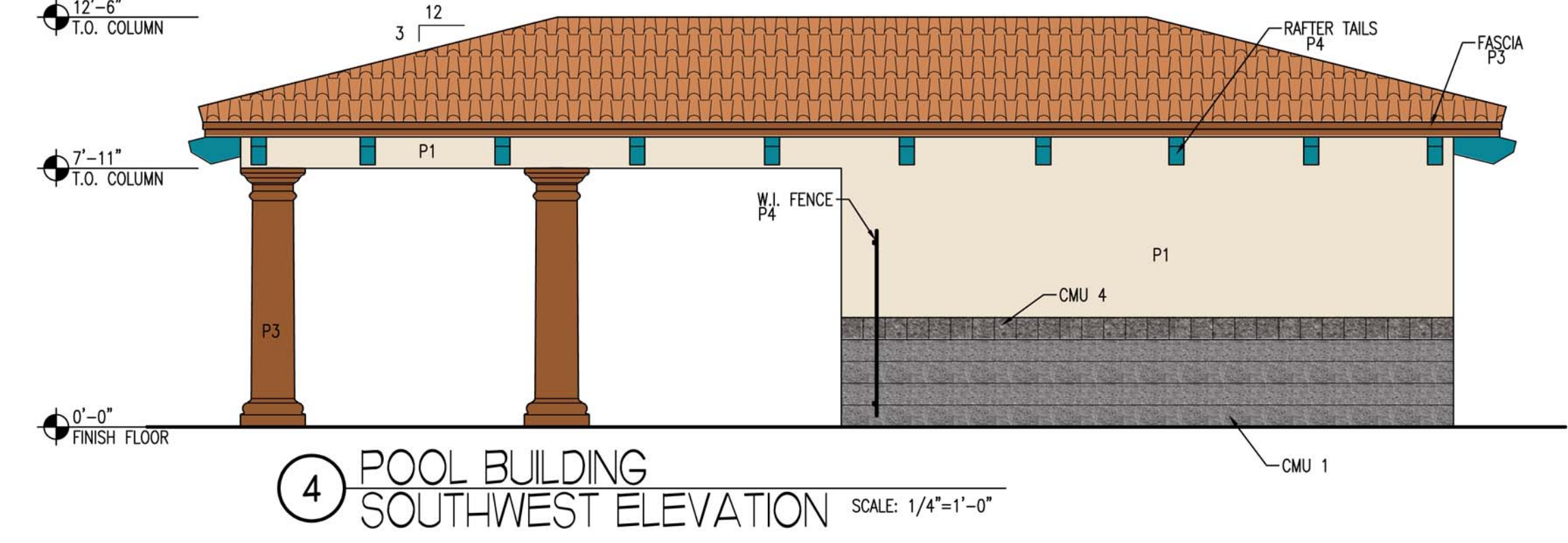
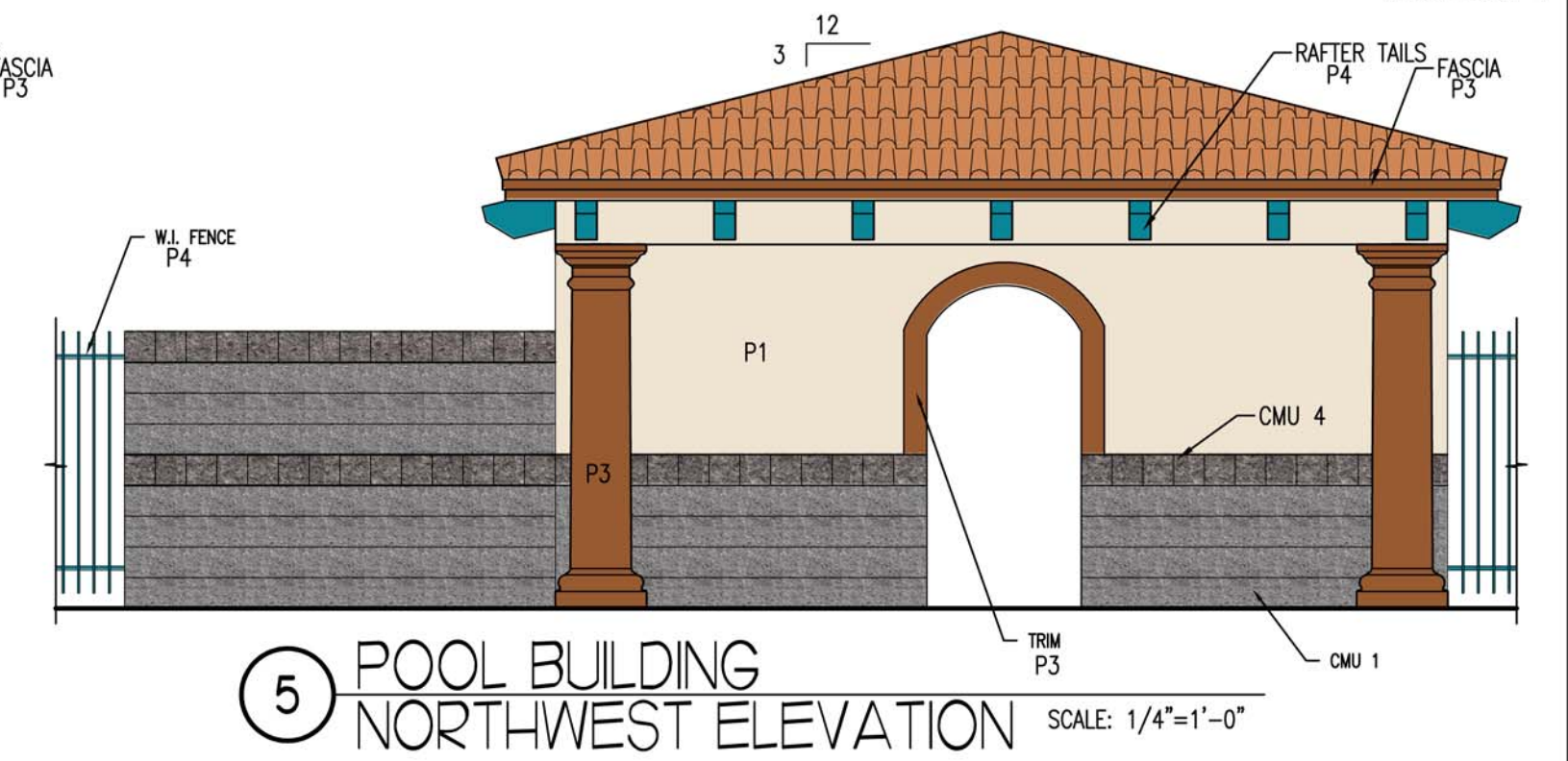
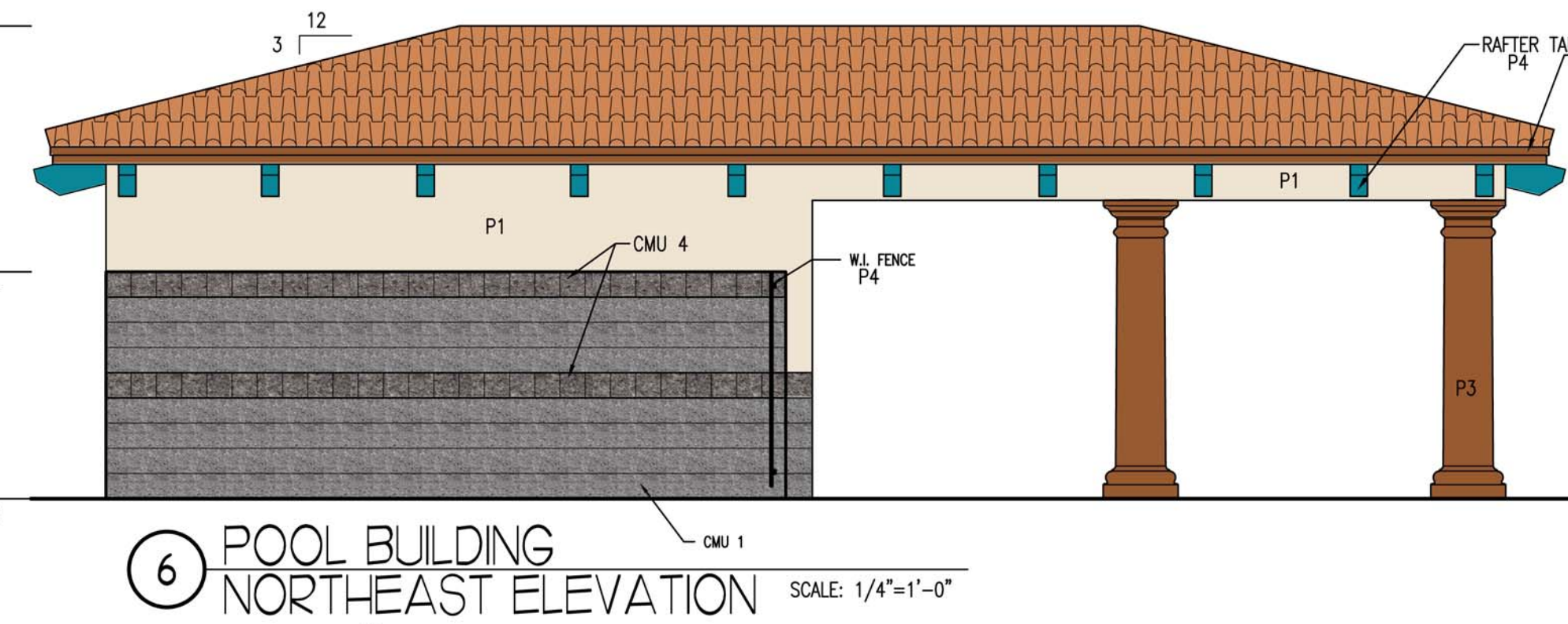
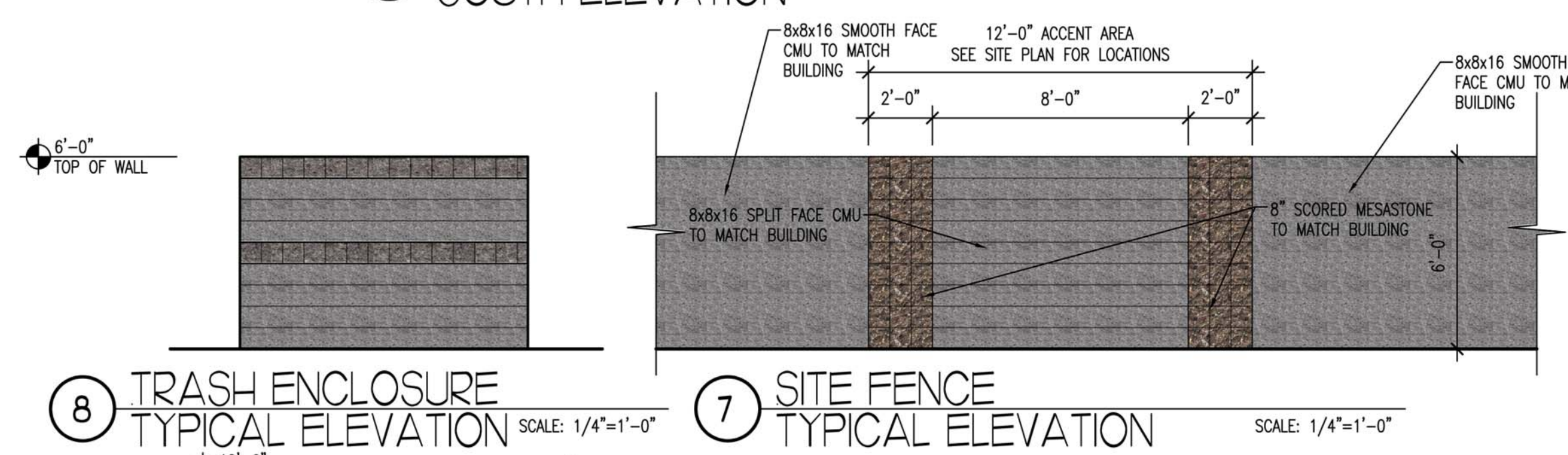
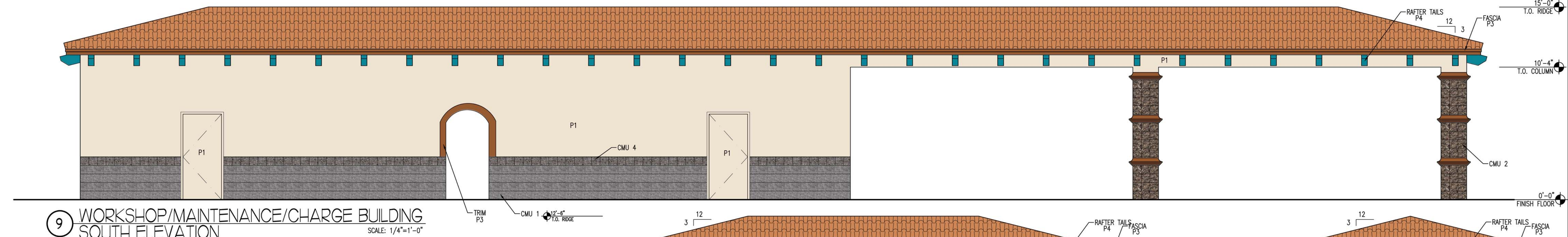
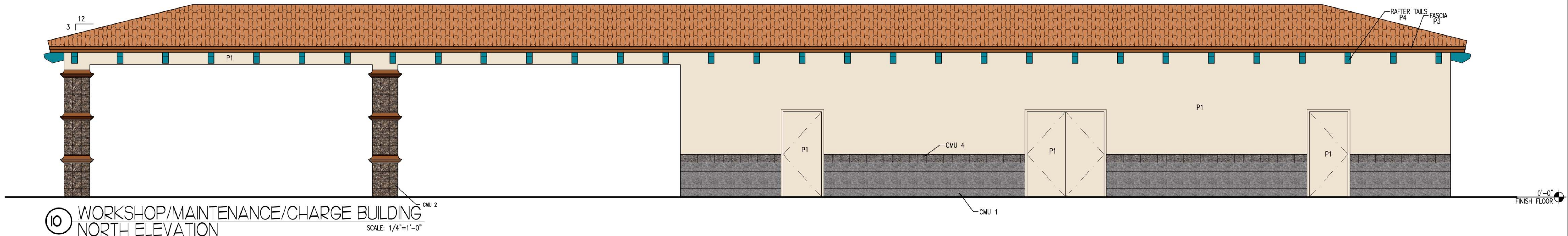
REVISIONS:

OVERALL ELEVATIONS
SCALE: 1/16"=1'-0"
DATE: 3-17-14
JOB NO: RAR13021

AA6.0



- COLOR PALETTE:
- PAINT:
- P1 STUCCO WALLS (OFF WHITE)
ICI PAINTS A1758 BARRISTER WHITE
 - P2 STUCCO WALLS (TAN)
ICI PAINTS A0607 ROLLING HILLS
 - P3 TRIM (MEDIUM BROWN)
ICI PAINTS A0524 SAND DANCE
 - P4 METAL TRIM
ICI PAINTS A1256 COSMIC BLUE
- MASONRY:
- CMU1 SUPERLITE BLOCK, INTEGRALLY COLORED SPLIT FACE, CHARCOAL 62.15.3
 - CMU2 SUPERLITE BLOCK, INTEGRALLY COLORED MESA STONE MEDIUM, 8" SCORE, MOJAVE BROWN
 - CMU3 SUPERLITE BLOCK, INTEGRALLY COLORED SMOOTH, 4x8x8, MOJAVE BROWN
 - CMU4 TRIM SUPERLITE BLOCK, INTEGRALLY COLORED MESA STONE MEDIUM, 8" SCORE, CHARCOAL
- ROOF TILE: MONIER, MISSION "S", TERRACOTTA



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Fellowship Square Sorpresa

Christian Care, Inc.

W. Bel Road and N Sarval Surprise, AZ

REGISTERED ARCHITECT
CLERK OF COURT
18525 STEPHANIE ROWE
Date Signed: 11/1/14
ARIZONA, U.S.A.
FPIRFS 17-31-15

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ARCHITECTS

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Flagstaff, Arizona 86001
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Fax: 928-779-5067

REVISIONS:

TITLE: SITE BLDG ELEVATIONS
SCALE: 1/4"=1'-0"
DATE: 3-17-14
JOB NO: RAR13021

A13

COLOR PALETTE:
P1 STUCCO WALLS (OFF WHITE)
ICI PAINTS A1758 BARRISTER WHIT

P2 STUCCO WALLS (TAN)
ICI PAINTS A0607 ROLLING HILS

P3 TRIM (MEDIUM BROWN)
ICI PAINTS A0524 SAND DANCE

P4 METAL TRIM
ICI PAINTS A1256 COSMIC BLUE

MASONRY:
CMU1 SUPERLITE BLOCK, INTEGRALLY COLORED
SPLIT FACE, CHARCOAL 62.15.3

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MESA STONE MEDIUM, 8" SCORE, MOJAVE BROWN

CMU3 TRIM SUPERLITE BLOCK, INTEGRALLY COLORED
SMOOTH, 4x8x8, MOJAVE BROWN

CMU4 TRIM SUPERLITE BLOCK, INTEGRALLY COLORED
MESA STONE MEDIUM, 8" SCORE, CHARCOAL

W.I. ACCENT
WROUGHT IRON ACCENT OVER
BLUE TILE. WROUGHT IRON TO
BE BLACK ENEAMELED. TILE TO
MATCH P4 METAL TRIM COLOR

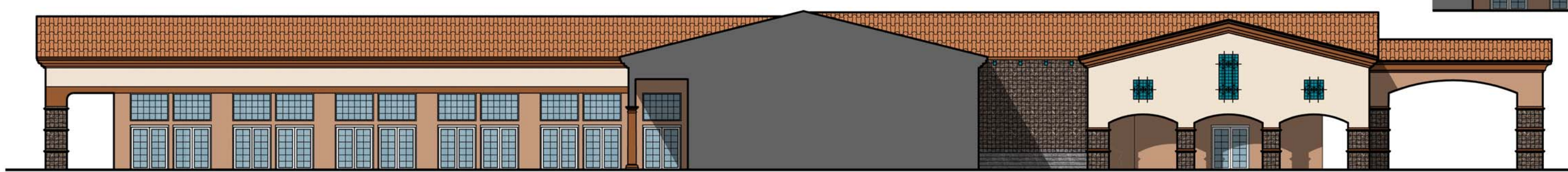
ROOF TILE: MONIER, MISSON "S", TERRACOTTA

0 8' 16' 32'

SCALE: 1/16"=1'-0"



10 DINING COURTYARD BLD 'A' SEE A46.9
LOOKING NORTH
SCALE: 1/16"=1'-0"



11 DINING COURTYARD BLD 'A' SEE A46.9
LOOKING WEST
SCALE: 1/16"=1'-0"



12 ENTRY BLDG 'A' SEE A46.9
LOOKING SOUTH
SCALE: 1/16"=1'-0"



8 COURTYARD BLDG 'A' SEE A46.8
LOOKING EAST
SCALE: 1/16"=1'-0"



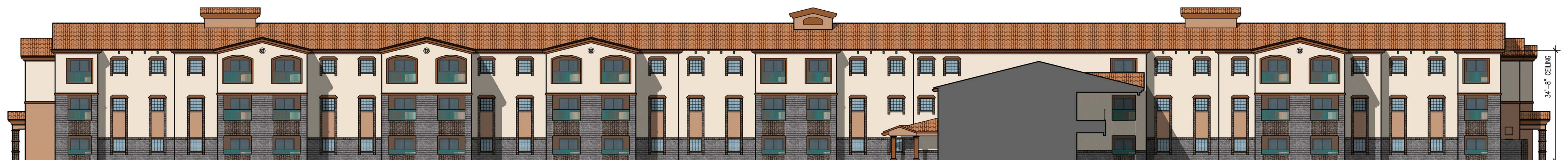
9 SOUTH END OF EAST WING SEE A46.8
BLDG 'A'
SCALE: 1/16"=1'-0"



7 COURTYARD BLDG 'A' SEE A46.7
LOOKING NORTH
SCALE: 1/16"=1'-0"



6 COURTYARD BLDG 'A' SEE A46.6
LOOKING WEST
SCALE: 1/16"=1'-0"



5 COURTYARD BLDG 'A' SEE A46.5
LOOKING SOUTH
SCALE: 1/16"=1'-0"

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Surprise, AZ



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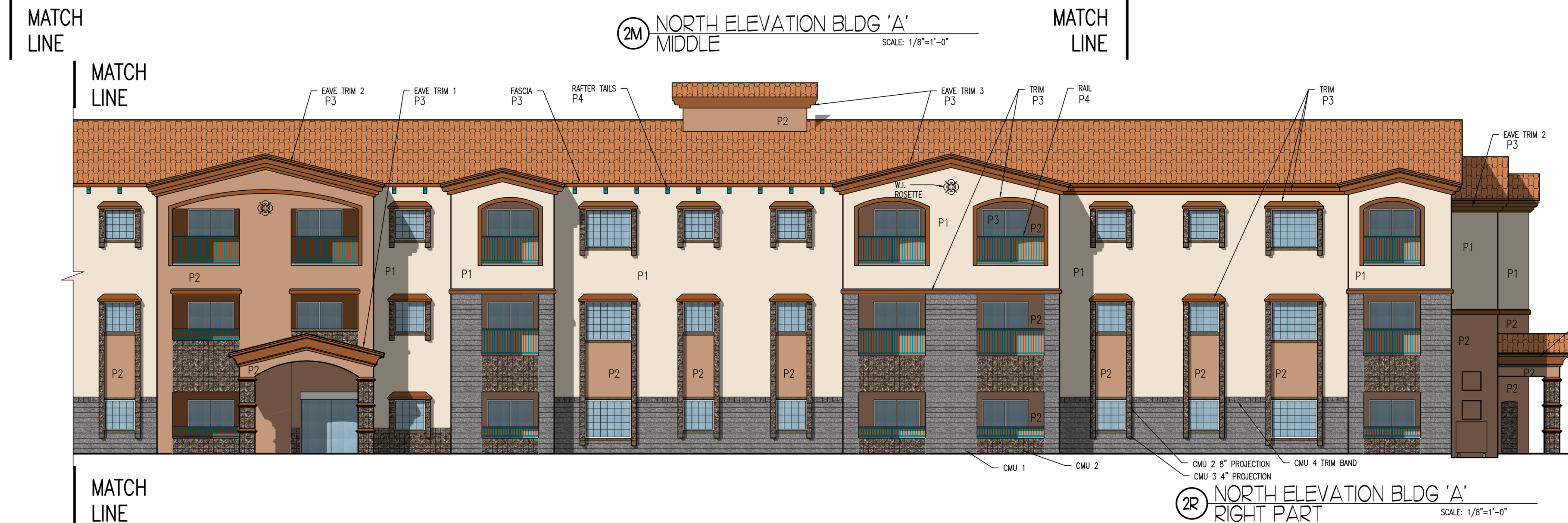
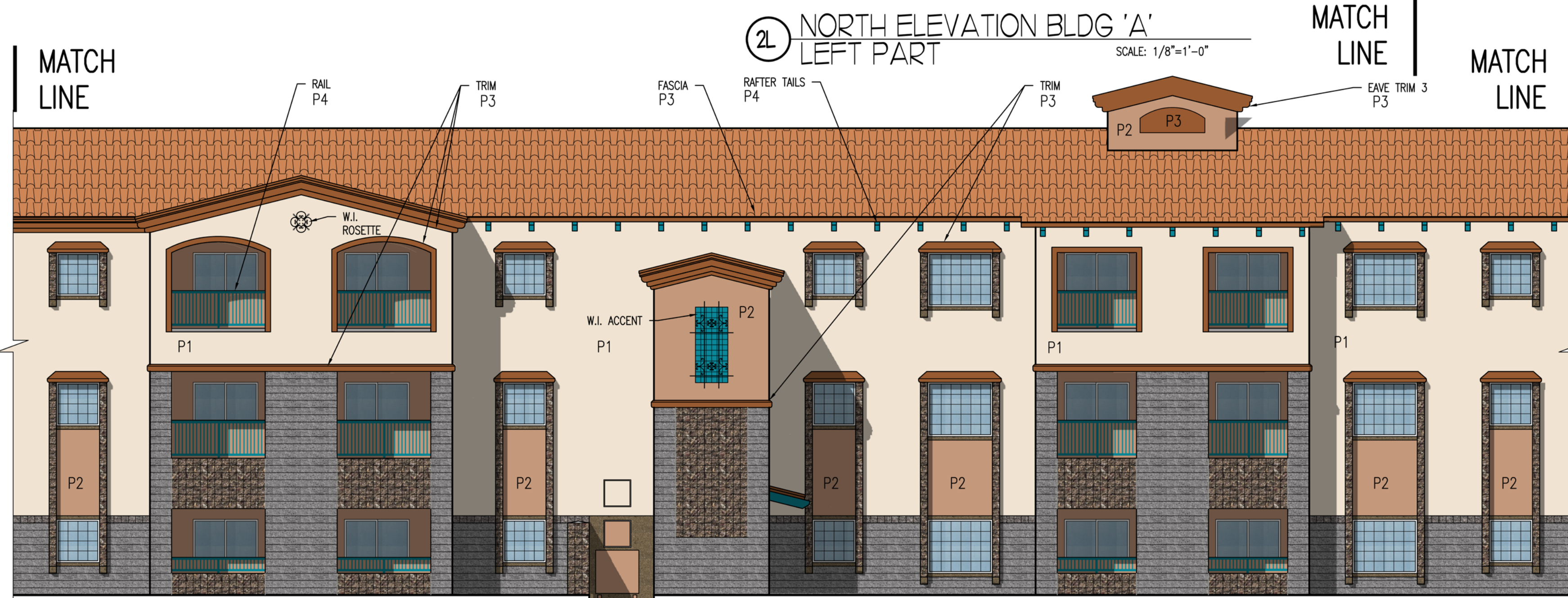
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Fax: 928-779-5087

REVISIONS:

OVERALL
TITLE: ELEVATIONS
SCALE: 1/16"=1'-0"
DATE: 3-17-14
JOB NO: RAR13021

AA6.0.1



- COLOR PALETTE:
- PAINT:
- P1 STUCCO WALLS (OFF WHITE)
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SMOOTH, 4x8x8, MOJAVE BROWN
- CMU4 TRIM SUPERLITE BLOCK, INTEGRALLY
COLORED MESA STONE MEDIUM,
8" SCORE, CHARCOAL
- ROOF TILE: MONIER, MISSON "S", TERRACOTTA
- W.I. ACCENT: WROUGHT IRON ACCENT OVER
BLUE TILE. WROUGHT IRON TO
BE BLACK ENAMELED. TILE TO
MATCH P4 METAL TRIM COLOR

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REVISIONS:

TITLE: ELEVATIONS
SCALE: 1/8"=1'-0"
DATE: 3-17-14
JOB NO: RAR13021

AA6.2

COLOR PALETTE:

PAINT:

- P1 STUCCO WALLS (OFF WHITE)
ICI PAINTS A1758 BARRISTER WHIT
- P2 STUCCO WALLS (TAN)
ICI PAINTS A0607 ROLLING HILS
- P3 TRIM (MEDIUM BROWN)
ICI PAINTS A0524 SAND DANCE
- P4 METAL TRIM
ICI PAINTS A1256 COSMIC BLUE

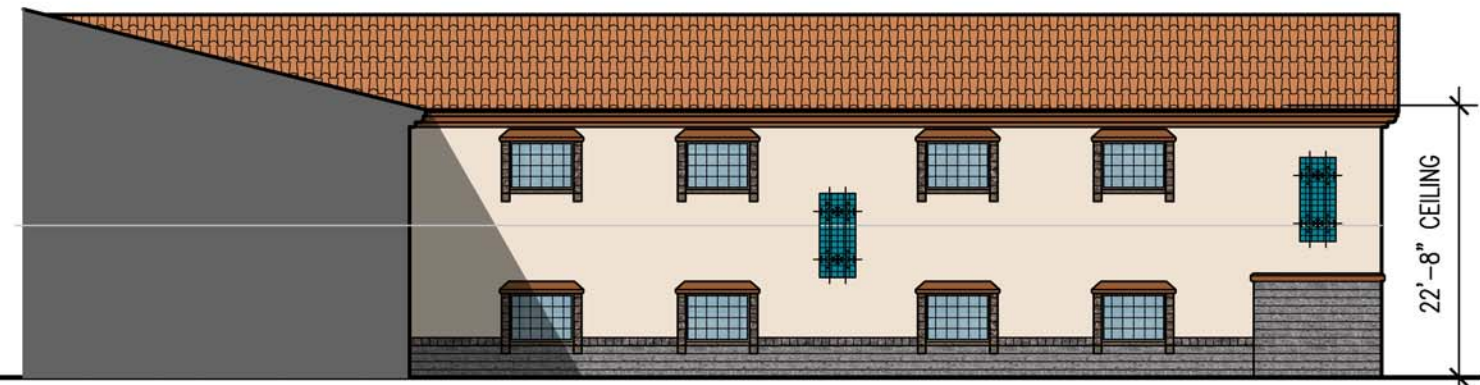
MASONRY:

- CMU1 SUPERLITE BLOCK, INTEGRALLY COLORED
SPLIT FACE, CHARCOAL 62.15.3
- CMU2 SUPERLITE BLOCK, INTEGRALLY COLORED
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- CMU3 TRIM
SUPERLITE BLOCK, INTEGRALLY COLORED
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- CMU4 TRIM
SUPERLITE BLOCK, INTEGRALLY COLORED
MESA STONE MEDIUM, 8" SCORE, CHARCOAL
- ROOF TILE: MONIER, MISSON "S", TERRACOTTA
- W.I. ACCENT WROUGHT IRON ACCENT OVER
BLUE TILE. WROUGHT IRON TO
BE BLACK ENAMELED. TILE TO
MATCH P4 METAL TRIM COLOR



(B6) COURTYARD LOOKING WEST
BLDG 'B'

SEE AB6.3
SCALE: 1/16"=1'-0"



(B7) COURTYARD LOOKING EAST
BLDG 'B'

SEE AB6.3
SCALE: 1/16"=1'-0"



(B6) COURTYARD LOOKING SOUTH
BLDG 'B'

SEE AB6.3
SCALE: 1/16"=1'-0"



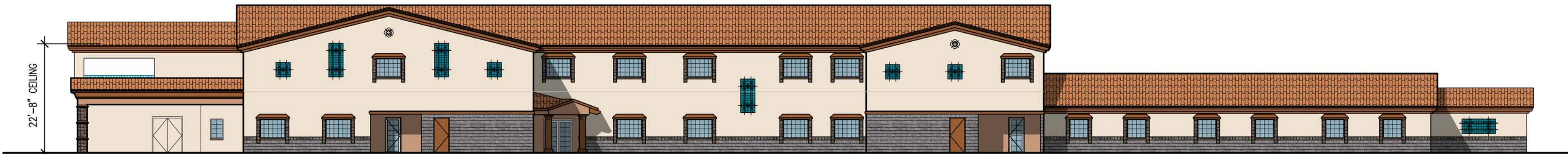
(B5) COURTYARD LOOKING NORTH
BLDG 'B'

SEE AB6.3
SCALE: 1/16"=1'-0"



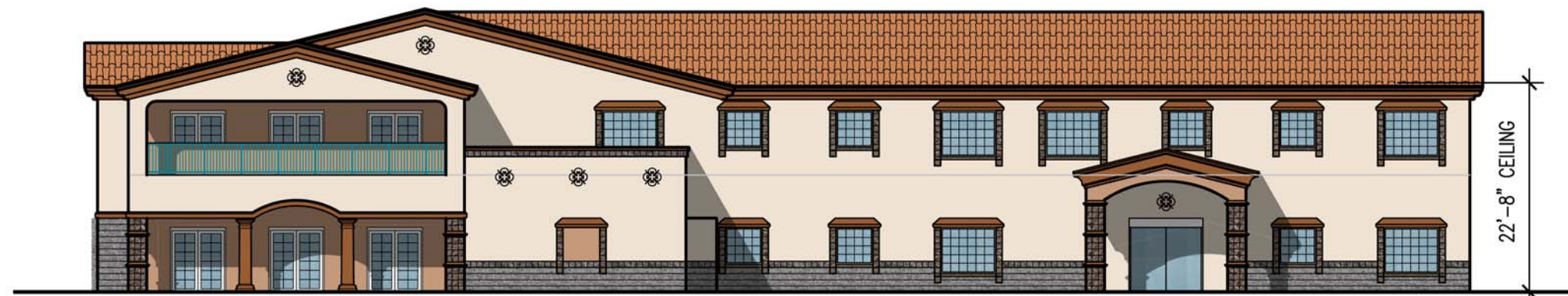
(B4) EAST ELEVATION, BLDG 'B'
SARIVAL AVE

SEE AB6.2
SCALE: 1/16"=1'-0"



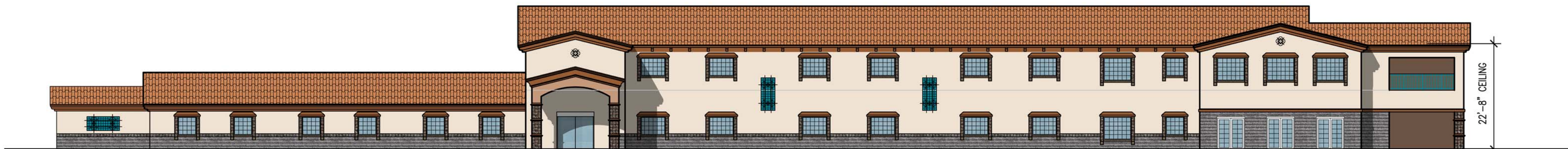
(B3) SOUTH ELEVATION
BLDG 'B'

SEE AB6.2
SCALE: 1/16"=1'-0"



(B2) WEST ELEVATION
BLDG 'B'

SEE AB6.1
SCALE: 1/16"=1'-0"



(B1) NORTH ELEVATION
BLDG 'B'

SEE AB6.1
SCALE: 1/16"=1'-0"

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REVISIONS:

OVERALL
TITLE: ELEVATIONS
SCALE: 1/16"=1'-0"
DATE: 3-17-14
JOB NO: RAR13021

AB6.0



CITY OF SURPRISE
Planning and Zoning Commission

August 7, 2014 @ 6:00:00 PM

Back Print

Board Meeting Date:	August 7, 2014	Contact Person:	Martin Lucero, Community Development
Submitting Department:	CD Boards and Commissions	District:	Citywide
Staff Recommendations:	Approve		

Consent	Regular	x	Public Hearing	Report/Discussion
---------	---------	---	----------------	-------------------

Agenda Wording:

Consideration and action on the City of Surprise Draft Access Management Plan.

Motion:

I move to recommend approval to the Mayor and Council the City of Surprise Draft Access Management Plan.

Background:

Staff has developed a City of Surprise Draft Access Management Plan. The information presented in the Draft Access Management Plan is a general City wide plan that was developed to be consistent with the City, MAG and ADOT's access management goals and policies.

Financial Impact Statement:

ATTACHMENTS:

Click to download

- ☐ [Staff Report](#)
- ☐ [Draft AMP](#)

External Attachment Links:

Meeting Requirements:

Powerpoint	x	Video	White Board	Other	x
------------	---	-------	-------------	-------	---

Presentation Speaker Names (spelling and titles for TV captions):

Martin Lucero, Transportation Planning MANager



COMMUNITY AND DEVELOPMENT

Date: August 7, 2014
To: Planning and Zoning Commission
From: Chris Boyd, Interim Director
Martin Lucero, Transportation Planning Manager
Re: City of Surprise Access Management Plan

Project Summary

This memorandum is related to the City of Surprise Draft Access Management Plan. The information presented in the Draft Access Management Plan was developed to be consistent with the City, MAG and ADOT's access management goals and policies.

Purpose of Access Management

The purpose of the access standards will be to maintain the capacity of roadways while promoting safety by reducing the number of conflict points along a roadway facility.

Principles of Access Management

One of the main principals used in the Draft Access Management Plan was to preserve the capacity and function of roadway facilities while reducing the number of conflict points through the management of access to adjacent land uses.

Both the Purpose and the Principles of this draft plan were prepared through the research of best practices, the adherences to nationally recognized standards and the adherence to Federal and State regulations, where applicable.

This document is expected to become a resource to help developers and transportation professionals assess the expected benefits of various access management applications. However, the evaluation of future projects will have to be done in conjunction and correlation with additional documents, such as the City's Engineering Development Standards, Major Thoroughfare Plan as well as future plans and guidelines.

Recommendation

Staff is seeking recommended approval of the draft plan and will present the Commission's findings to the City Council at their September 2014 meeting.

Attachments

Draft Access Management Plan

CITY OF SURPRISE

Access Management Plan

Draft



16000 N. Civic Center Plaza
Surprise, AZ 85374
<http://www.surpriseaz.gov/>

7/3/2014

Access Management Plan

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I. INTRODUCTION TO ACCESS MANAGEMENT

A. Purpose of Access Management

Within the City of Surprise there are critical corridors that have access challenges. The purpose of the access standards outlined in this document is to maintain the capacity of roadways while promoting safety by reducing the number of conflict points along a roadway facility.

Access standards should preserve the function of the roadway. As a result, the need for new or expanded roadways may be reduced or delayed because existing infrastructure maintains its capacity to handle trip volumes. In addition to safety and operational benefits of access management, when consistently and appropriately applied, they help maintain or improve property values, facilitate bicycle and pedestrian travel, and provide efficient connections to the surrounding transportation infrastructure. This access management plan enhances roadway purpose and compatibility with the surrounding land use, community goals, and objectives that were established in the City's General Plan 2035.

For parkways and arterials, the number of driveways to businesses and intersections with cross streets should be kept to a minimum to maintain a high degree of mobility. Mobility refers to the ability of a roadway to provide consistent traffic flow with minimal conflict. With the understanding that businesses and public venues require driveways for access and to meet certain code requirements, it will

be important to regulate the number and the spacing of access points to maintain mobility. Too many driveways increase conflict points unnecessarily along a corridor. As a result, delays are experienced, which encourages development of new roadway facilities to solve the perceived capacity problem. Whenever possible, collector or local streets and frontage roads should be utilized for access. This helps achieve a separation between access and mobility.

Another critical element of any successful access management solution involves utilizing the principles of "Complete Streets". Complete streets emphasize the importance of the roadway network being safe and convenient for all modes of travel and of enhancing the relationship between transportation and the surrounding land uses. These access management guidelines will support all modes of transportation by recommending the reduction or consolidation of conflict points along parkways, arterial and collector roadways. Reducing conflict points protects all users, especially the more vulnerable cyclists and pedestrians.

B. Principles of Access Management

Access Management is the systematic control of spacing and location of driveways and cross streets, placement of median openings, and the interconnectivity of road classifications to

maintain the access and mobility function of collectors, arterials, parkways and highways. A facility's capacity and function can be preserved and the number of conflict points reduced by managing access to adjacent land uses.

The Transportation Research Board (TRB), a national organization that researches and publishes documents on transportation, recommends ten principles that should be followed when implementing access management:

1. Provide a specialized road system:
A viable community requires a variety of roadways organized as an integrated system. Recognize that different roads serve different purposes. Parkways and arterials are needed for higher speed, longer trips. Collectors and local streets provide access to homes and businesses.
2. Limit direct access to major roadways:
Avoid site plan designs with driveways that enter onto parkways and major arterials. Orient business and residential driveways to collectors and local streets that feed onto arterials at a few carefully designed and spaced intersections.
3. Promote intersection hierarchy:
Build an efficient transportation network that provides appropriate transitions from one classification of roadway to another. Factors should include location and spacing of intersections depending on the major and minor roadways' capacity and function.
4. Locate signals to favor through movement:

When traffic signals are uniformly spaced on a roadway at distances of greater than one-quarter mile, the signals can be coordinated such that through traffic travels in both directions with a minimal amount of stopping and delay at signalized intersections.

5. Preserve the functional area of intersections and interchanges:

The functional area is where motorists are responding to the various maneuvers at an intersection or interchange, such as deceleration, turning in or out of driveways, stopping, or lane changes. Avoid placing access points that are too close together to give motorists enough time to respond to all the potential conflicts.

6. Limit the number of conflict points:

A conflict point is any access point along a roadway where vehicle paths will cross, merge into or diverge from one another. Conflict points are good indicators of the potential for accidents. Reducing the number of conflict points increases the safety of an access point.

7. Separate conflict areas:

Adequate spacing between access points allows drivers to react to one intersection at a time and provides greater opportunities to avoid potential conflicts at each successive downstream intersection.

8. Remove turning vehicles from through traffic lanes:

Traffic needs to slow down for vehicles exiting, entering, or turning across the roadway. Restricting turning movements and providing turning lanes allows

turning vehicles to get out of the way of through vehicles.

9. Use non-traversable medians to manage left turn movements:

The majority of access-related crashes involve left turns. Non-traversable medians eliminate left turns or reduce driver workload and can be especially effective in improving roadway safety.

10. Provide a supporting street and circulation system:

The design of an interconnected local streets system and internal vehicle circulation in parking areas reduces the number of driveways that businesses need for access to the major roadway and appropriately accommodate future development.

The Federal Highway Administration (FHWA) has an Access Management Program Plan which states that an access management plan should address the following issues,

1. Facility Hierarchy
2. Intersection and Interchange Spacing
3. Driveway Spacing
4. Traffic Signal Spacing
5. Median Treatments and Median Openings
6. Turning Lanes and Auxiliary Lanes
7. Street Connections

To effectively apply these concepts, it is important to also understand to what degree each will enhance the facility's performance. In many cases, systematic data collection is essential to quantifying how well access management has worked at a

location. The access management hierarchy can be reduced to system-wide strategies, corridor implementation strategies, and local or individual access point strategies.

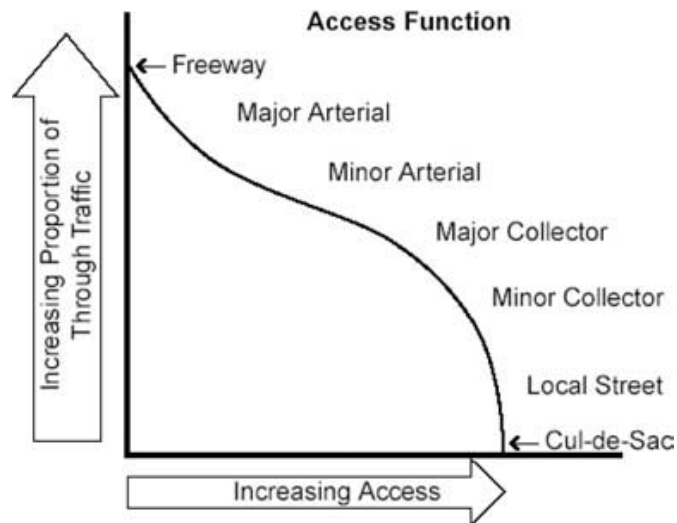
The City of Surprise has followed these guidelines, where applicable, throughout development of the access management plan. The guidelines influenced the policies and standards that are described in the following sections.

This manual is provided as a resource to help developers and transportation professionals quantify the expected benefits of various access management applications. As a result, this manual includes recommendations for how to evaluate potential access management applications including expected performance metrics and recommended data collection information.

II. ROADWAYS

A. Functional Classification

All publicly-owned streets in the City of Surprise can be categorized into a hierarchy of roadways by their intended function to balance mobility and the need to provide access to individual parcels of land. Mobility refers to the ability of a roadway to provide consistent traffic flow with minimal conflict. Classifications at the higher end of the hierarchy are designed to move larger volumes of traffic at a higher speed for longer distances, while classifications at the lower end are designed to provide direct access to property. The graph below illustrates the inverse relationship between a roadway's capacity to provide mobility and its function to provide access to parcels.



B. Urban Road Classification

- i. Freeways are designed to carry significant traffic volumes at high speeds. Freeways are intended for intercity or regional travel; therefore mobility is its top priority. Access is restricted to interchanges at one-half mile or greater intervals. Within the City of Surprise, SR303 and the proposed White Tanks Freeway fall into this classification.
- ii. Parkways are high capacity roadways designed to accommodate travel over significant distances. Parkway have substantial access control and left turns are prohibited at intersections. Several parkways are planned in the City of Surprise, including Dove Valley Parkway, Deer Valley Parkway, and Jomax Road.
- iii. Major Arterials are designed to carry high volumes of traffic over long distances, but may also provide a few direct accesses to adjacent properties. Access to/from major arterials should be minimized and judiciously designed to ensure that mobility does not suffer. Bell Road, Reems Road, and Pat Tillman Boulevard are examples of major arterials in the City of Surprise.
- iv. Minor Arterials are similar in function to major arterials, but are designed to carry fewer vehicles and slightly shorter trips than major arterials. Minor arterials may provide a higher degree of direct access to parcels, but

should be carefully planned and designed. Bullard Avenue, Sunrise Boulevard, and Happy Valley Road are examples of minor arterials in the City of Surprise.

- v. Collectors are designed to carry moderate volumes of traffic over shorter distances than arterials. A collector's function is to receive traffic from arterials and distribute to neighborhoods, and vice versa; therefore, a collector must provide adequate mobility while maintaining sufficient access to property. Collector roads in Surprise include Parkview Place, Mountain View Boulevard, and Acoma Road.
- vi. Local streets are designed to carry low volumes of traffic directly to individual parcels of land; therefore, access is its top priority. Mobility is hindered because access points along a local street are many and closely spaced. Maui Lane, Summer Breeze Way, and Desert Mesa Drive are examples of local streets in the City of Surprise.

C. Rural Road Classifications

- i. Rural Major Arterials provide minimal interference to through movements for long distance trips. They handle a high percentage of heavy commercial vehicles and form an integrated network without stub endings except where unusual geographic conditions exist. They are part of the critical transportation infrastructure. Rural Major Arterials provide access to important traffic generators and major cities not served by freeways, and provide access to intermodal facilities.

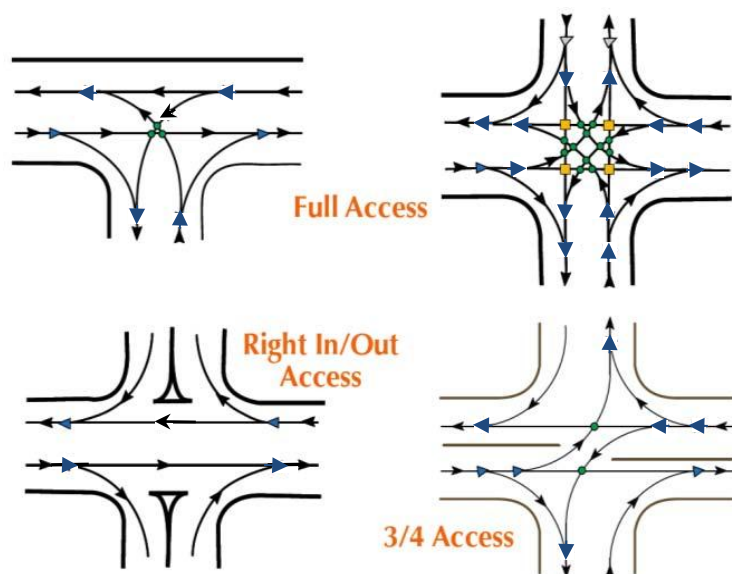
- ii. Rural Minor Arterials provide a high level of mobility and minimize interference to through movements. They are used for long distance travel across entire counties. They are part of an integrated transportation network without stub endings, except where unusual geographic conditions exist.
- iii. Rural Collectors connect urban areas with populations over 5,000 and tend to collect traffic from local roads to rural minor arterials. Rural collectors serve traffic generators typically of intracounty importance and serve trips between low density residential and commercial areas.
- iv. Rural Local street collects traffic from local roads to rural major collectors and has the lowest traffic volumes. They provide the dual function of maintaining mobility and providing access. They serve small population centers and provide access to residences and businesses.

D. Frontage Road

Frontage Roads run parallel to freeways or major arterials and provide access to local properties via strategically located access points. The purpose of frontage roads is to separate through movement on the mainline from accessing property.

III. Access Management Strategies

Access is the interface between land use and the road network. How well the access points function has a direct impact on the operation of the road and helps to determine the best use of the land. Access management includes strategies to reduce the number of traffic conflicts associated with access points and to enhance the safe and efficient movement of traffic. Conflicts occur whenever vehicles are turning on or off a roadway and in and out of a driveway or intersection. The figure below illustrates the number of conflict points at a full intersection, right in/right out access point, and a $\frac{3}{4}$ access point.



Number and Type of Conflict Points for Each Type of Access Point

	Crossing 	Turning 	Merge/Diverge 	Total
Full Access +	4	12	16	32
Full Access T	0	3	6	9
$\frac{3}{4}$ Access	0	2	8	10
Right In/Out Access	0	0	4	4

Access management techniques should be considered for each classification of roadway. These techniques need to be reviewed for every access point on a corridor-wide basis. The techniques can be implemented during the initial land development process or during redevelopment of the parcel or as a roadway is reconstructed.

Because some existing facilities cannot easily be brought up to current design standards it becomes critical to find ways to improve safety and mitigate congestion. One of the most effective means, without total reconstruction, is through the application of appropriate access management techniques.

A number of access management techniques may be used to improve roadway safety and enhance intersection operational efficiency. When properly and consistently applied, access management strategies would also promote bicycle and pedestrian safety and economic vitality of a commercial corridor. However, not all techniques are appropriate at all locations, and there are different purposes for different techniques. This document is

designed to be a “toolbox” for managing access and therefore some “tools” are better than other in some situations.

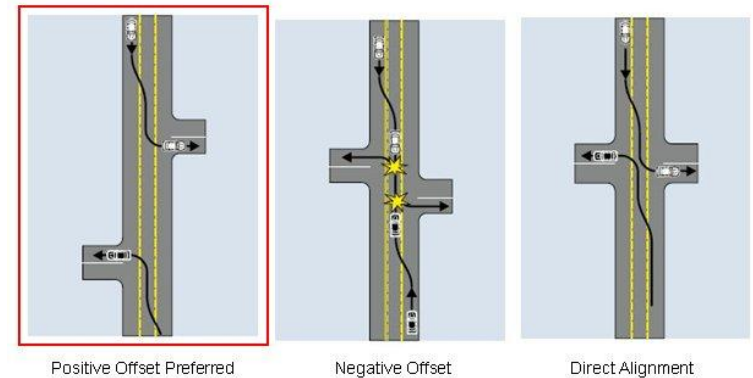
A. Driveways and Intersections

Driveways are the primary access points for ingress and egress from an individual parcel of land. Their design, spacing, and quantity have a significant impact on a roadway’s safety.

- I. Minimum spacing of access points is established based on the functional classification of the roadway, the posted speed limit, traffic volumes on the roadway, and traffic volumes at the access point. Minimum spacing requirements reduce the number of access points a driver must observe and reduce the chances of a crash. Well spaced driveways spread out turning maneuvers and allow drivers to focus on one conflict area at a time. This reduces the potential for crashes by allowing drivers to make driving decisions sequentially, not simultaneously.
- II. Shared access points among adjacent parcels are highly encouraged. The number of access points along a roadway should be kept to a minimum, depending on the functional classification of the roadway. Each parcel should normally be limited to one access point on a parkway or arterial, although shared access should be required, where feasible. A second access points should be taken via collector

streets or local streets, where feasible. Consolidation of existing access points at the time of redevelopment should be explored.

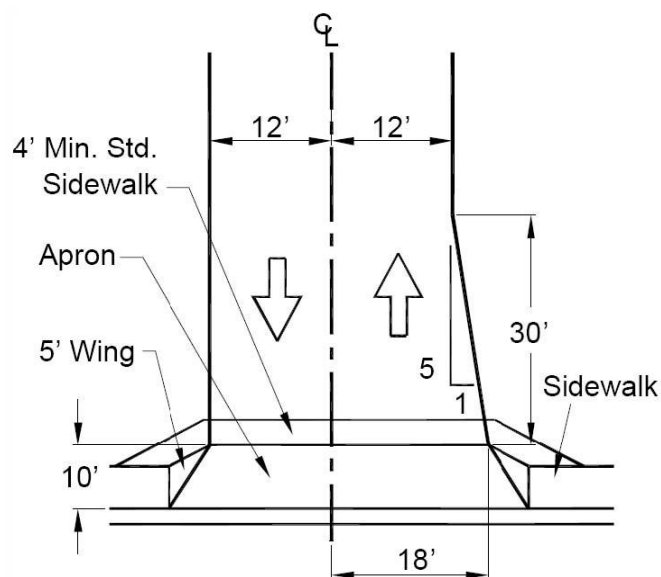
- a. Where there are driveways on opposite sides of the road they should be aligned directly opposite each other and intersect at a 90 angle to improve safety and minimize conflicts. If driveways cannot be aligned, certain turning movements should be restricted. The figure below shows the correct and incorrect alignment of driveways on opposite sides of the streets.



Source: FHWA Office of Safety – FHWA-SA-10-002

- III. Driveways should be designed with the prevailing speed on the adjacent roadway in mind. The typical curb cut driveway is suitable for lower speed roadways because of its small

radii. A curb return with adequate radii is recommended for all commercial driveways along parkways and arterials to accommodate the higher speed. An alternative to the curb return is a slightly wider opening at the curb cut then tapering as the driveway enters the adjacent land use. The following figure illustrates the alternative driveway design used by the City of Scottsdale. The driveway flares out an additional six feet on the inbound lane to provide a greater turning radius and minimizes encroachment into the outbound lane by entering vehicle.



Source: City of Scottsdale

B. Number of Access Points

The number of access points along a segment of roadway has a direct affect on the mobility, function, and safety of that roadway. While having multiple and frequent access points may be convenient and provides a more direct connection from the arterial roadway, each driveway or intersection adds incrementally to the disruption of the flow of traffic. Therefore, the cumulative impact of an excessive amount of access points is not acceptable on a parkway or arterial. Each driveway proposal must demonstrate its necessity and alternative access points via a lower classification of roadway must be thoroughly considered. Except where not feasible, the minimum number of access points along a parkway or arterial shall be permitted.

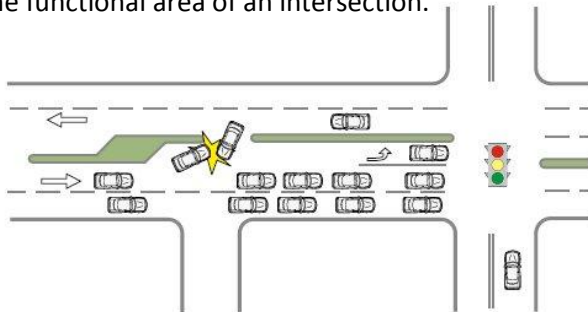
C. Medians

Medians are provided on parkways, arterials, and some high volume collectors to separate the opposing traffic movements, prohibit left turns at undesirable locations, regulate turning movements, provide storage space for left-turn lanes, and provide pedestrian refuge islands at signalized intersections. Non-traversable medians have shown to reduce delays, increase throughput capacity, and improve traffic safety by reducing crash rates. Landscaping or other items of visual interest on medians can add to the aesthetic value of a roadway corridor.

Traversable medians, such as a Two-Way-Left-Turn-Lane (TWLTL) or solid lane lines, may be appropriate on residential collectors in neighborhoods and other locations

where there are minimal access points along a roadway. Traffic volumes on a collector being considered for a traversable median must not exceed the maximum allowable daily volume of 18,000 vehicles per day.

- a. The location of median openings must be carefully evaluated to ensure that the operations and free flow of traffic on the roadway is not negatively impacted. Median breaks on parkways and arterials shall maintain a minimum of one-half mile spacing, shorter intervals may be allowed for partial median breaks on arterials. A minimum of one-quarter mile spacing shall be maintained for median breaks on High Volume Collectors and Commercial Collectors. [Current Engineering Development Standards allow full access at one-quarter mile spacing, and partial access at one-eighth mile spacing.] Median openings are prohibited in the functional area of an intersection or another median opening and in the physical length of a left-turn bay. The figure below shows the dangers of providing a median opening in the functional area of an intersection.



Source: FHWA Office of Safety-SA-10-002

- b. Median openings are designed to provide left-turn access to and/or from a parcel of land or at an intersection. A full median break may be provided along a roadway where there are driveways opposite each other and allow left turns in and left turns out from both driveways as well as cross traffic. A partial median break is designed to provide only left-turn out or left-turn in, and no cross traffic is allowed. Every median break must be evaluated and designed based on the following factors:
 - i. distance from adjacent intersections, driveways, or other median openings;
 - ii. posted speed limit and volume of the roadway;
 - iii. actual or forecasted volumes in and out of the driveway;
 - iv. stopping and intersection sight distance; and
 - v. the size of the largest vehicle allowed to use the median break.
- c. Median U-Turn Openings, also called Directional Crossovers, are provided along parkways to facilitate turning movements from parkways. The first directional crossover downstream from an intersection should be at a minimum 660 feet. Each subsequent directional crossover should be placed between 660 and 1320 feet apart. Directional

crossovers for opposite directions should be at least 100-150 feet apart.

A U-turn crossover can be provided immediately upstream of an intersection so U-turn vehicles avoid having to cross the intersection twice. It can also be installed on arterials and collectors when it is not feasible to allow the U-turn movement at the intersection.

D. Auxiliary Lanes

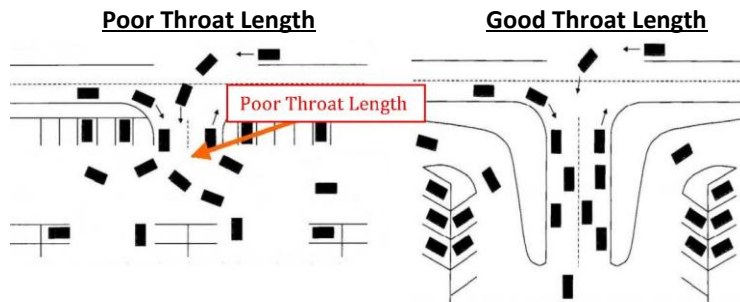
Auxiliary lanes allow turning vehicles to move out of the through lane so roadway capacity and traffic flow would not be negatively affected at driveways or intersections. They also reduce the risk of rear-end crashes by providing a safe distance to decelerate. Adequate storage length and taper distance are necessary to ensure proper operations and safety of the intersection or driveway.

- d. Several factors need to be considered during the planning and design phases of an auxiliary lane and its taper. Current operations at the intersection or driveway, such as traffic control method and level of service, should be analyzed and considered. Traffic volumes for the through movement and turning movement will help determine the need for the turn lane and will also guide its design. The posted speed limit will help determine the length of taper. All design elements shall conform to City of Surprise Engineering Development Standards.

E. Internal Site Circulation

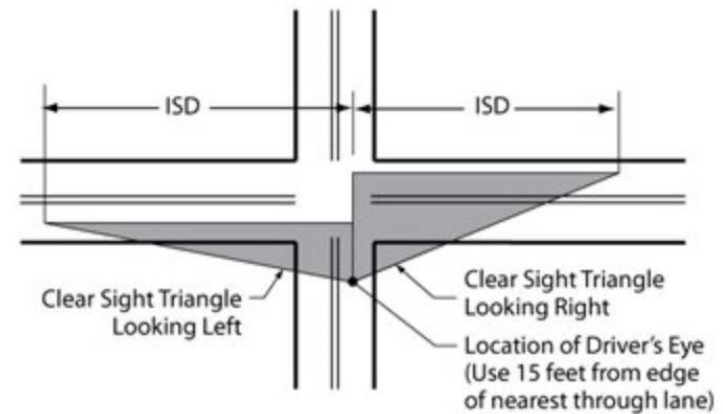
Site circulation and driveway design could negatively impact traffic flow and safety on the arterial roadway if improperly designed. A properly designed internal circulation system should prevent queuing into the arterial, clearly assign right-of-way, separate conflicting turning movements, provide enough gap distance for safe turning movements, and minimize certain types of vehicle crashes such as rear ends and angle crashes. Various design features may be employed to achieve the goal of safety and efficiency. The property developer should consult City staff regarding any specific requirements for a particular parcel of land.

- I. A properly designed driveway with adequate throat distance minimizes conflict between vehicles entering a site and internal traffic flow. Throat length is the distance of the drive aisle measured from the driveway to the closest on-site intersecting drive aisle. The throat distance of a driveway must be long enough to accommodate vehicles entering a site to ensure any on-site congestion would not cause vehicles to queue into the adjacent roadway. Traffic volumes, type of vehicles, and vehicle queues are primary considerations for determining driveway throat length. The suggested minimum throat length for a commercial development is 100 feet. [The minimum throat distance requirement will be evaluated against Engineering Development Standards.] The following figure illustrates the affect on traffic operations on the adjacent roadway as well as on parking lots of providing adequate throat length.



Source: Washington City (UT) Access Management Plan, 2010

- II. Adequate intersection sight distance must be provided for vehicles to safely enter and exit from a driveway. Sufficient sight distance ensures drivers can see oncoming traffic and safely merge into the traffic flow or drive across traffic lanes to enter a driveway. According to AASHTO design criteria, sight distance is measured 3.5 feet above the roadway and 10 feet back from the edge of the travel lane to simulate the height and location of a driver's eyes as the driver waits at a driveway. Sight distance is an unobstructed and continuous line of sight from the driver to a certain distance along the roadway. A roadway's design speed and grade are primary considerations for determining adequate sight distance. The following figure illustrates the intersection sight distance and the sight distance triangle.



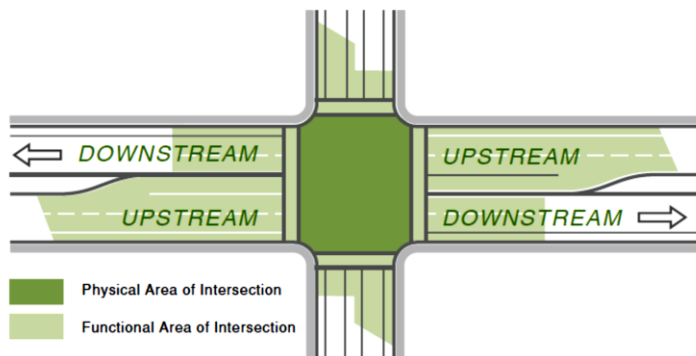
Source: Sight Distance Triangle Concept, from FHWA Office of Safety

- III. Where possible, shared access driveways between adjacent parcels along a parkway, arterial, or collector roadway should be used. Shared access driveways minimize the number of access points along a roadway; therefore, they minimize the potential for conflict and enhance the operational efficiency of the roadway. Implementation of shared access driveways may be used to achieve driveway spacing standards. Shared driveways are strongly encouraged for parcels that have limited frontage on a parkway, arterial, or collector, within 300 feet of a signalized intersection, and/or are part of a larger commercial development. An efficient network of internal roads or parking aisles is necessary to provide interconnected access to each parcel and ensure the success of the shared driveway. Consideration should be given to providing pedestrian access between parcels so patrons to a commercial center can conveniently walk to each destination.

IV. INTERSECTIONS

A. Functional Area

The Functional Area of an intersection is where the driver is responding to other vehicles in the intersection that may be decelerating, changing lanes, stopping, or making a turn. The functional area of an intersection includes areas upstream and downstream of the intersection. In “A Policy on Geometric Design of Highways and Streets”, the American Association of State Highway and Transportation Officials (AASHTO) defines the functional area of an intersection as the variable distance both upstream and downstream of an intersection, as pictured below.

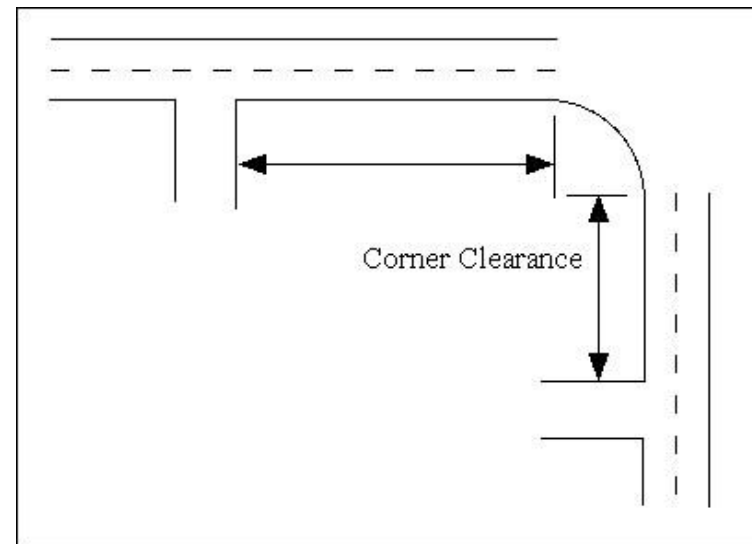


Source: FHWA Office of Safety-SA-10-002

The upstream functional area of an intersection can be influenced by the distance a vehicle traveled during perception-reaction time, deceleration distance while the driver maneuvers to a stop, and the amount of queuing at the intersection.

- a. No access points shall be permitted in the functional areas of an intersection, as established in the minimum driveway spacing requirements.

- B. Corner Clearance is the distance from an intersection to the closest driveway, measured from the intersection radius to the inside edge of the driveway (see diagram below). It is needed to preserve the functionality of the intersection. Some factors that influence corner clearance spacing include functional intersection area, stopping sight distance, posted speed, and the presence of right turn lanes. Inadequate corner clearances can create problems for traffic operation, safety, and capacity.



Source:

Minimum Corner Clearance distances for the various road classifications described earlier will be based on the table

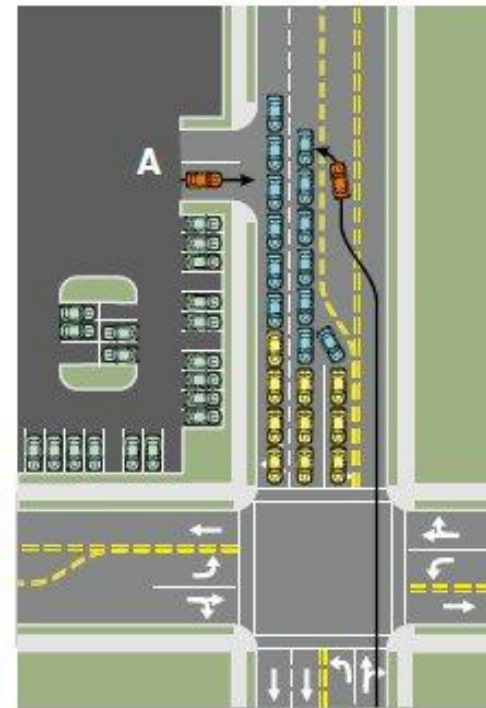
below and determined by posted speed limits. For driveways that cannot meet the corner clearance standards, it is recommended that they be consolidated with nearby driveways or that cross access be permitted to provide shared property access.

Speed (mph)	Minimum Corner Clearance Distance
20	115'
25	155'
30	200'
35	250'
40	305' (1/16 mi = 330)
45	360'
50	425'
55	495'
60	570'
65	645' (1/8 mi = 660)
70	730'

[Current Engineering Development Standards requires a minimum distance of 300 feet between a driveway and the intersection, and a minimum of 200 feet between driveways, regardless of the posted speed limit on the adjacent roadway]

- C. Where there is a left-turn lane, the storage length should be sufficient to accommodate the longest queue expected most of the time. When development occurs, plan and locate driveways for future estimated traffic volumes, to limit potential access issues at driveway(s) with future traffic queuing conditions.

Every effort should be made to locate driveways outside of the functional area of an intersection and outside the influence area of an adjacent driveway. The following figure illustrates the access problems created by a driveway that is located within the functional area of an intersection.



Source: Federal Highway Administration Office of Safety - FHWA-SA-10-002

V. BICYCLE & PEDESTRIAN ACCESS

A. Bicycle and Pedestrian Access and Mobility

Proper access management can have a beneficial impact to pedestrian and bicycle mobility and accessibility to individual parcels, as well as increased safety on the public right-of-way. Site design strategies that seek to incorporate pedestrian and bicycle facilities, and shorten walking and biking distances between adjacent land uses and the roadway will provide the most benefit.



Source: Calm Streets Boston

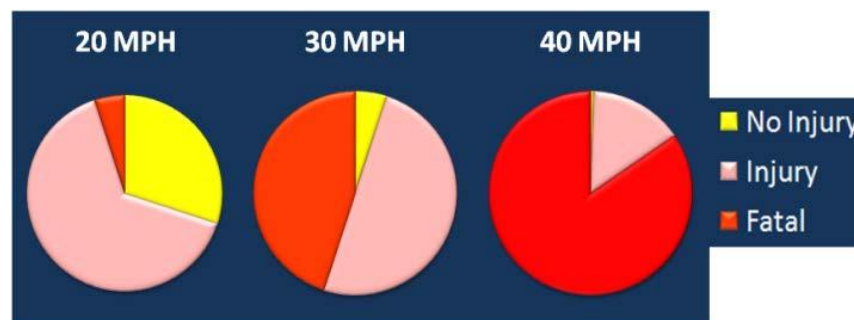
The following standards should be applied to new construction as well as upgrades and reconstruction of existing facilities:

- i. Require applicable pedestrian facilities on all arterial and collector roadways. Crosswalks should be clearly striped and located in appropriate areas.
- ii. Require striped bike lanes on all arterials and collector roadways
- iii. Require development of median refuge islands on all four and six lane arterials
- iv. Require bicycle and pedestrian access (e.g. by way of an easement) at the end of cul-de-sacs to adjacent arterials and collector roadways
- v. Provide buffer zone (detached sidewalks) on all arterials. All sidewalk widths should meet or exceed City of Surprise standards.
- vi. All sidewalk widths should meet or exceed City of Surprise standards.
- vii. Require facilities to meet Americans with Disability Act (ADA) requirements, especially where pedestrian use may be expected across an access point
 - a. The vertical and horizontal design characteristics of the access shall be designed in accordance with the ADA Standards for Accessible Design.
- viii. Bicycle and pedestrian amenities such as bike racks, benches, shade structures, and water fountains should be provided at commercial developments as outlined within the City Code Section 122-133(e).
- ix. Site plan design should address pedestrian and bicycle access from the adjacent street as well as circulation within a commercial development. A safe and appealing pedestrian circulation network promotes walking between businesses.

- x. Where two or more parcels share driveway access, a system of paths should also provide convenient and safe access for pedestrians and bicyclists between the parcels.

Proper access management aims to increase safety for pedestrians as well as motorists. Where pedestrian and vehicle paths cross, i.e.: driveways, intersections, and crosswalks, speed is one of the main factors in serious injuries or deaths. As vehicle speed increases above 20 mph, the likelihood of injuries increase dramatically. The kinetic energy of a vehicle traveling at 40 mph is 4 times greater than that of a vehicle traveling at 20 mph, even though it is only traveling at twice the speed. This is because kinetic energy increases with the square of the speed.

The figure below shows the probability of injury and fatality in a pedestrian/vehicle crash for different vehicle speeds. A pedestrian struck by a vehicle traveling at 30 mph is 9 times more likely to be killed than if he/she were struck by vehicle traveling at 20 mph. As the figure shows, pedestrian fatality is almost certain if he/she is struck by a vehicle traveling at 40 mph.



Adopted from "Literature Review on Vehicle Travel Speeds and Pedestrian Injuries". US DOT, NHTSA, DOT HS 809 021 October 1999.
Graphic produced by P. Demosthenes.

B. Shared Use Paths

Shared use paths (or sidepaths) are pedestrian and bicycle facilities that are physically separated from motor vehicle traffic with an open space or barrier. Shared use paths are off-road facilities that are often found along waterways, utility rights-of-ways, and within parks and open space areas. Shared use paths may be safer and more desirable than traditional sidewalks and bike lanes along high-volume high-speed limited access roadways because they are physically separated from vehicle travel lanes. However, shared use paths are not substitutes for properly designed and constructed in-street sidewalks and bike lanes. Shared use paths may be used by a variety of user groups (bicyclists, pedestrians, joggers, or in-line skaters) for a variety of purposes, including commuting, recreation, or fitness.



Consolidated canal trail in Mesa, AZ

Caution should be exercised when installing a shared use path in an urban setting. This type of multimodal facility works best where there are fewer access points along the route to provide bicyclists and pedestrians with long stretches of uninterrupted travel. Rest areas with benches should be provided periodically, depending upon the anticipated amount of users. It is recommended that the design criteria of shared use paths meet the requirements as outlined in the AASHTO Guide for the Development of Bicycle Facilities, FHWA Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide, and ADA Standards for Accessible Design.



CITY OF SURPRISE
Planning and Zoning Commission

August 7, 2014 @ 6:00:00 PM

Back Print

Board Meeting Date:	August 7, 2014	Contact Person:	Hobart Wingard, Community Development
Submitting Department:	CD Boards and Commissions	District:	6
Staff Recommendations:	Approve		

Consent	Regular	Public Hearing	x	Report/Discussion
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Agenda Wording:

Consideration and action on a conditional use permit for Federico's Restaurant drive-through facility at Skyway Retail located at the southwest corner of Cactus and Dysart Roads.

Motion:

I move to approve a conditional use permit for a drive-through facility at Skyway Retail, and to adopt staffs findings and conditions a and b.

Background:

The existing Skyway Retail building is an 18,800 square-foot retail shell building that has been divided into eleven (11) suites. The proposed Federico's Restaurant will occupy Suite 100, an 1,800-square-foot dining facility with a drive-through window.

Financial Impact Statement:

All activity related to ongoing development of the City of Surprise has an economic and fiscal impact on the city and the region.

ATTACHMENTS:

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- ☐ [Site Plan](#)
- ☐ [Landscape Plan](#)
- ☐ [Elevations](#)

External Attachment Links:

Meeting Requirements:

Powerpoint x Video White Board Other x

Presentation Speaker Names (spelling and titles for TV captions):

Hobart Wingard, Planner



COMMUNITY DEVELOPMENT DEPARTMENT

Date: August 7, 2014

To: Planning and Zoning Commission

From: Chris Boyd, Interim Director
Lloyd Abrams, Long Range Planning Manager
Hobart Wingard, Planner
hobart.wingard@surpriseaz.gov 623-222-3156

Re: FS14-191 - Federico's Restaurant

Application Summary

The applicant is requesting approval of a Conditional Use Permit (CUP) for Federico's Restaurant drive-through facility at Skyway Retail.

Location

The subject project is located generally at the southwest corner of Cactus and Dysart Roads. The restaurant occupies suite 100 of Skyway Retail within the Skyway Business Park II Commercial and Industrial Development.

History

- The subject parcel was annexed into the city on June 26, 1997.
- The Skyway Business Park II rezone to Industrial and Business Park was approved by the Mayor and City Council on September 14, 2006.
- The Skyway Business Park II final Plat was approved by the Mayor and City Council on December 14, 2006.
- The Skyway Retail major site plan was approved by Planning and Zoning Commission on October 3, 2013.
- The Skyway Retail Planned Unit Development (PUD) for Skyway Retail was approved by the Mayor and City Council on October 22, 2013 allowing a drive-through restaurant and retail stores at this location.

Project Summary

The existing Skyway Retail building is an 18,800 square-foot retail shell building that has been divided into eleven (11) suites. The proposed Federico's Restaurant will occupy Suite 100, a 1,800-square-foot dining facility with a drive-through window. The site will be accessible from both Cactus and Dysart Roads. The Skyway Retail project is currently

constructed and all infrastructure, including access, utilities, perimeter landscaping, parking, and street lighting, currently exist.

Minor improvements to the property include the addition of drive-through lane striping, a 232 square-foot exterior patio, and a relocated drive-through window.

Federico's will have all deliveries occur early in the morning on the west side of the building through the kitchen entrance.

Citizen Review Meeting

A citizen review meeting was held on June 10, 2014 at the Dysart High School Library located at 11425 North Dysart Road. No residents attended the meeting.

Findings of Fact

1. Staff finds that the proposed Site Plan complies with the Surprise Municipal Code.
 - *This project is in conformance with all requirements of Section 122-114, Conditional Use Permit.*
 - *This project is conditionally permitted at this location in conformance with all requirements of Section 122-78, Drive-Through Facilities.*
2. Staff finds that the proposed Site Plan complies with the Surprise General Plan.
 - *This project provides the required open space, high quality built environment, promotes infill development, and conforms to the land use density.*
3. *Staff finds that the subject property complies with the Skyway Retail PUD.*

Recommendation

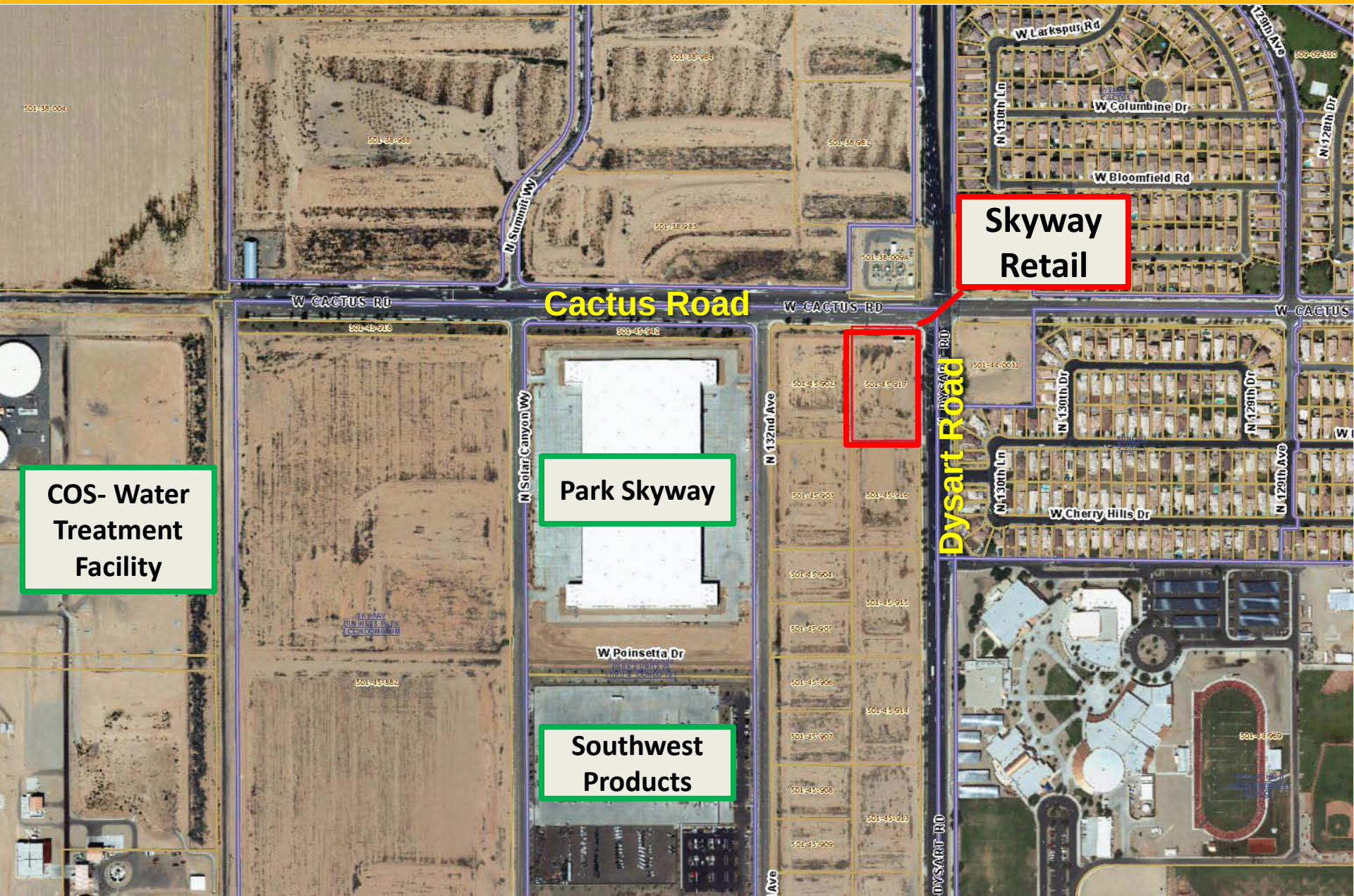
Staff recommends approval of the project, subject to the following conditions:

- a. The submitted site plan sheet A1.1 prepared by Cawley Architects dated June 12, 2014 will be revised and submitted for administrative review and approval to include the following modifications:
 1. Parking on the west side of the building will be reserved for employee parking.
 2. Directional signs for the drive-through facility will be provided on the northwest corner and southeast corner of the site.
- b. Loading and unloading of product will not be allowed while drive-through is in operation.

Attachments

Vicinity Map, Site Plan, Approved Landscape Plan, and Elevations.

Vicinity Map- Federico's Restaurant



**COS- Water
Treatment
Facility**

Park Skyway

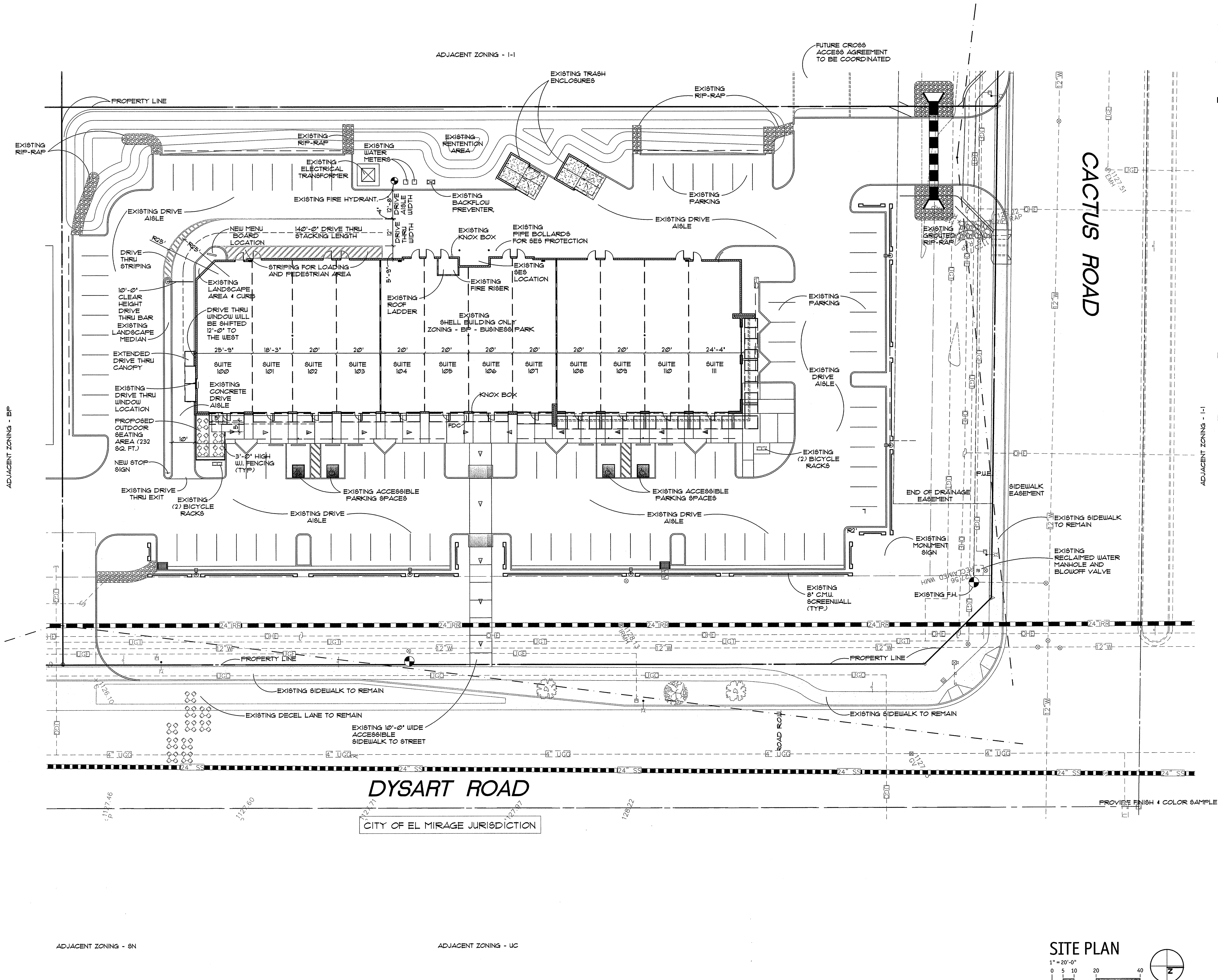
**Southwest
Products**

**Skyway
Retail**

Dysart Road

501-45-917

Cactus Road



A NEW BUILDING PROJECT
BY:
LGE
SKYWAY RETAIL

PROJECT: SKYWAY RETAIL
ADDRESS: SW CORNER OF CACTUS & DYSART ROADS
SURPRISE, ARIZONA
DEVELOPER: LGE CORPORATION
740 NORTH 52ND STREET
PHOENIX, ARIZONA 85008
SCOPE: A NEW COMMERCIAL BUILDING
LEGAL DESCRIPTION: SEE CIVIL
ASSESSOR PARCEL #: 501-45-917
ZONING: BP - BUSINESS PARK
SITE AREA: 106,483 S.F. (2.44 ACRES)
BUILDING AREA: 18,878 S.F. GROSS
STORIES: SINGLE STORY
LOT COVERAGE: 16.3%
LANDSCAPE AREA: 40,176 S.F.
LANDSCAPE COVERAGE: 38%
OCCUPANCY: M - MERCANTILE / B - BUSINESS / A2-RESTAURANT
CONSTRUCTION TYPE: V-B W/ A.F.E.S.
ALLOWABLE AREA: 28,500 S.F. (FIRE SPRINKLERED)
CLEAR HEIGHT: 14'-0"
STRUCTURAL DEPTH: 3'-0"
SLOPE DEPTH: 1/4" PER 1'-0" MIN. (70'-0" / 4 = 17.5")
SCREENING HEIGHT: 58" MAX.
BUILDING HEIGHT: 22'-0" TO 24'-0"

AREA CALC.	1ST FLOOR	TOTALS
RETAIL	14,072	14,072
RESTAURANT	3,320	3,320
CANOPIES	1,486	1,486

REQUIRED PARKING CALCS	S.F.	FACTOR	TOTAL
OCCUPANCY			
RETAIL	14,072	1 / 300	47
RESTAURANT	3,320	1 / 75	45

TOTAL:	92
PARKING PROVIDED	
TOTAL REGULAR SPACES	93
TOTAL ACCESSIBLE SPACES	4
TOTAL COVERED SPACES	0
TOTAL SPACES ON SITE	97
	5.57 / CARS PER 1,000 S.F.

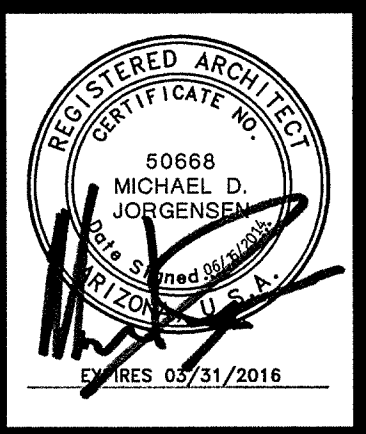
REQUIRED BICYCLE SPACES	PARKING SPACES	FACTOR	TOTAL
OCCUPANCY			
RETAIL	47	1 PER 10	4.7
RESTAURANT	45	1 PER 20	2.25

TOTAL: 7

BICYCLE SPACES PROVIDED (MAX. ALLOWED 4 SPACES):	4
TOTAL SPACES PROVIDED:	4



730 N. 52nd Street
Suite 203
Phoenix, AZ 85008
602.393.5060



SKYWAY
COMMONS I

SKYWAY RETAIL

SWC - CACTUS &
DYSART ROAD
SURPRISE
ARIZONA

DATE

05.01.2014
PLAN, COMM.
06.12.2014

LGE
DESIGN BUILD
740 N. 52nd St.
Phoenix, AZ
480.966.4001

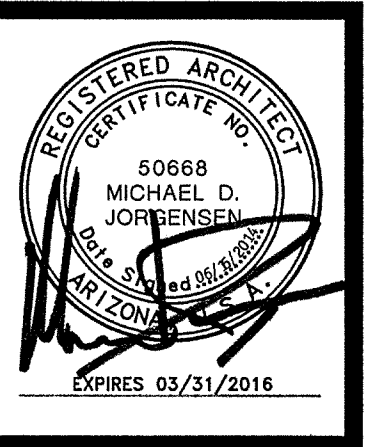
The architectural design and data presented in these documents is an instrument of service provided by Cawley Architects for the exclusive use by LGE Corporation in connection with a Design/Build construction contract. Any other use or release of these drawings may result in civil damages.
All discrepancies found in these documents, or conflicts between these documents and actual field conditions shall be reported to Cawley Architects for resolution prior to commencement of the work, or proceed at contractor's own risk.
Discrepancies between bid amounts presented to LGE Corporation and these documents shall be reported to LGE Corporation prior to commencement of work.

Project - SKR

A1.1



www.cawleyarchitects.com
730 N. 52nd Street
Suite 203
Phoenix, AZ 85008
602.393.5060



SKYWAY COMMONS I

SKYWAY RETAIL

SWC - CACTUS &
DYSART ROAD
SURPRISE
ARIZONA

DATE

05.01.2014
PLAN, COMM.
06.12.2014

LGE DESIGN BUILD

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Phoenix, AZ
480.966.4001

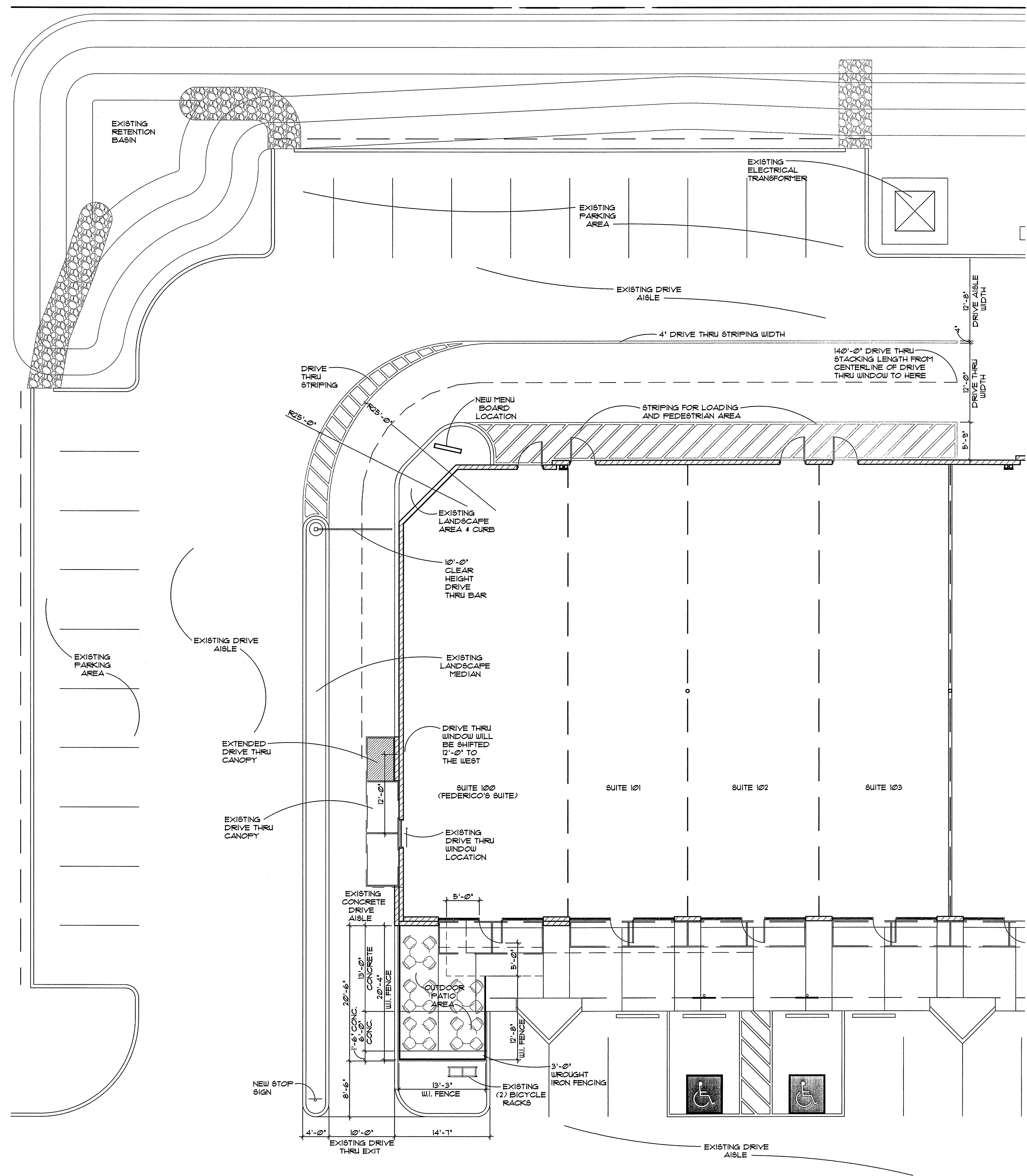
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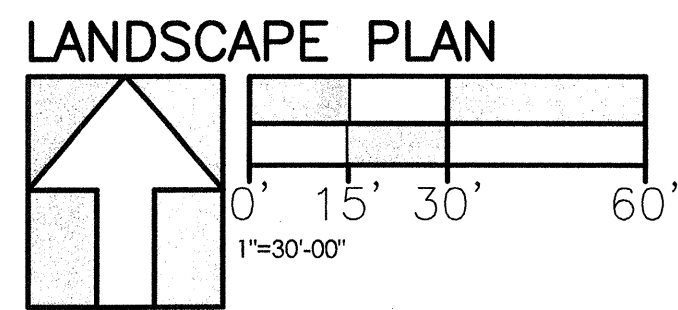
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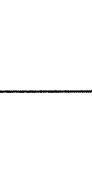
Project: - SKR

A1.2

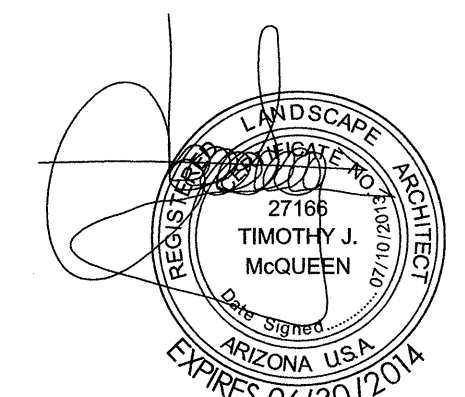
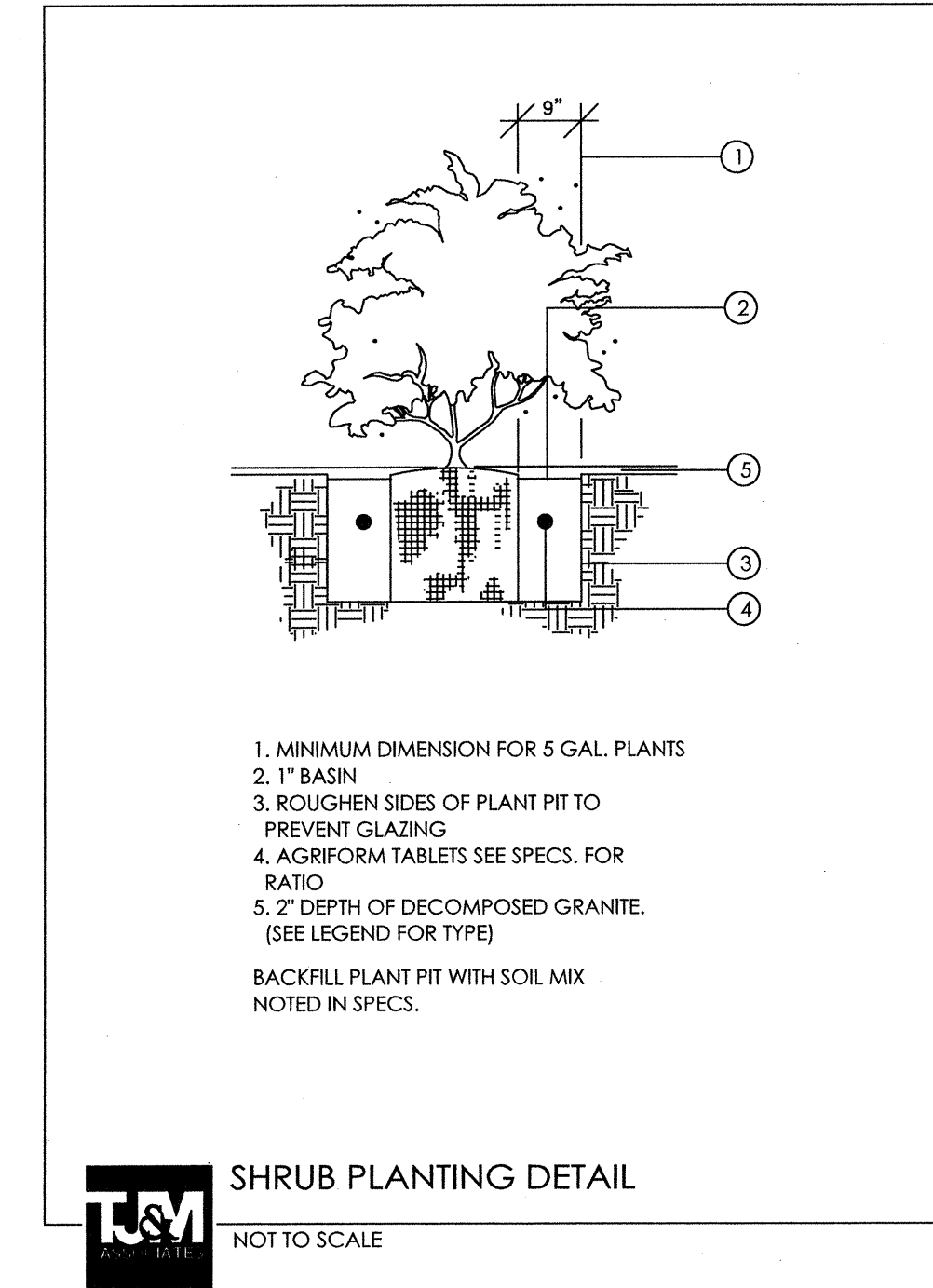
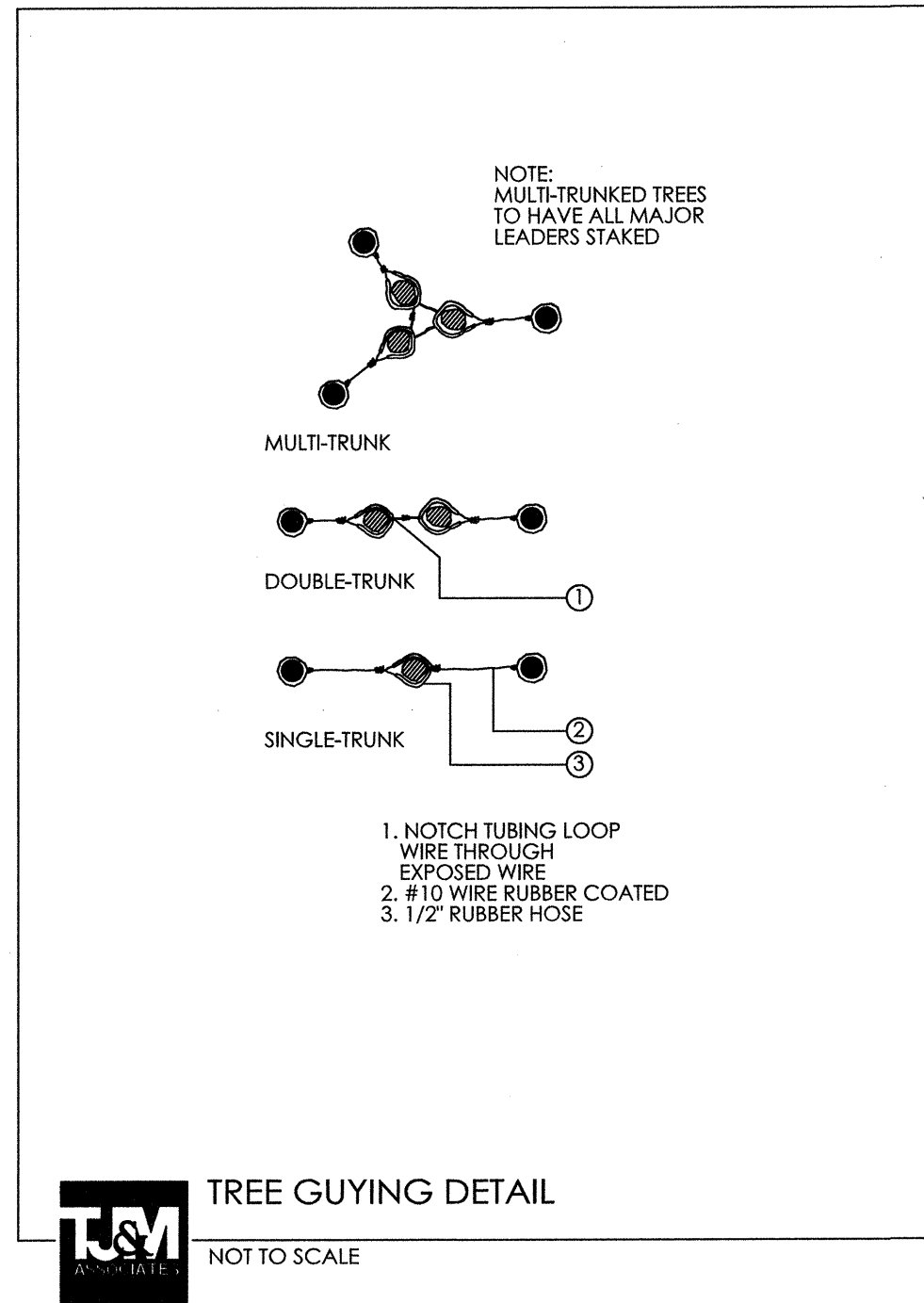
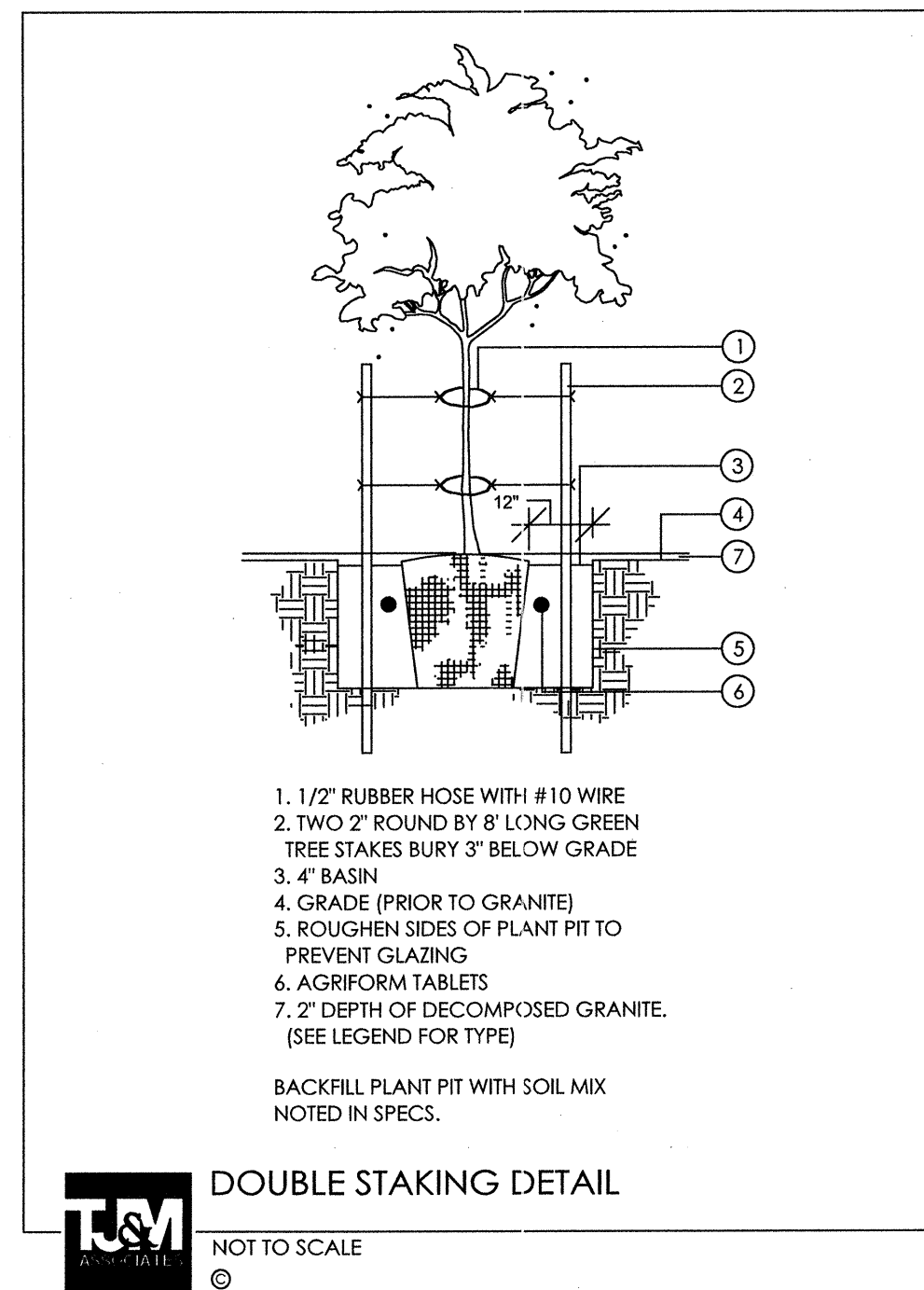




LANDSCAPE LEGEND

	CERCIDIUM HYBRID DESERT MUSEUM 24" BOX - 33
	CERCIDIUM HYBRID DESERT MUSEUM 48" BOX - 13
	ACACIA SALICINA WILLOW ACACIA 36" BOX - 8
	SOPHORA SECUNDIFLORA TEXAS MOUNTAIN LAUREL 24" BOX - 26
	RUELLIA PENINSULARIS BAJA RUELLIA 5 GALLON - 154
	HESPERALOE PARVIFLORA RED YUCCA 5 GALLON - 193
	LEUCOPHYLLUM LANGMANIAE 'RIO BRAVO' TEXAS RANGER 5 GALLON - 43
	DASYLIIRION WHEELERI DESERT SPOON 5 GALLON - 91
	CAESALPINIA PULCHERRIMA RED BIRD OF PARADISE 5 GALLON - 51
	ACACIA REDOLENS DESERT CARPET 5 GALLON - 86
	LANTANA 'NEW GOLD' 'NEW GOLD' LANTANA 5 GALLON - 187
	ALOE 'BLUE ELF' BLUE ELF ALOE 5 GALLON - 83
	1/2" MINUS EXPRESS BROWN DECOMPOSED GRANITE 2" DEPTH IN ALL LANDSCAPE AREAS

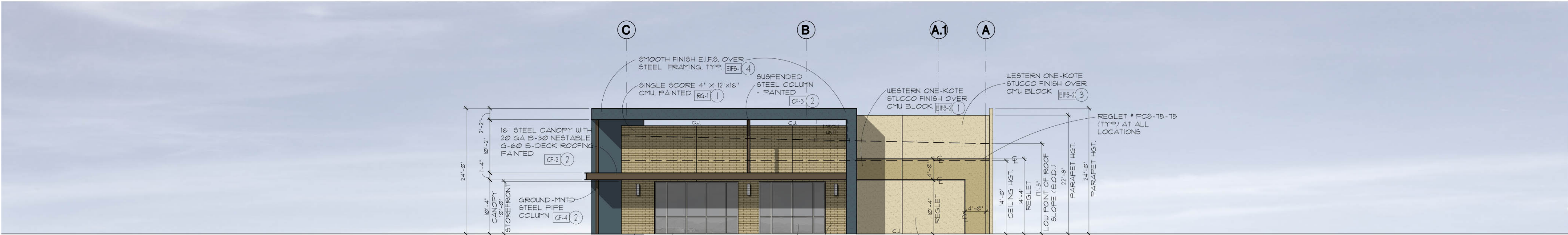
100% OFF ALL PLANTS UTILIZED ON LEGEND ARE FROM THE ARIZONA DEPARTMENT OF WATER RESOURCES LOW WATER USE LIST.



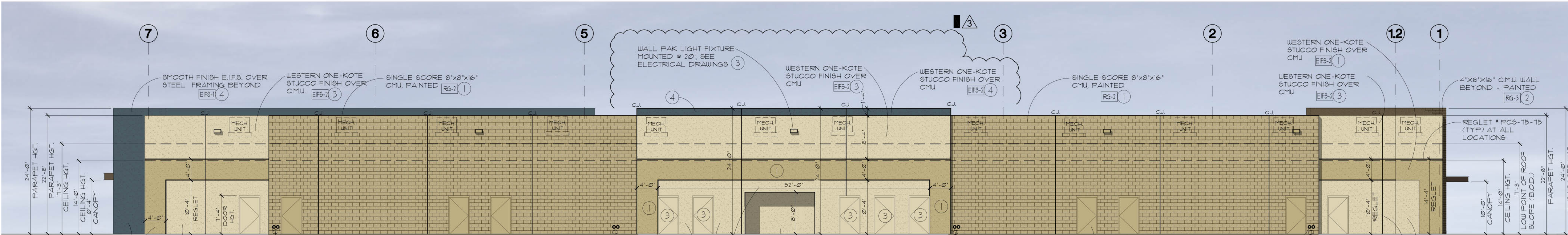
TJM
ASSOCIATES

NKS SET 4-4-2010

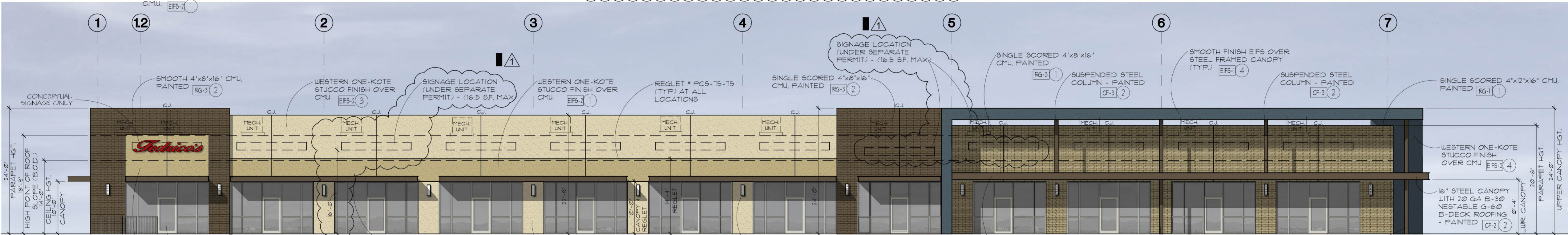
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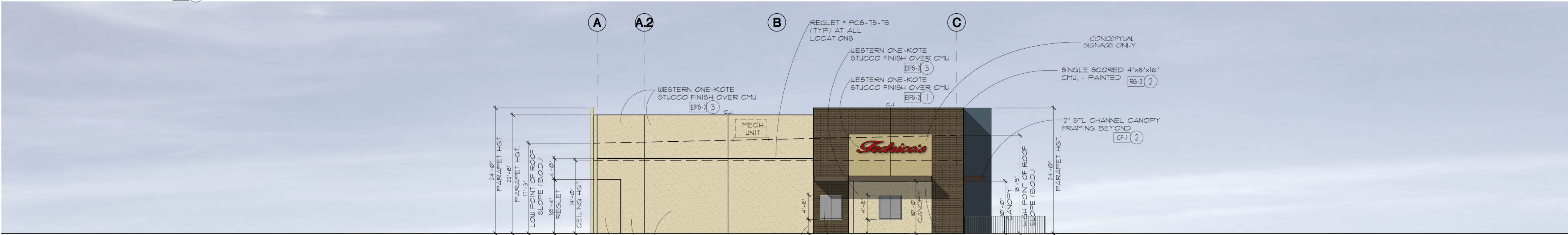
NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION

GENERAL NOTES

1. SEE STRUCTURAL DRAWINGS FOR LINTEL INFORMATION.
2. SEE DOOR SCHEDULE SH.T. A4.1 FOR DOOR HEIGHTS
3. SEE STRUCTURAL DRAWINGS FOR CONTROL JOINT LOCATIONS

MATERIAL KEY

- MATERIAL DESCRIPTION
- [EFB-1] EIFS, FINISH SYSTEM OVER PLYWOOD OVER STEEL FRAMING
 - [EFB-2] WESTERN ONE-COAT STUCCO SYSTEM OVER CMU BLOCK
 - [RG-1] SMOOTH FACE, REGULAR STRUCK - 4\"/>

CANOPY KEY

- MATERIAL DESCRIPTION
- [CF-1] CANOPY FRAME = 8\"/>
 - [CF-2] CANOPY FRAME = 16\"/>
 - [CF-3] CANOPY FRAME = 8\"/>
 - [CF-4] CANOPY FRAME = 8\"/>
 - [CD-1] CANOPY DECK = 1 1/2\"/>
 - [CD-2] CANOPY DECK = B-DECKING - PAINTED

GLAZING KEY

- | MATERIAL | MATERIAL | COLOR / FINISH |
|----------------|----------|----------------------|
| FRAMES | ALUMIN. | CLEAR ANODIZED ALUM. |
| EXTERIOR GLASS | 1\"/> | INSULATED CLEAR |

COLOR KEY

- | COLOR KEY OR ELEMENT | COLOR NAME | MFR / COLOR NO. |
|----------------------|---------------|----------------------|
| 1 | ADOBE | DUNN EDWARDS, DEC126 |
| 2 | COCOA | DUNN EDWARDS, DEC195 |
| 3 | JAKARTA | DUNN EDWARDS, DEC131 |
| 4 | TURBULENT SEA | DUNN EDWARDS, DE5803 |

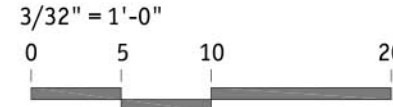
- | | |
|----------------|-----------------------------|
| SEALANTS | MATCH ADJACENT PAINT COLORS |
| WALL PAK LIGHT | ADOBE DUNN EDWARDS, DEC126 |
| SCENCE LIGHT | ADOBE DUNN EDWARDS, DEC126 |
| LIGHT POLE | ADOBE DUNN EDWARDS, DEC126 |
| SES | ADOBE DUNN EDWARDS, DEC126 |
| TRANSFORMER | ADOBE DUNN EDWARDS, DEC126 |

1. PAINTER TO PROVIDE A THREE COLOR SCHEME WITH ALL DECORATIVE BANDS MASKED AND PAINTED IN COLORS TO BE SELECTED BY ARCHITECT.
2. SEALANTS FOR PROJECTS TO MATCH ADJACENT MATERIAL COLORS - NO WHITE OR OFF WHITE COLORS
3. PAINTER TO PREPARE MASONRY BLOCK OR OTHER SAMPLES WITH APPROPRIATE COLOR TO BE APPROVED BY THE OWNER PRIOR TO APPLICATION ON BUILDING FACADES
4. PAINTER TO PROVIDE TWO COATS SEALER TO ALL EXPOSED NATURAL BLOCK, PRECAST CONCRETE, UNPAINTED CONCRETE AND OTHER MATERIALS AS REQUIRED TO PROVIDE A WEATHER SEALED PROJECT
5. PAINT ALL DOORS, TRIM, ETC. SAME COLOR AS ADJACENT WALL COLOR IF NOT SPECIFIED ON PLAN.

ICC-ES EVALUATION INFORMATION:

1. WESTERN ONE-KOTE EXTERIOR STUCCO SYSTEM:
 - ESR - 1601
2. EIFS OVER METAL FRAMING:
 - ESR - 2130

EXTERIOR ELEVATIONS



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Phoenix, AZ 85008
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SKYWAY COMMONS I

SKYWAY RETAIL

SWC - CACTUS &
DYSART ROAD
SURPRISE
ARIZONA

DATE

- 05 - 13 - 2013
- 1 CITY/COORD. 07-10-2013
- 2 CITY/COORD. 01-07-2014
- 3 COLOR COORD. 02-25-2014

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DESIGN BUILD
740 N. 52nd St.
Phoenix, AZ
480.966.4001

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Discrepancies between bid amounts presented to L.G.E. Corporation and these documents shall be reported to L.G.E. prior to commencement of work.

Project: SKR
A7.1



Skyway Retail

Surprise, Arizona

2013 . 07 . 15

This artist rendering is for conceptual design only and should not be referred to as a construction document.





CITY OF SURPRISE
Planning and Zoning Commission

August 7, 2014 @ 6:00:00 PM

Back Print

Board Meeting Date:	August 7, 2014	Contact Person:	Martin Lucero, Community Development
Submitting Department:	CD Boards and Commissions	District:	4
Staff Recommendations:	Approve		

Consent	Regular	Public Hearing	x	Report/Discussion
---------	---------	----------------	---	-------------------

Agenda Wording:

Consideration and action on a conditional use permit for Quick N Clean Car Wash located on the northwest corner of 115th Avenue and Bell Road.

Motion:

I move to approve a conditional use permit for Quick N Clean Car Wash and to adopt staffs findings and condition a' and 'b.

Background:

The applicant is requesting a conditional use permit approval for a 5,275 square foot building and 39 parking stalls with vacuums.

Financial Impact Statement:

All activity related to ongoing development of the City of Surprise has an economic and fiscal impact on the city and the region.

ATTACHMENTS:

Click to download

- ☐ [Staff Report](#)
- ☐ [Vicinity Map](#)
- ☐ [Site Plan](#)
- ☐ [Elevations](#)
- ☐ [Landscape Plan](#)

External Attachment Links:

Meeting Requirements:

Powerpoint x Video White Board Other x

Presentation Speaker Names (spelling and titles for TV captions):

Martin Lucero, Transportation Planning Manager



COMMUNITY DEVELOPMENT DEPARTMENT

Date: August 7, 2014

To: Planning and Zoning Commission

From: Chris Boyd, Interim Director
Lloyd Abrams, Long Range Planning Manager
Martin Lucero, Transportation Planning Manager

Re: FS14-141, Quick N Clean Car Wash

Application Summary

The applicant is requesting approval of a Conditional Use Permit (CUP) for a 5,275-square-foot building and 39 parking stalls with vacuums.

Location

The project is proposing a new Quick N Clean Car Wash located on the northwest corner of 115th Avenue and Bell Road in the City of Surprise.

A secondary access will be located along the cross access easement road between the New Coyote Lakes Parkway and 115th Avenue intersections.

History

The subject parcel was originally part of the PAD Coyote Lakes and was originally zoned and designated as residential. Through PAD 97-132 a portion of the original PAD was split off for commercial development. In 2004 the applicant applied for a conditional use permit for a car wash. That application was denied.

- In 2003 a Site Plan (SP03-409) application was received which laid out the Coyote Lakes Commercial Center.
- In 2004 a Conditional Use Permit (CUP04-001) was a request for approval of a self-service car wash, known as Quick N' Clean, in the Coyote Lakes Commercial Center development. – This application was denied.
- Pursuant to the Municipal Code, a car wash facility is a conditionally permitted use in the Community Commercial zoning district.

Project Summary

The site is located at the northwest corner of the intersection of Bell Road and 115th Avenue. Access to the car wash will be by way of a shared access off of Bell Road and a cross access easement to the North between New Coyote Lakes Parkway and 115th Avenue.

The vehicular circulation within the site is set up for one way travel, through the car wash tunnel and into the vacuum stations. As currently designed the site provides parking for 15 vehicles in addition to the vacuum canopies, which meets the minimum number of parking spaces required by the code. Pedestrian circulation is not anticipated on site, but it is facilitated on site through the utilization of a pedestrian pathway along the northern, eastern and southern boundaries, that connects the car wash facility with the future pads in the commercial center.

LIGHTING

Lighting will be consistent with that prescribed within the Planning and Engineering Design Standards. Lighting will consist of pole heights of no taller than 15', will provide a low level uniform lighting and will be shielded in order to block glare onto the adjacent roadways and residential parcels.

NOISE

The operation of the businesses does not anticipate incurring any additional noise that would have a negative impact on the surrounding area. The applicant has placed the car wash facility at the extreme southeastern portion of the site, so the greatest distance possible, approximately 440 feet, between the facility and the existing residences can be achieved. The blowers have also been angled so that the noise is directed to the south away from Coyote Lakes Community.

Citizen Review Meeting

A citizen review meeting was held on June 23, 2014 at the Coyote Lakes Recreation Club located at 18860 N Coyote Lakes Parkway. About 38 residents attended the meeting.

Concerns were expressed that New Coyote Lakes Parkway would be connected to 115th Ave through the existing cross access easement as outlined through the Eaton Plaza Agreement between the Coyote Lakes HOA, Eaton Plaza, and the City of Surprise.

The Concerns expressed most consistently were:

- That southbound traffic from 115th Avenue will utilize the cross access easement to access the signalized intersection at New Coyote Lakes Parkway, to access Bell Road.
- That the additional traffic cannot visually time the transition from the cross access easement onto New Coyote Lakes Parkway.
 - a. Site distance can be accommodated through the addition of stop signs and stop bars both at the cross access easement and in front of the guard shack located in the median of New Coyote Lakes Parkway.

Findings of Fact

1. Staff finds that the Subject request is consistent with the Coyote Lakes PAD and subsequent amendments.
2. Staff finds that the proposed Site Plan complies with the Surprise Municipal Code.
 - *This project provides pedestrian, vehicular access and parking, lighting, and on-site storm water and/or detention. This project is an allowed conditional use section 122-110 Vehicle washing facilities.*
 - *This project is in conformance with all requirements of Section 122-114, Conditional Use Permit.*
3. Staff finds that the proposed Site Plan complies with the Surprise General Plan.
This project provides the required open space / landscaping, and promotes commercial infill development.

Recommendation

Staff recommends that this request, a conditional use permit for a car wash facility at the Coyote Lakes Commercial Center, at the northwest corner of Bell Road and 115th Avenue, be approved subject to the following conditions:

- a. The approval of the CUP for Quick N Clean is to be deemed pending until the approval of the Final Plat case entitled "Final Plat for Quick N Clean Car Wash" by City Council on August 19, 2014.
- b. The submitted site plan prepared by Greenberg Farrow dated June 23, 2014 needs to be revised and submitted for administrative review and approval to include the following modifications:
 1. Provide a Sidewalk ADA ramp at the intersection of Bell Road and 115th Avenue at a future date in coordination with the future project east of 115th Avenue.

Attachments

Vicinity Map, Site Plan, Landscape Plan, and Elevations.

Vicinity Map



Maricopa
County

Coyote
Lakes

115th Ave

Canyon
Ridge
West

Site

Bell Rd

Rosegarden
Resort

Maricopa
County



Vicinity Map



Coyote
Lakes

115th Ave

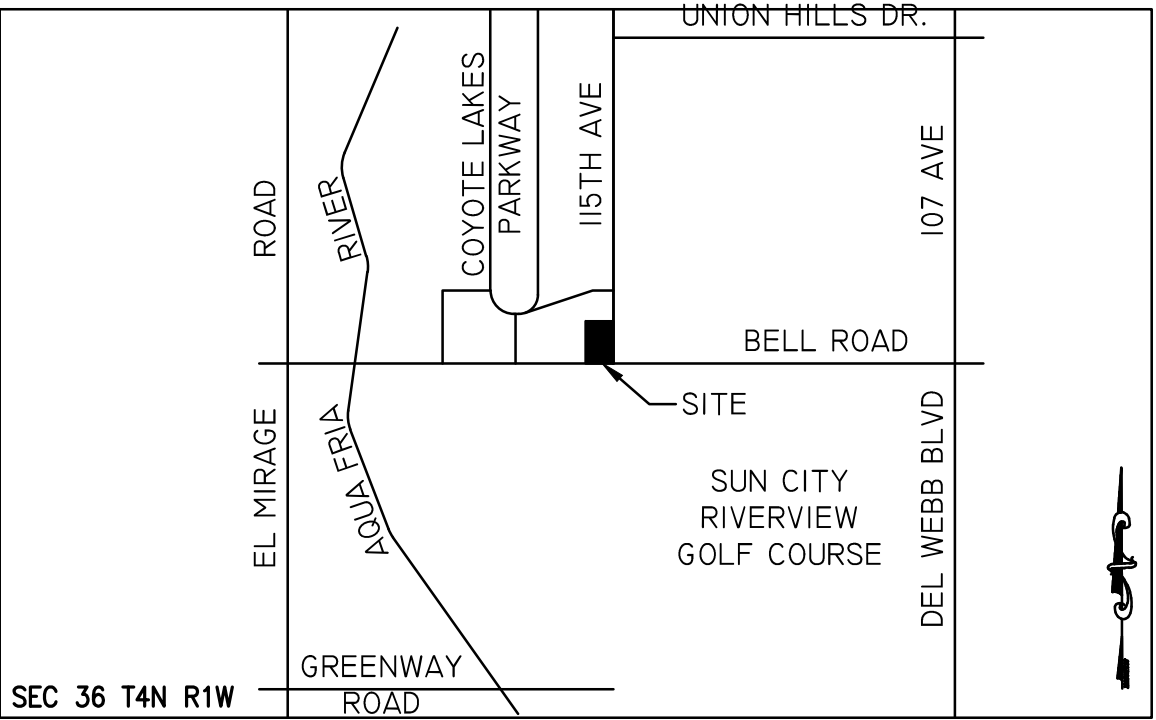
Site

Bell Rd

Maricopa
County



ISSUE/REVISION RECORD		
DATE	DESCRIPTION	SP EXHIBIT
07/13/12		
08/27/13	REVISED GROSS LOT AREA	
09/06/13	REVISED GROSS LOT AREA	
01/17/14		SP-1
01/28/14	UPDATE SP-1	



VICINTY MAP
N.T.S.

PROJECT INFORMATION

SITE DATA

ASSESSOR'S PARCEL NUMBER	507-05-959
PROPOSED SITE AREA	
PHASE 1	±59,851.52 SF / ±1.37 AC
PHASE 2	±34,350.02 SF / ±0.79 AC
TOTAL SITE AREA	±94,201.54 SF / ±2.16 AC

SITE COVERAGE PHASE 1	± 8.81% (3,839 SF/AC)
-----------------------	-----------------------

ZONING INFORMATION

AUTHORITY HAVING JURISDICTION	CITY OF SURPRISE, AZ
EXISTING / PROPOSED ZONING	P.A.D.

SPECIAL PERMITS	TBV
-----------------	-----

SETBACKS:	
FRONT	35'
SIDE	TBV
REAR	TBV
STREET	35'

BUILDING INFO/AREA

BUILDING AREA:	5,275 SF
MAX. BUILDING HEIGHT ALLOWED:	TBV
MAX. BUILDING HEIGHT ACTUAL:	14'-8"

PARKING REQUIREMENTS

PARKING REQUIRED	
STANDARD: 3 EMPLOYEES MAX	3 SPACES
ACCESSIBLE PARKING	1 SPACES
TOTAL PARKING REQUIRED	3 SPACES

PARKING PROVIDED	
STANDARD SPACES	37 SPACES
ACCESSIBLE PARKING	2 SPACES
TOTAL PARKING PROVIDED	39 SPACES

LANDSCAPE REQUIREMENTS

LANDSCAPE REQUIRED	10% OF PARKING LOT
--------------------	--------------------

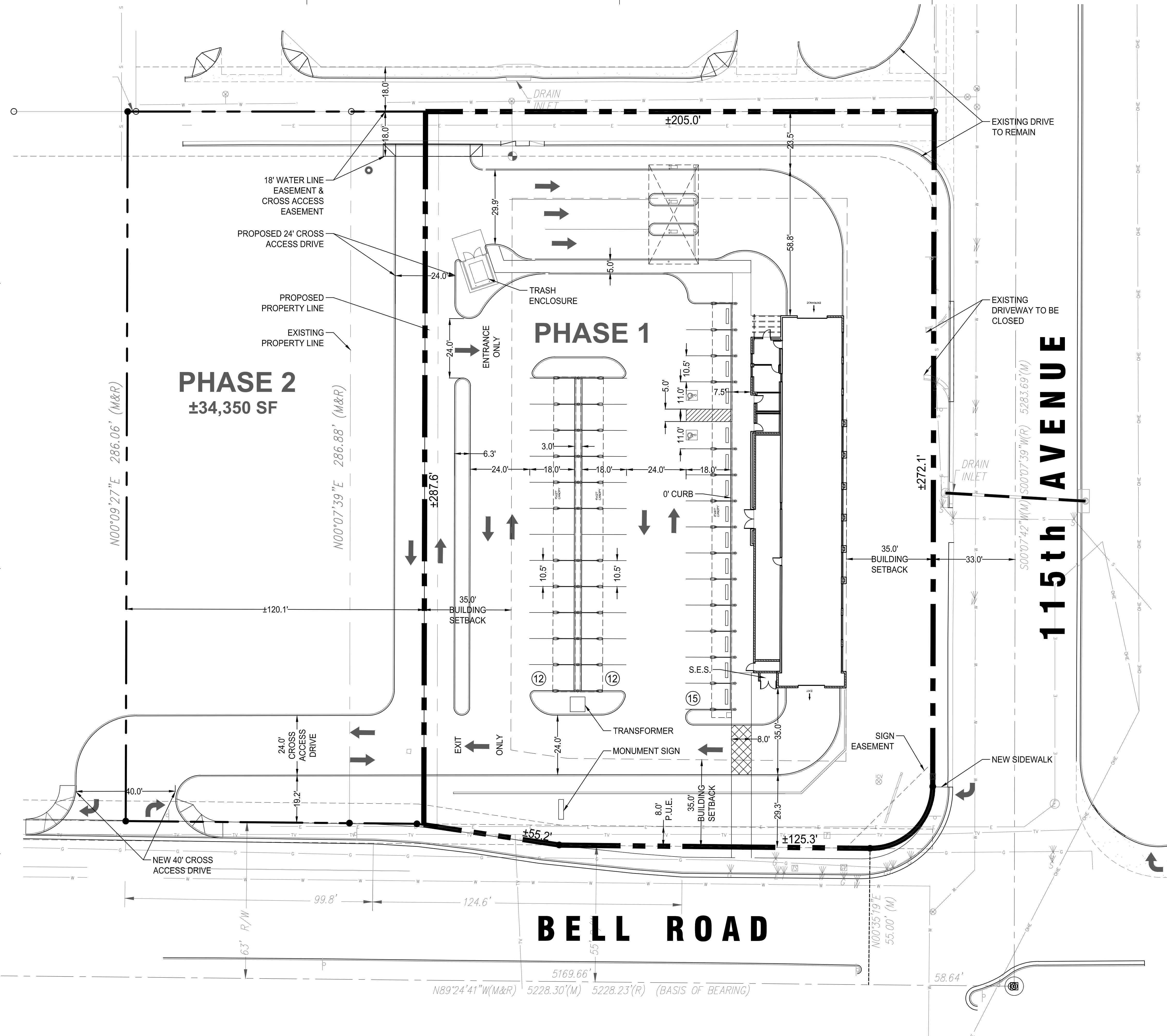
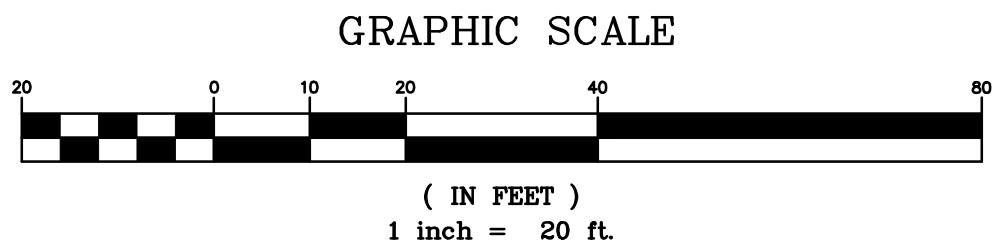
LANDSCAPE PROVIDED	
PHASE 1 - TOTAL	±30.80%
PHASE 1 - INTERNAL	±3.71%
PHASE 2 - TOTAL	TBD
PHASE 2 - INTERNAL	TBD
TOTAL LANDSCAPE PROVIDED	TBD

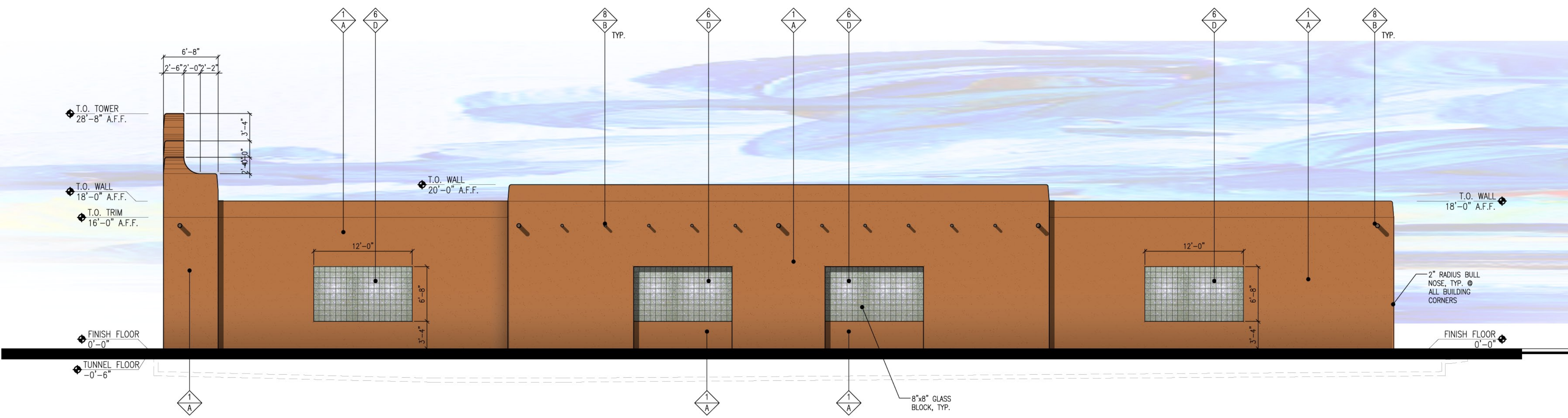
LEGAL DESCRIPTION

TBV

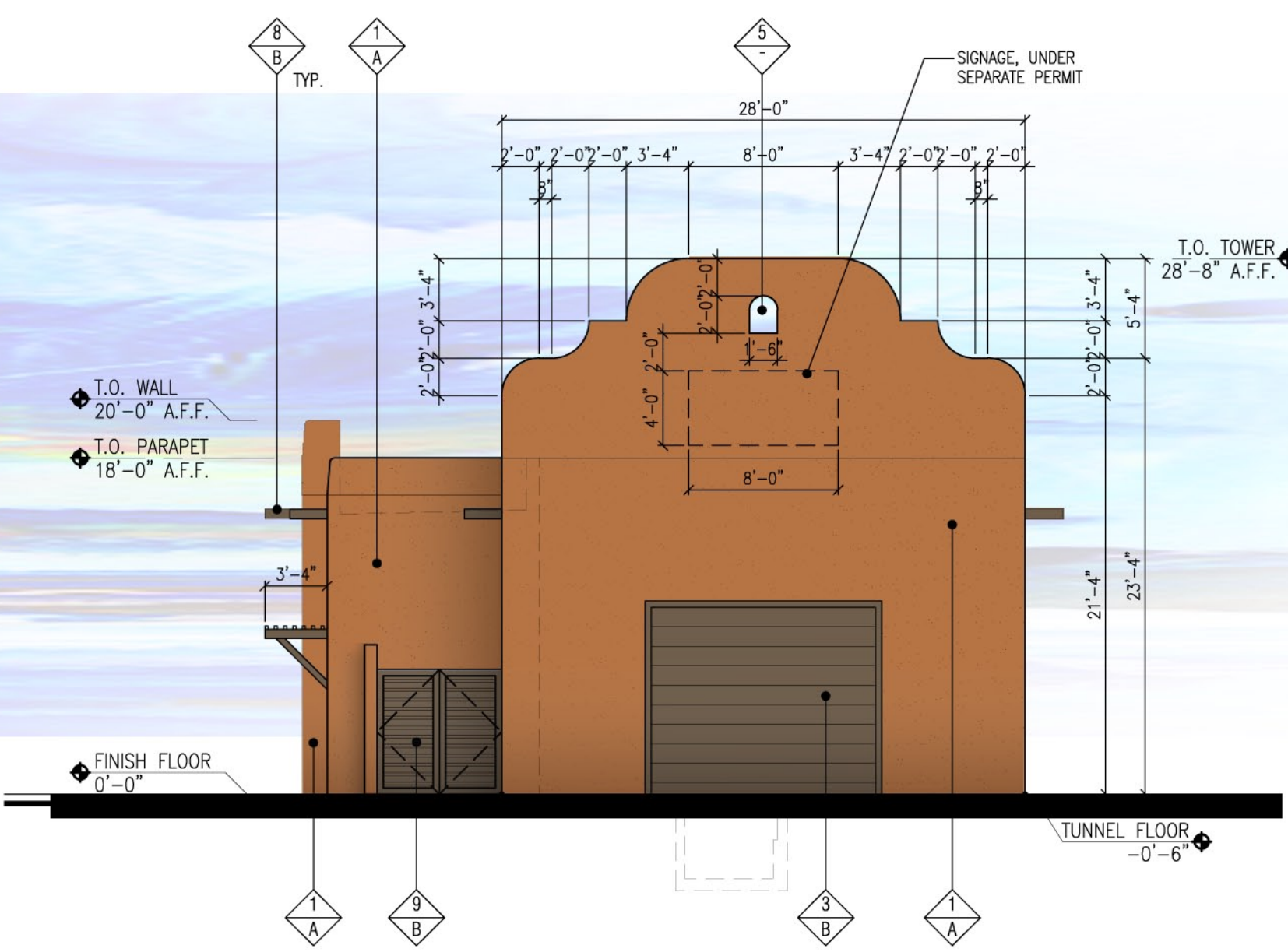
PROJECT NOTES

- ALL PROPOSED DEVELOPMENT PHASES DEPICTED ON THIS PLAN SHALL BE PROVIDED A MINIMUM OF TWO (2) SEPARATE POINTS OF UNOBSTRUCTED ACCESS WITH A MINIMUM WIDTH OF TWENTY FEET, INSTALLED AND MAINTAINED PURSUANT TO THE REQUIREMENTS OF THE CITY OF SURPRISE.
- FLOOD ZONE X IS DEFINED AS "AREAS OF 500-YEAR FLOOD; AREAS OF 100-YEAR FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITHIN DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 100-YEAR FLOOD."

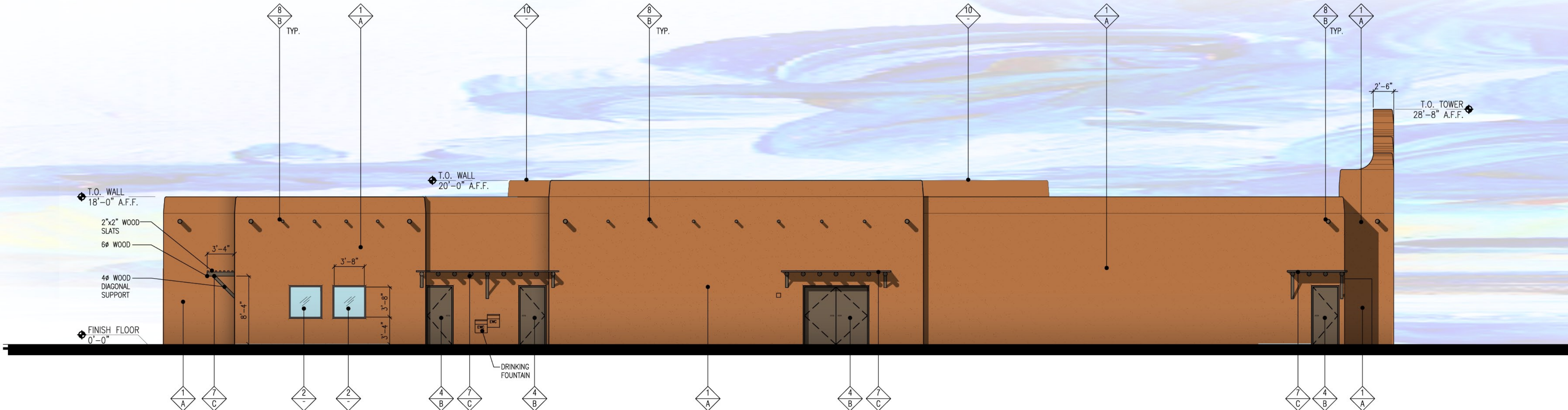




1 EAST ELEVATION
SCALE: 1/8" = 1'-0"



2 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



3 WEST ELEVATION
SCALE: 1/8" = 1'-0"



4 NORTH ELEVATION
SCALE: 1/8" = 1'-0"

FINISH SCHEDULE			
FINISH MATERIAL		FINISH COLOR	
1	STUCCO	A	DUNN EDWARDS - DE5272 - SEDONA AT SUNSET
2	CLEAR GLASS WITH BRONZE ANODIZED FRAMES	B	DUNN EDWARDS - DE6217 - ANCIENT EARTH
3	ROLL-UP DOOR	C	SHERWIN WILLIAMS - SW3541 - HARBOR MIST
4	HOLLOW METAL DOOR	D	GLASS BLOCK PITTSBURG CORNING - DECORA - 8" x 8" x 4"
5	OPENING THRU WALL		
6	8"x8" GLASS BLOCK		
7	WOOD AWNING WITH 2"x2" WOOD LATTICE		
8	RAFTER TAIL		
9	TRASH ENCLOSURE GATE		
10	LINE OF WALL BEYOND		



PROJECT TEAM

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ISSUE/REVISION RECORD

DATE DESCRIPTION
06/23/14 CITY RESUBMITTAL

PROFESSIONAL SEAL



PROFESSIONAL IN CHARGE

KURT KOETHER

LICENSE NO. 5557

PROJECT MANAGER

FARMAN SHIR

QUALITY CONTROL

FS

DRAWN BY

KK

PROJECT NAME

QUICK N CLEAN
CAR WASH

SURPRISE
ARIZONA

NW BELL ROAD AND
115TH AVENUE



PROJECT NUMBER

20140047

SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

CLP_1

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.
	AS2	19	Acacia salicina	Willow Acacia	36"box
	CA	10	Chilopsis linearis 'AZT Dora's Desert Rose' TM	Desert Willow	48"box
	PA3	5	Existing to Remain	Protect in Place	Existing
	PH2	7	Parkinsonia hybrid 'AZT'	'AZT' Thornless Hybrid Palo Verde	24"box
	PA	6	Prosopis thornless hybrid 'AZT'	'AZT' Thornless Hybrid Mesquite	24"box
	PA2	8	Prosopis thornless hybrid 'AZT'	'AZT' Thornless Hybrid Mesquite	24"box
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.
	AD	18	Acacia redolens 'Desert Carpet' TM	Bank Catclaw	5 gal
	CP	25	Caesalpinia pulcherrima	Red Bird Of Paradise	5 gal
	DW	38	Dasyliiron wheeleri	Grey Desert Spoon	5 gal
	HP	52	Hesperaloe parviflora	Red Yucca	5 gal
	LH	57	Lantana x 'New Gold'	New Gold Lantana	5 gal
	LL	44	Leucophyllum langmaniae 'Lynn's Legacy'	Barometerbush	5 gal
	LR	67	Leucophyllum langmaniae 'Rio Bravo' TM	Barometerbush	5 gal
	LC	15	Leucophyllum x 'Rain Cloud'	Barometerbush	5 gal
	RB	36	Ruellia brittoniana	Blue Bells	5 gal
	SD	4	Salvia dorrii	Desert Sage	5 gal
	SS	13	Salvia greggii 'Furmans Red'	Furman's Red Salvia	5 gal

1/2" minus Express Brown
decomposed granite
2" depth in all landscape areas

REQUIREMENTS:

Bell Road: Major arterial
1-36" box tree and 4-5 gallon shrubs every 25 linear feet
Existing to remain - protect in place
Required: 305 / 25 = 13 trees and 52 shrubs
Proposed: 5 existing and 8 new trees (13 trees) and 72 shrubs

115th Avenue: Collector street
1-24" box tree and 4-5 gallon shrubs every 25 linear feet
Required: 278 / 25 = 11 trees and 44 shrubs
Proposed: 10 trees and 54 shrubs

Local street:
1-24" box tree and 4-5 gallon shrubs every 25 linear feet
Required: 193 / 25 = 8 trees and 36 shrubs
Proposed: 8 trees and 29 shrubs

Parking lot:
2 trees for every 6 parking spaces.
Required: 39 / 6 = 6.5 x 2 = 13 trees
Proposed: 14 trees

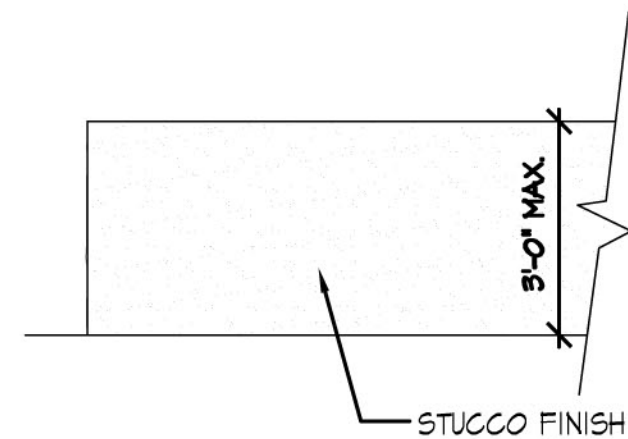
fifty percent: 24-inch box
thirty percent: 36-inch box
twenty percent: 48-inch box

NOTE: All plant material can be found
on the Arizona Department of Water
Resources low water use list.

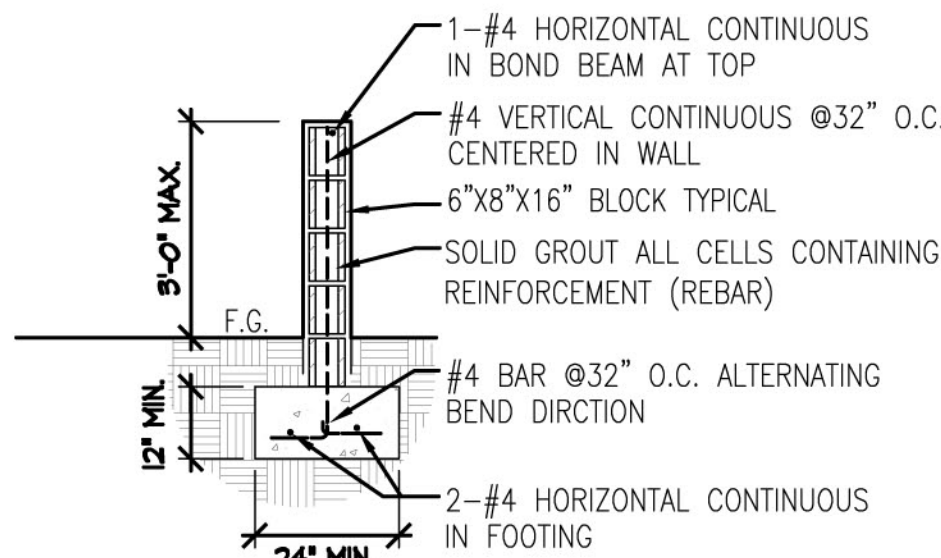
SITE SQUARE FOOTAGE:

LOT 1 = 60,397 sq. ft.
Landscape coverage percentage = 29.46%

LOT 2 = 34,401 sq. ft.
Landscape coverage percentage = 74.98%



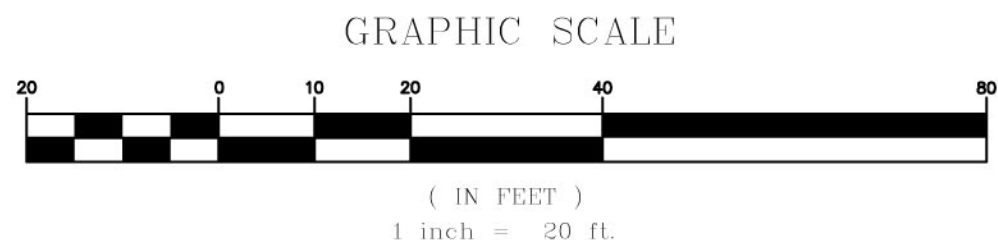
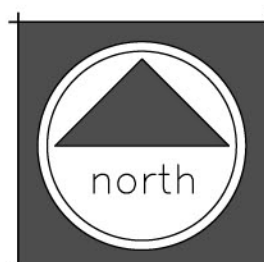
ELEVATION



STUCCO WALL SECTION



Two working days before you dig
CALL FOR THE BLUE STAKES
1-800-782-5348
ARIZONA BLUE STAKE CENTER



NOTE: This information is conceptual in nature and is subject to adjustments pending further verification and Client, Tenant, and Governmental Agency approval. No warranties or guarantees are given or implied by the Architect.



CITY OF SURPRISE
Planning and Zoning Commission

August 7, 2014 @ 6:00:00 PM

Back Print

Board Meeting Date:	August 7, 2014	Contact Person:	Lloyd Abrams, Community & Economic Development
Submitting Department:	CD Boards and Commissions	District:	Internal
Staff Recommendations:	No Action		

Consent	Regular	Public Hearing	Report/Discussion
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Agenda Wording:

Discussion for future agenda items.

Motion:

Background:

Financial Impact Statement:

ATTACHMENTS:

Click to download

No Attachments Available

External Attachment Links:

Meeting Requirements:

Powerpoint x Video White Board Other x

Presentation Speaker Names (spelling and titles for TV captions):