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

Thursday, July 10, 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:

ITEM #	DISTRICT #	ITEM DESCRIPTION	STAFF RECOMMENDATION/ PRESENTED BY

#1	District Internal	**Consideration and action on the June 5, 2014 Planning and Zoning Commission minutes.**	Approve Deb Perry, Community Development

REGULAR AGENDA ITEM - PUBLIC HEARING:

ITEM #	DISTRICT #	ITEM DESCRIPTION	STAFF RECOMMENDATION/ PRESENTED BY
#2	District 1	**Consideration and action on a renewal of a Conditional Use Permit for a Wireless Communications Facility at New Song United Methodist Church located at located at 16301 West Bell Road.**	Approve Hobart Wingard, Community Development
#3	District 5	**Consideration and action on a recommendation to rezone property from Rural Residential (RR) to Medium Density Residential (RM-12) and action on site plan approval for Mariposa Acres located at 15851 West Tierra Buena Lane.**	Approve Hobart Wingard, Community Development

OTHER BUSINESS:

#4	District Citywide	**Presentation and discussion regarding the city's draft Access Management Plan.**	No Action Martin Lucero, Community Development
#5	District Internal	**Discussion for future agenda items.**	No Action Lloyd Abrams, Community Development

ADJOURNMENT:

SHERRY ANN AGUILAR, CITY CLERK, CMC

POSTED: July 2, 2014 at 3:45 PM

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

July 10, 2014 @ 6:00:00 PM

Back Print

Board Meeting Date:	July 10, 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

Agenda Wording:

Consideration and action on the June 5, 2014 Planning and Zoning Commission minutes.

Motion:

I move to approve the June 5, 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

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

CITY OF SURPRISE

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

June 5, 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, June 5, 2014.

ROLL CALL

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

PLEDGE OF ALLEGIANCE

CURRENT EVENTS REPORT

STAFF REPORT

GIS Division Manager Lloyd Abrams stated that staff is recruiting for both the Planner and Community Development Director positions and updates will be brought forward to Commission.

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**: **Consideration and Action – Planning and Zoning Commission Minutes for May 1, 2014**

Commissioner Bieniek made a motion to approve the **Planning and Zoning Commission Minutes for May 1, 2014.** Commissioner Chapman seconded the motion. The motion passed with a vote of 5 ayes 2 abstain (Hoyler, Smith).

- **Item 2: FS13-155 - Consideration and Action – West Valley Bible Church**

Planner Hobart Wingard presented the project to the Commission. Staff recommended approval of **a site plan for West Valley Bible Church.**

Commission had discussion and questions regarding:

- Ingress and egress from the site
- Traffic flow
- Circulation

Vice Chair Somers made a motion to approve **a site plan for West Valley Bible Church** and to adopt findings, as listed in the staff report. Commissioner Smith seconded the motion. The motion passed with a vote of 7 ayes.

- **Item 3**: **FS14-085 - Consideration and Action – Sierra Montana Phase 1 North Lot G**

Planner Vamshee Kovuru presented the project to the Commission. Staff recommended approval of **a preliminary plat for Sierra Montana Phase 1 North Lot G.**

Commission had questions regarding:

- Homes to be built; one or two-storey
- Bike lanes on Cotton Lane
- Pedestrian connectivity
- HOA requirements

Chair Blair opened for public comment

Mary Arend, resident, stated that the project is not part of the existing home owner's association in the area but that it is important that these homes follow the same guidelines for consistency.

Chair Blair closed the call to the public.

The following conditions were added:

b) Include pedestrian access from Lisbon Lane into the adjoining community.

c) Create a Home Owners Association (HOA) in compliance with Sierra Montana PAD and city HOA requirements.

Commissioner Bieniek made a motion to approve **preliminary plat for Sierra Montana Phase 1 North Lot G** and to adopt findings and condition 'a' through 'c', as amended, as listed in the staff report. Commissioner Pervi seconded the motion. The motion passed with a vote of 7 ayes.

- **Item 4**: **FS14 - 103 - Consideration and Action – Christ's Church of the Valley**

Planner Hobart Wingard presented the project to the Commission. Staff recommended approval of **an amendment to the master site plan, phasing plan, and Phase A site plan for the Christ Church of the Valley.**

The commission had some discussion regarding Bullard Avenue improvements.

Commissioner Pervi made a motion to approve **an amendment to the master site plan, phasing plan, and Phase A site plan for the Christ Church of the Valley** and to adopt findings and conditions 'a' through 'd,' as listed in the staff report. Commissioner Bieniek seconded the motion. The motion passed with a vote of 7 ayes.

REGULAR AGENDA ITEMS REQUIRING A PUBLIC HEARING

- **Item 5**: **FS14-079 - Consideration and Action – Greenway Marketplace Shops 2**

Planner Vamshee Kovuru presented the project to the Commission. Staff recommended approval of **a major site plan and conditional use permit for Greenway Marketplace Shops 2 that includes a drive-through Dairy Queen Restaurant.**

The commission had questions and discussed:

- Hours of operation
- Deliveries and loading of adjacent businesses
- Southwest drive aisle access from Reems Road

The following conditions were added:

d) Straighten drive way entrance on the south parking lot access from Reems Road and waive city parking requirements, if applicable.

e) Relocate the stop sign to precede the walk way in the drive through lane.

Commission discussed that the back of the building faced Greenway and requested architecture or enhancements be made.

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.

Commissioner Chapman made a motion to approve **a major site plan and conditional use permit for Greenway Marketplace Shops 2** and to adopt findings and conditions 'a' through 'e,' as amended, as listed in the staff report. Vice Chair Somers seconded the motion. The motion passed with a vote of 7 ayes.

OTHER BUSINESS

- **Item 6: Future Agenda Items**

Development Tools Work Session will be rescheduled until July 10th at 5 p.m.

ADJOURNMENT

Hearing no further business, Chair Blair adjourned the Planning and Zoning Commission meeting at 7:08 p.m.

STAFF PRESENT:

Interim Community & Economic Development Director Chris Boyd, Deputy City Attorney Julie Kreigh, GIS Division Manager Lloyd Abrams, Transportation Planning Manager Martin Lucero, Planner Hobart Wingard, Planner Vamshee Kovuru, Legal Intern Hobie Wingard ,and Planning and Zoning Commission Secretary Deb Perry.

COUNCIL MEMBERS PRESENT: None

_____
Lloyd Abrams, GIS Division 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

July 10, 2014 @ 6:00:00 PM

Back Print

Board Meeting Date:	July 10, 2014	Contact Person:	Hobart Wingard, Community Development
Submitting Department:	CD Boards and Commissions	District:	1
Staff Recommendations:	Approve		

Consent	Regular	Public Hearing	x	Report/Discussion

Agenda Wording:

Consideration and action on a renewal of a Conditional Use Permit for a Wireless Communications Facility at New Song United Methodist Church located at located at 16301 West Bell Road.

Motion:

I move to approve a renewal of a Conditional Use Permit for a Wireless Communications Facility at New Song United Methodist Church and to adopt the staff findings as listed in the staff report.

Background:

The existing WCF was approved in 2008 and was subject to a condition that required a renewal of the CUP five (5) years after approval.

Financial Impact Statement:

The updated CUP will have little financial impact on the economic and fiscal status of the city and region.

ATTACHMENTS:

Click to download

- ☐ Staff Report
- ☐ Vicinity Map
- ☐ Site Plan and Elevations
- ☐ Site Photos
- ☐ Coverage Area

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

SURPRISE
ARIZONA

COMMUNITY DEVELOPMENT DEPARTMENT

Date: July 10, 2014

To: Planning and Zoning Commission

From: Chris Boyd, Interim Director
Lloyd Abrams, GIS Division Manager
Hobart Wingard, Planner
623.222.3156, hobart.wingard@surpriseaz.gov

Re: FS14-168, AT&T Wireless Communications Facility at New Song United Methodist Church

Application Summary

The applicant is proposing to renew a Conditional Use Permit (CUP) for a Wireless Communications Facility at New Song United Methodist Church.

Location

The existing facility is generally located on the southwest corner of Bell Road and Sarival Avenue at 16301 West Bell Road.

History

- On June 20, 1984, the subject property was annexed into the City of Surprise.
- On November 21, 2000, a conditional use permit for the New Song United Methodist Church was approved by the Planning and Zoning Commission.
- On September 17, 2008, an administrative use permit for Wireless Communications Facility (WCF) was approved by staff.

Project Summary

The existing Wireless Communications Facility (WCF) at New Song United Methodist Church is located to the east of the worship facility and enclosed by a wall that matches the finish of the primary structure. The enclosure conceals ground mounted equipment cabinets and the base of the support structure for the camouflaged monopalm. The area immediately adjacent to the WCF is landscaped with several palms and shrubs as per the original WCF request.

The existing WCF was administratively approved in 2008. The current code requires that previously approved WCF facilities require a renewal of the CUP five (5) years after approval to ensure that the latest technology for cell towers is being utilized.

In conjunction with the renewal, the applicant is updating the antennas and associated equipment to provide 4G Long-Term Evolution (LTE) service. The proposed upgrade will increase the antennae array one (1) foot to a height of 66 feet. The ground equipment enclosure will not enlarge, but an additional cabinet will be located within the walls.

Citizen Review Meeting

A citizen review meeting was held on May 28, 2014 at the New Song United Methodist Church. No residents attended the meeting.

Economic Impact Analysis

The updated CUP will have little financial impact on the economic and fiscal status of the city and region.

Department Review

All departments involved in the subject review are recommending the project for approval.

Findings of Fact

1. Staff finds that the proposed site plan complies with the Surprise General Plan.
    - *Cellular service is provided by several companies through cell towers. These towers can be disguised in the form of a mono palm.*
2. Staff finds that the proposed site plan complies with the Surprise Municipal Code.
    - *The proposed WCF complies with Section 122-112, Wireless Communications Facilities, of the Surprise Unified Development Code.*

Recommendation

Staff recommends approval of the project.

Attached

Vicinity map, site plan, elevations, photographs, and service maps

VICINITY MAP – FS14-168

VICINITY MAP – FS14-168

PROJECT DESCRIPTION

SCOPE OF WORK: EXISTING EQUIPMENT SHELTER AND MONOPALM. SITE HAS (3) EXISTING 4' AT&T ANTENNAS AND (6) EXISTING 8' AT&T ANTENNAS. SWAP (9) EXISTING AT&T ANTENNAS WITH (9) NEW 8' AT&T ANTENNAS ON MONOPALM, (3) PER SECTOR. INSTALL (3) NEW RRHs MOUNTED ON ANTENNA PIPE BEHIND LTE ANTENNA AND (3) NEW FAUX RRHs MOUNTED BELOW NEW RRH. SITE HAS (1) EXISTING RAYCAP DC6-48-60-18-8F, INSTALL (1) NEW RAYCAP DC6-48-60-0-8F. PAINT ALL ANTENNAS & RRHs TO MATCH FRONDS. RELOCATED (3) EXISTING TMA'S. EXISTING ALPHA DC POWER PLANT HAS (6) RECTIFIERS. INSTALL (1) ADDITIONAL RECTIFIER. INSTALL (3) BREAKERS. EXISTING (20) STRINGS BATTERIES ARE SUFFICIENT FOR NEW LTE LOADS. INSTALL (1) NEW LTE GPS ANTENNA MIN. 10' AWAY FROM EXISTING GPS ANTENNA. REFER TO RFDS, STRUCTURAL ANALYSIS FOR FURTHER DETAILED SCOPE OF WORK.

PROJECT INFORMATION

SITE ADDRESS:	16301 WEST BELL ROAD SURPRISE, AZ 85374
LATITUDE:	33° 38' 17.30" N
LONGITUDE:	-112° 24' 36.39" W
JURISDICTION:	CITY OF SURPRISE
A.P.N.	501-12-008R
ZONING DISTRICT:	R1-43
EXISTING USE:	UNMANNED TELECOMMUNICATIONS FACILITY
PROPOSED USE:	UNMANNED TELECOMMUNICATIONS FACILITY

DRAWING INDEX

		REV
25736-625-PHNXAZ-P799-01	TITLE SHEET	1
25736-625-PHNXAZ-P799-02	STANDARD NOTES	1
25736-625-PHNXAZ-P799-03	STANDARD NOTES	1
25736-625-PHNXAZ-P799-04	OVERALL SITE PLAN AND GENERAL NOTES	1
25736-625-PHNXAZ-P799-05	EXISTING AND NEW MONOPALM SOUTH ELEVATIONS	1
25736-625-PHNXAZ-P799-06	NEW EQUIPMENT PLAN AND LTE FIF RACK DETAIL	1
25736-625-PHNXAZ-P799-07	ANTENNA PLANS AND DETAILS	1
25736-625-PHNXAZ-P799-08	RRH AND RRH MOUNTING DETAILS	1
25736-625-PHNXAZ-P799-09	RAYCAP AND RAYCAP MOUNTING DETAILS	1
25736-625-PHNXAZ-P799-10	GPS ANTENNA MOUNTING AND CONNECTION DETAILS	1
25736-625-PHNXAZ-P799-11	EXISTING AND PROPOSED AC PANEL SCHEDULES	1
25736-625-PHNXAZ-P799-12	SYSTEM DIAGRAM	1
25736-625-PHNXAZ-P799-13	CONNECTION DIAGRAM AND LTE CONDUCTOR SIZES DETAIL	1
25736-625-PHNXAZ-P799-14	CONNECTION DIAGRAM	1
25736-625-PHNXAZ-P799-15	LTE ALARM BLOCK DETAIL	1

DESIGN PACKAGE BASED ON RF DATA SHEET DATE STAMPED 11/06/2013, VERSION-01

NOTES

DOCUMENT REVIEW STATUS

1	■	ACCEPTED – WITH MINOR OR NO COMMENTS, CONSTRUCTION MAY PROCEED
2		NOT ACCEPTED – PLEASE RESOLVE COMMENTS AND RESUBMIT

ACCEPTANCE DOES NOT CONSTITUTE APPROVAL OF DESIGN DETAILS, CALCULATIONS, ANALYSIS, TEST METHODS OR MATERIALS DEVELOPED OR SELECTED BY SUBCONTRACTOR AND DOES NOT RELIEVE SUBCONTRACTOR FROM FULL COMPLIANCE WITH CONTRACTUAL OBLIGATION.

	ENG.	CONST.			
REVIEWED:					
BY:			DATE:		

REDLINE DRAWING REVIEW

NAME (PRINT) SIGNATURE DATE

GENERAL CONTRACTOR – CONFIRM ACCURACY OF THESE REDLINE DRAWINGS

NAME (PRINT) SIGNATURE DATE

FIELD COORDINATOR – VERIFY INSTALLATION PER REDLINE DRAWINGS

NAME (PRINT) SIGNATURE DATE

ENGINEERING – Market Engineer Shall Review Redline Drawings To Ensure Changes Do Not Alter The Original Design Intent And/Or Are Code Compliant

SITE NUMBER: P799
SITE NAME: W. BELL AND 163RD AVE

APPROVALS

AT&T (RF): _____ DATE: _____

AT&T (CONST.): _____ DATE: _____

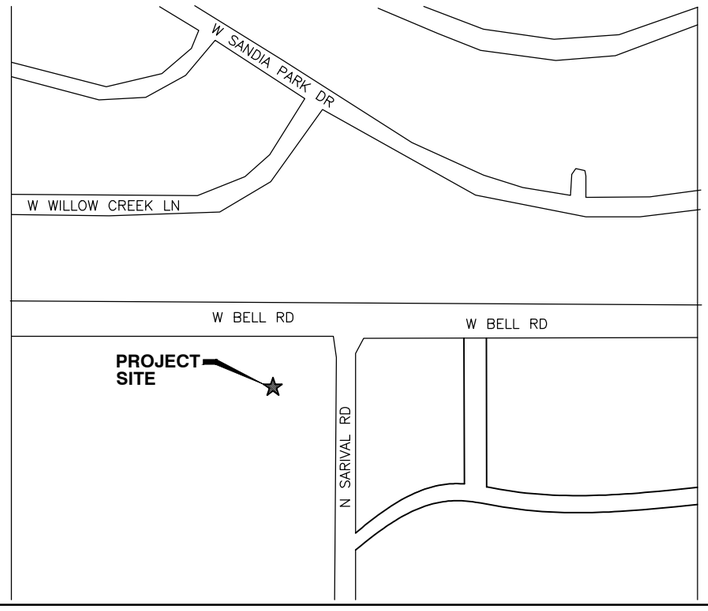
AT&T (RE): _____ DATE: _____

LANDLORD: _____ DATE: _____

LANDLORD: _____ DATE: _____

VICINITY MAP

DIRECTIONS:
HEAD SOUTH ON N TATUM BLVD, TAKE THE SLIP ROAD ONTO AZ-101 LOOP W, TAKE EXIT 14 TOWARDS BELL ROAD, KEEP RIGHT AT THE FORK, FOLLOWS SIGNS FOR BELL RD W AND MERGE ONTO W BELL RD, TURN RIGHT, DESTINATION WILL BE ON THE LEFT.



SITE QUALIFICATION PARTICIPANTS

	NAME	COMPANY	NUMBER
ENGR.	T.J. BURMESCH	BECHTEL COMMUNICATIONS	623-282-3015
RF	WILLIAM ZARN	BECHTEL COMMUNICATIONS	623-282-3103
SA	JASON MENDOZA	AT&T MOBILITY	623-326-1993
CONST.	CECIL GRAVES	AT&T MOBILITY	480-652-1261
LANDLORD	--	NEW SONG UNITED METHODIST CHURCH	--

APPLICABLE BUILDING CODES AND STANDARDS

SUBCONTRACTOR'S WORK SHALL COMPLY WITH ALL APPLICABLE NATIONAL, STATE, AND LOCAL CODES AS ADOPTED BY THE LOCAL AUTHORITY HAVING JURISDICTION (AHJ) FOR THE LOCATION. THE EDITION OF THE AHJ ADOPTED CODES AND STANDARDS IN EFFECT ON THE DATE OF CONTRACT AWARD SHALL GOVERN THE DESIGN.

BUILDING CODE:
[INTERNATIONAL BUILDING CODE (IBC), 2006 AS ADOPTED BY CITY OF SURPRISE].

ELECTRICAL CODE:
[NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) 70 – 2005, NATIONAL ELECTRICAL CODE, AS ADOPTED BY CITY OF SURPRISE.]
LIGHTNING PROTECTION CODE:
[NFPA 780 – 2000, LIGHTNING PROTECTION CODE]

SUBCONTRACTOR'S WORK SHALL COMPLY WITH THE LATEST EDITION OF THE FOLLOWING STANDARDS.
AMERICAN CONCRETE INSTITUTE (ACI) 318-05, BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE
AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC), MANUAL OF STEEL CONSTRUCTION, THIRTEENTH EDITION
ANSI/TIA 222-F-96, STRUCTURAL STANDARD FOR ANTENNA SUPPORTING STRUCTURES AND ANTENNAS.
TIA 607, COMMERCIAL BUILDING GROUNDING AND BONDING REQUIREMENTS FOR TELECOMMUNICATIONS

INSTITUTE FOR ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE) 81, GUIDE FOR MEASURING EARTH RESISTIVITY, GROUND IMPEDANCE, AND EARTH SURFACE POTENTIALS OF A GROUND SYSTEM IEEE 1100 (1999) RECOMMENDED PRACTICE FOR POWERING AND GROUNDING OF ELECTRONIC EQUIPMENT

IEEE C2 NATIONAL ELECTRIC SAFETY CODE,

LATEST VERSION TELCORDIA GR-1275, GENERAL

INSTALLATION REQUIREMENTS ANSI T1.311, FOR TELECOM – DC POWER SYSTEMS – TELECOM, ENVIRONMENTAL PROTECTION

FOR ANY CONFLICTS BETWEEN SECTIONS OF LISTED CODES AND STANDARDS REGARDING MATERIAL, METHODS OF CONSTRUCTION, OR OTHER REQUIREMENTS, THE MOST RESTRICTIVE REQUIREMENT SHALL GOVERN. WHERE THERE IS CONFLICT BETWEEN A GENERAL REQUIREMENT AND A SPECIFIC REQUIREMENT, THE SPECIFIC REQUIREMENT SHALL GOVERN.

APPLICABLE BUILDING CODES & STANDARDS

DETAIL 1001/01

BECHTEL COMMUNICATIONS, INC.
5295 WESTVIEW DRIVE
FREDERICK, MD 21703
PHONE: (301) 228-6000

SITE NUMBER: P799
SITE NAME: W. BELL AND 163RD AVE
16301 WEST BELL ROAD
SURPRISE, AZ 85374

at&t Mobility
20830 N. TATUM BLVD. SUITE 400 PHOENIX, AZ 85050
PHONE: (480) 414-1829

NO.	DATE	REVISIONS	BY	CHK	APP'D
1	04/28/14	FAUX RRHs AND RAYCAP ADDED	SKB	MG	TJ
0	03/05/14	ISSUED FOR CONSTRUCTION	SKB	BK	TJ

SCALE: AS SHOWN DESIGNED BY: NP DRAWN BY: NP

Registered Professional Engineer (Electrical) CERTIFICATE NO. 44749 TIM ALEXANDER 04/28/14 ARIZONA U.S.A.
EXPIRES 6-30-15

AT&T MOBILITY

TITLE SHEET

JOB NUMBER	DRAWING NUMBER	REV
25736-625	PHNXAZ-P799-01	1

22 x 34 "D" SIZE

6 5 4 3 2 1

D C B A

GENERAL NOTES

1. THE SUBCONTRACTOR SHALL GIVE ALL NOTICES AND REGULATIONS AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY. MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS, AND LOCAL AND STATE JURISDICTIONAL CODES BEARING ON THE PERFORMANCE OF THE WORK. THE WORK PERFORMED ON THE PROJECT AND THE MATERIALS INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS, AND ORDINANCES.

2. THE ARCHITECT/ENGINEER HAVE MADE EVERY EFFORT TO SET FORTH IN THE CONSTRUCTION AND CONTRACT DOCUMENTS THE COMPLETE SCOPE OF WORK. THE SUBCONTRACTOR BIDDING THE JOB IS NEVERTHELESS CAUTIONED THAT MINOR OMISSIONS OR ERRORS IN THE DRAWINGS AND OR SPECIFICATIONS SHALL NOT EXCUSE SAID SUBCONTRACTOR FROM COMPLETING THE PROJECT AND IMPROVEMENTS IN ACCORDANCE WITH THE INTENT OF THESE DOCUMENTS.

3. THE SUBCONTRACTOR OR BIDDER SHALL BEAR THE RESPONSIBILITY OF NOTIFYING (IN WRITING) THE AT&T REPRESENTATIVE (BECHTEL) OF ANY CONFLICTS, ERRORS OR OMISSIONS PRIOR TO THE SUBMISSION OF SUBCONTRACTOR'S PROPOSAL OR PERFORMANCE OF WORK. IN THE EVENT OF DISCREPANCIES, THE SUBCONTRACTOR SHALL PRICE THE MORE COSTLY OR EXTENSIVE WORK, UNLESS DIRECTED IN WRITING OTHERWISE.

4. THE SCOPE OF WORK SHALL INCLUDE FURNISHING ALL MATERIALS, EQUIPMENT, LABOR AND ALL OTHER MATERIALS AND LABOR DEEMED NECESSARY TO COMPLETE THE WORK/PROJECT AS DESCRIBED HEREIN.

5. THE SUBCONTRACTOR SHALL VISIT THE JOB SITE PRIOR TO THE SUBMISSION OF BIDS OR PERFORMING WORK TO FAMILIARIZE HIMSELF WITH THE FIELD CONDITIONS AND TO VERIFY THAT THE PROJECT CAN BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

6. THE SUBCONTRACTOR SHALL OBTAIN AUTHORIZATION TO PROCEED WITH CONSTRUCTION PRIOR TO STARTING WORK ON ANY ITEM NOT CLEARLY DEFINED BY THE CONSTRUCTION DRAWINGS/CONTRACT DOCUMENTS.

7. THE SUBCONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS ACCORDING TO THE MANUFACTURER'S/VENDORS SPECIFICATIONS UNLESS OTHERWISE OR WHERE LOCAL CODES OR ORDINANCES TAKE PRECEDENCE.

8. THE SUBCONTRACTOR SHALL PROVIDE A FULL SET OF CONSTRUCTION DOCUMENTS AT THE SITE UPDATED WITH THE LATEST REVISIONS AND ADDENDUMS OR CLARIFICATIONS AVAILABLE FOR THE USE BY ALL PERSONNEL INVOLVED WITH THE PROJECT.

9. THE SUBCONTRACTOR SHALL SUPERVISE AND DIRECT THE PROJECT DESCRIBED HEREIN. THE SUBCONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AND FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT.

10. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS AND INSPECTIONS WHICH MAY BE REQUIRED FOR THE WORK BY THE ARCHITECT/ENGINEER, THE STATE, COUNTY OR LOCAL GOVERNMENT AUTHORITY.

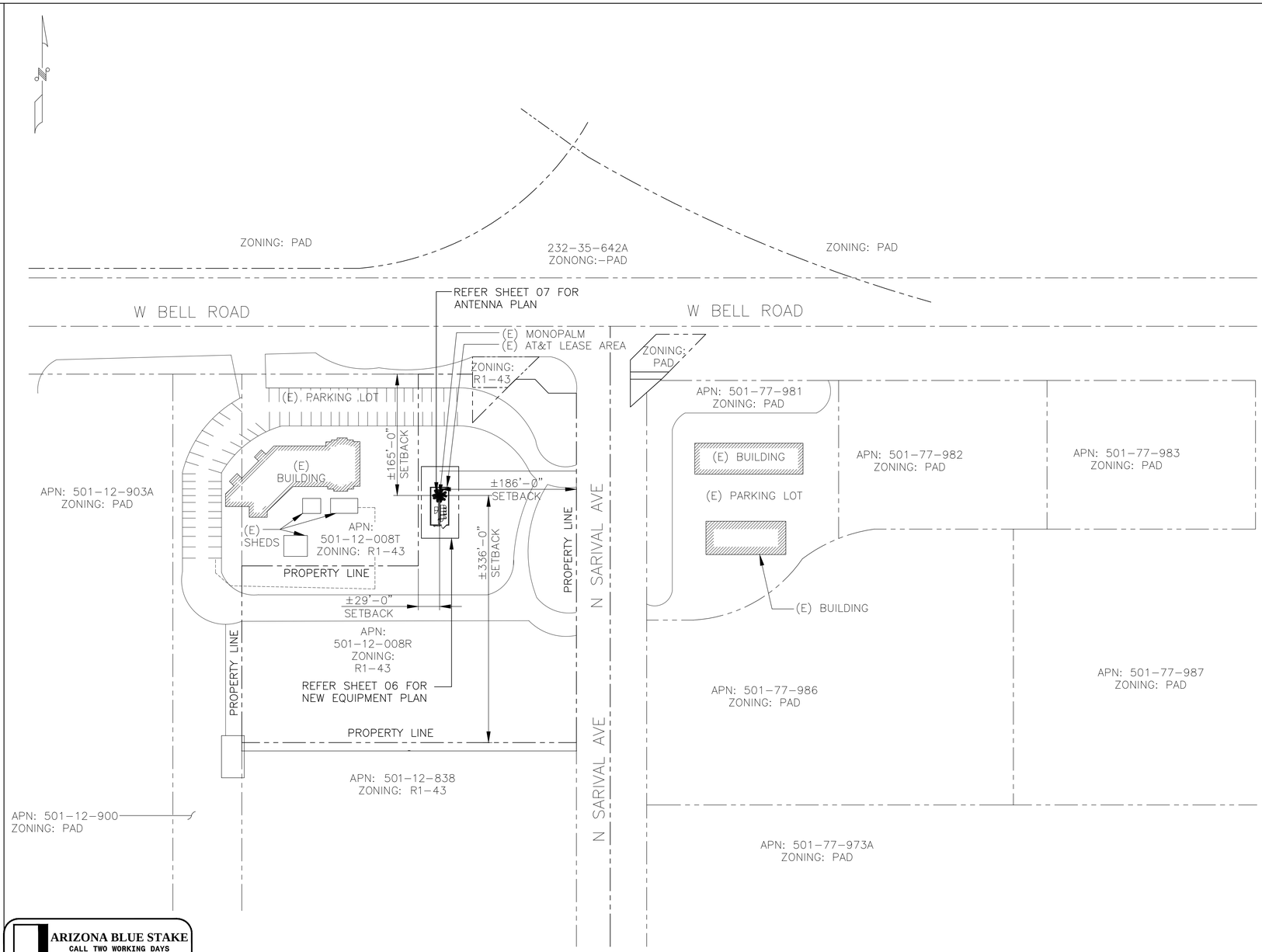
11. THE SUBCONTRACTOR SHALL MAKE NECESSARY PROVISIONS TO PROTECT EXISTING IMPROVEMENTS, EASEMENTS, PAVEMENTS, CURBING, ETC. DURING CONSTRUCTION. UPON COMPLETION OF WORK, THE SUBCONTRACTOR SHALL REPAIR ANY DAMAGE THAT MAY HAVE OCCURRED DUE TO CONSTRUCTION ON OR ABOUT THE PROPERTY.

12. THE SUBCONTRACTOR SHALL MAINTAIN THE GENERAL WORK AREA AS CLEAN AND HAZARD FREE DURING CONSTRUCTION AND DISPOSE OF ALL DIRT, DEBRIS, RUBBISH AND REMOVE EQUIPMENT NOT SPECIFIED AS REMAINING ON THE PROPERTY. PREMISES SHALL BE LEFT IN CLEAN CONDITION AND FREE FROM PAINT SPOTS, DUST OR SMUDGES OF ANY NATURE.

13. THE SUBCONTRACTOR SHALL COMPLY WITH ALL OSHA REQUIREMENTS AS THEY APPLY TO THIS PROJECT.

14. THE SUBCONTRACTOR SHALL NOTIFY THE AT&T REPRESENTATIVE (BECHTEL) WHERE A CONFLICT OCCURS ON ANY OF THE CONTRACT DOCUMENTS. THE SUBCONTRACTOR IS NOT TO ORDER MATERIAL OR CONSTRUCT ANY PORTION OF THE WORK THAT IS IN CONFLICT UNTIL CONFLICT IS RESOLVED BY THE AT&T REPRESENTATIVE (BECHTEL).

15. THE SUBCONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, PROPERTY LINES, ETC. ON THE JOB.



ARIZONA BLUE STAKE
CALL TWO WORKING DAYS BEFORE YOU DIG
602-263-1100
1-800-STAKE-IT
(OUTSIDE MARICOPA COUNTY)

FULL SCALE 1"=80'-0"

80 40 0 80 160 FT

HALF SCALE 1"=160'-0"

OVERALL SITE PLAN
SCALE: 1"=80'-0"

BECHTEL COMMUNICATIONS, INC.
5295 WESTVIEW DRIVE
FREDERICK, MD 21703
PHONE: (301) 228-6000

SITE NUMBER: P799
SITE NAME: W. BELL AND 163RD AVE
16301 WEST BELL ROAD
SURPRISE, AZ 85374

at&t Mobility
20830 N. TATUM BLVD. SUITE
400 PHOENIX, AZ 85050
PHONE: (480) 414-1829

NO.	DATE	REVISIONS	BY	CHK	APP'D
1	04/28/14	FAUX RRHs AND RAYCAP ADDED	SKB	MG	TJ
0	03/05/14	ISSUED FOR CONSTRUCTION	SKB	BK	TJ

SCALE: AS SHOWN | DESIGNED BY: NP | DRAWN BY: NP

Registered Professional Engineer (General) CERTIFICATE NO. 44749 TIM ALEXANDER 04/28/14 ARIZONA U.S.A.
EXPIRES 6-30-15

AT&T MOBILITY

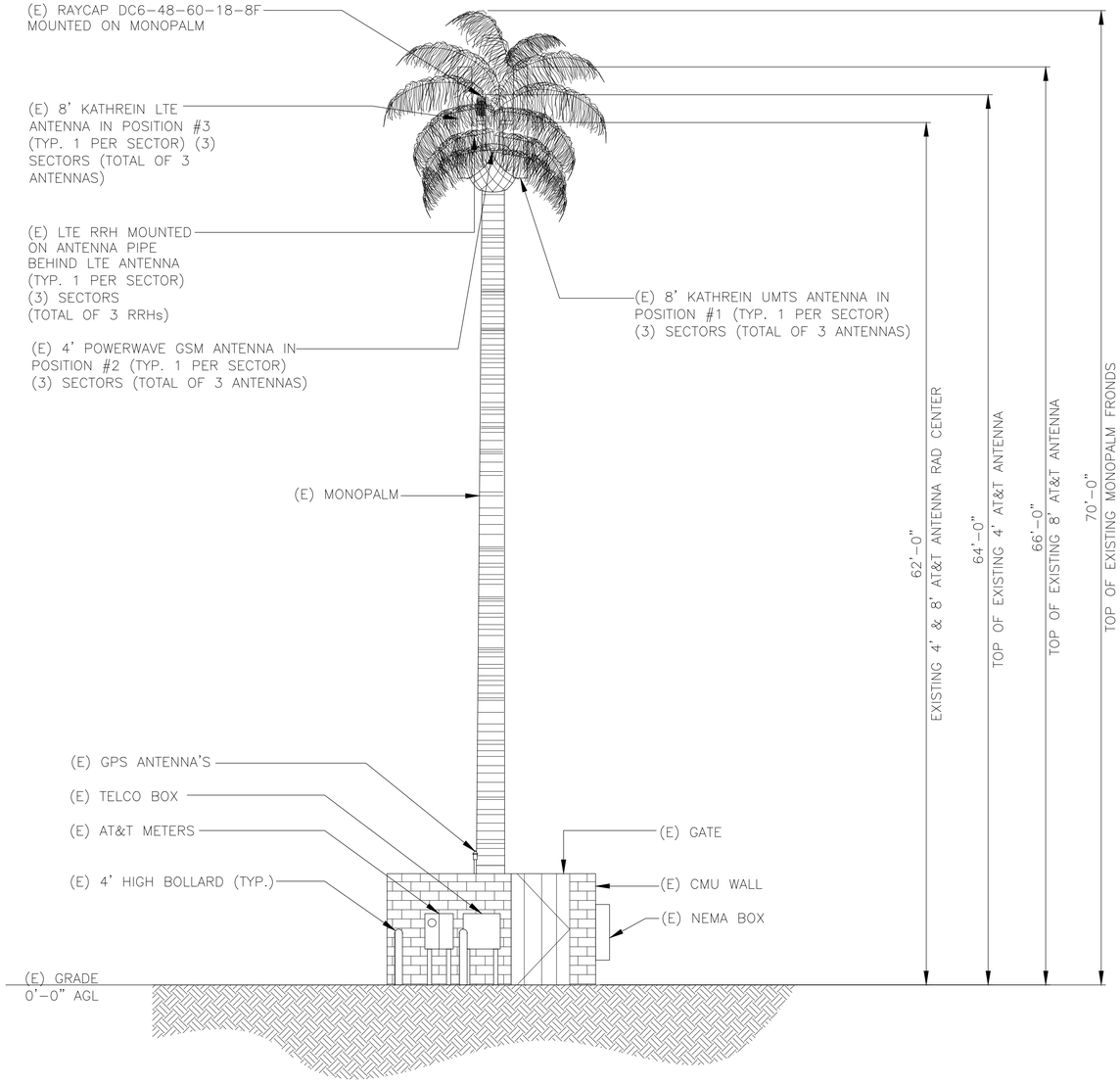
OVERALL SITE PLAN AND GENERAL NOTES

JOB NUMBER	DRAWING NUMBER	REV
25736-625	PHNXAZ-P799-04	1

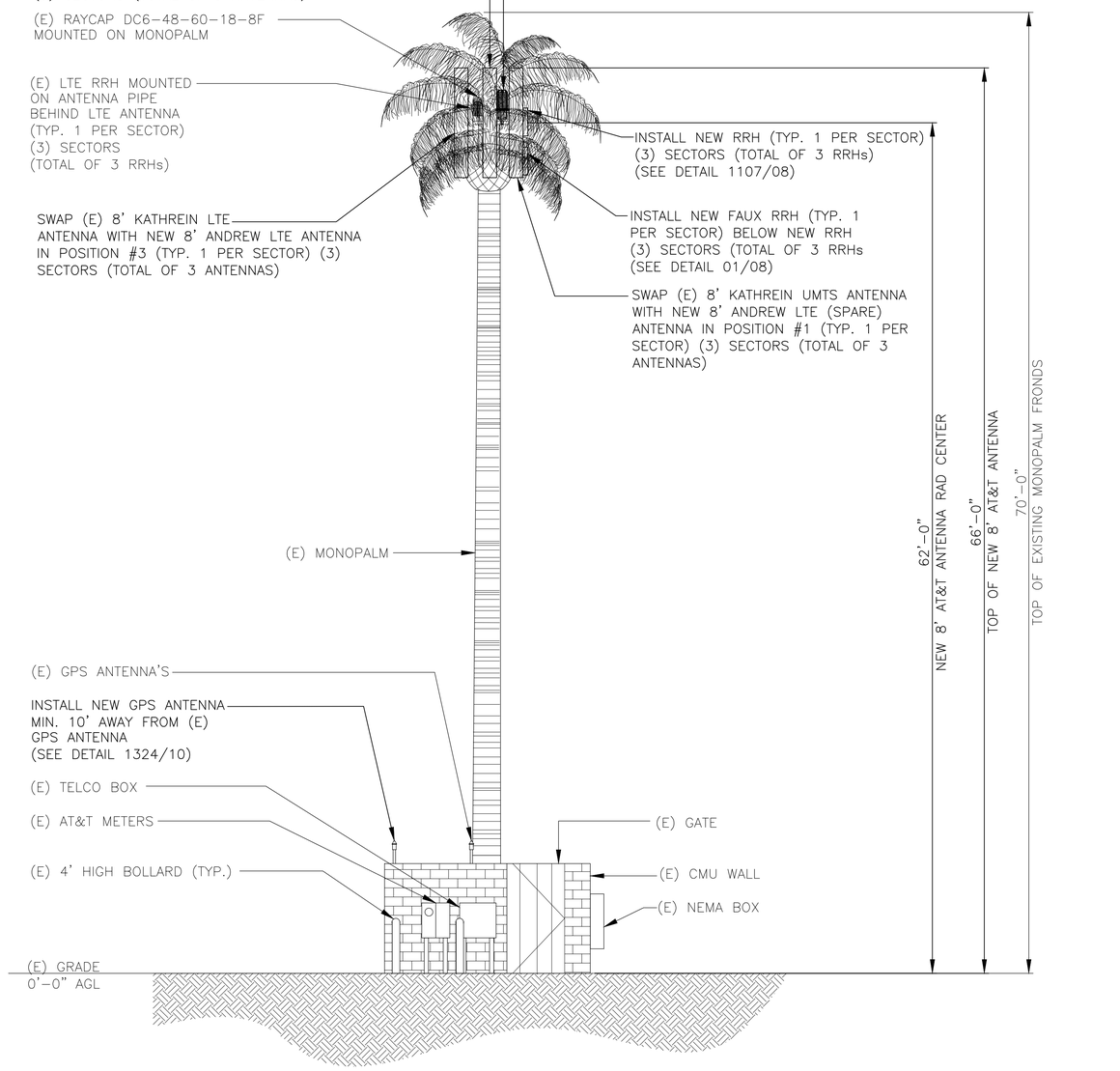
22 x 34 "D" SIZE
PSC=

6 5 4 3 2

D C B A



1 EXISTING MONOPALM SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



2 PROPOSED MONOPALM SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

FULL SCALE 3/16"=1'-0"
4 0 4 8 12 FT
HALF SCALE 3/32"=1'-0"

FULL SCALE 3/16"=1'-0"
4 0 4 8 12 FT
HALF SCALE 3/32"=1'-0"

BECHTEL COMMUNICATIONS, INC.
5295 WESTVIEW DRIVE
FREDERICK, MD 21703
PHONE: (301) 228-6000

SITE NUMBER: P799
SITE NAME: W. BELL AND 163RD AVE
16301 WEST BELL ROAD
SURPRISE, AZ 85374

at&t Mobility
20830 N. TATUM BLVD. SUITE 400 PHOENIX, AZ 85050
PHONE: (480) 414-1829

NO.	DATE	REVISIONS	BY	CHK	APP'D
1	04/28/14	FAUX RRHs AND RAYCAP ADDED	SKB	MG	TJ
0	03/05/14	ISSUED FOR CONSTRUCTION	SKB	BK	TJ

SCALE: AS SHOWN | DESIGNED BY: NP | DRAWN BY: NP

Registered Professional Engineer (Electrical) CERTIFICATE NO. 44749 TIM ALEXANDER 04/28/14 ARIZONA U.S.A.
EXPIRES 6-30-15

AT&T MOBILITY

EXISTING AND PROPOSED MONOPALM SOUTH ELEVATIONS

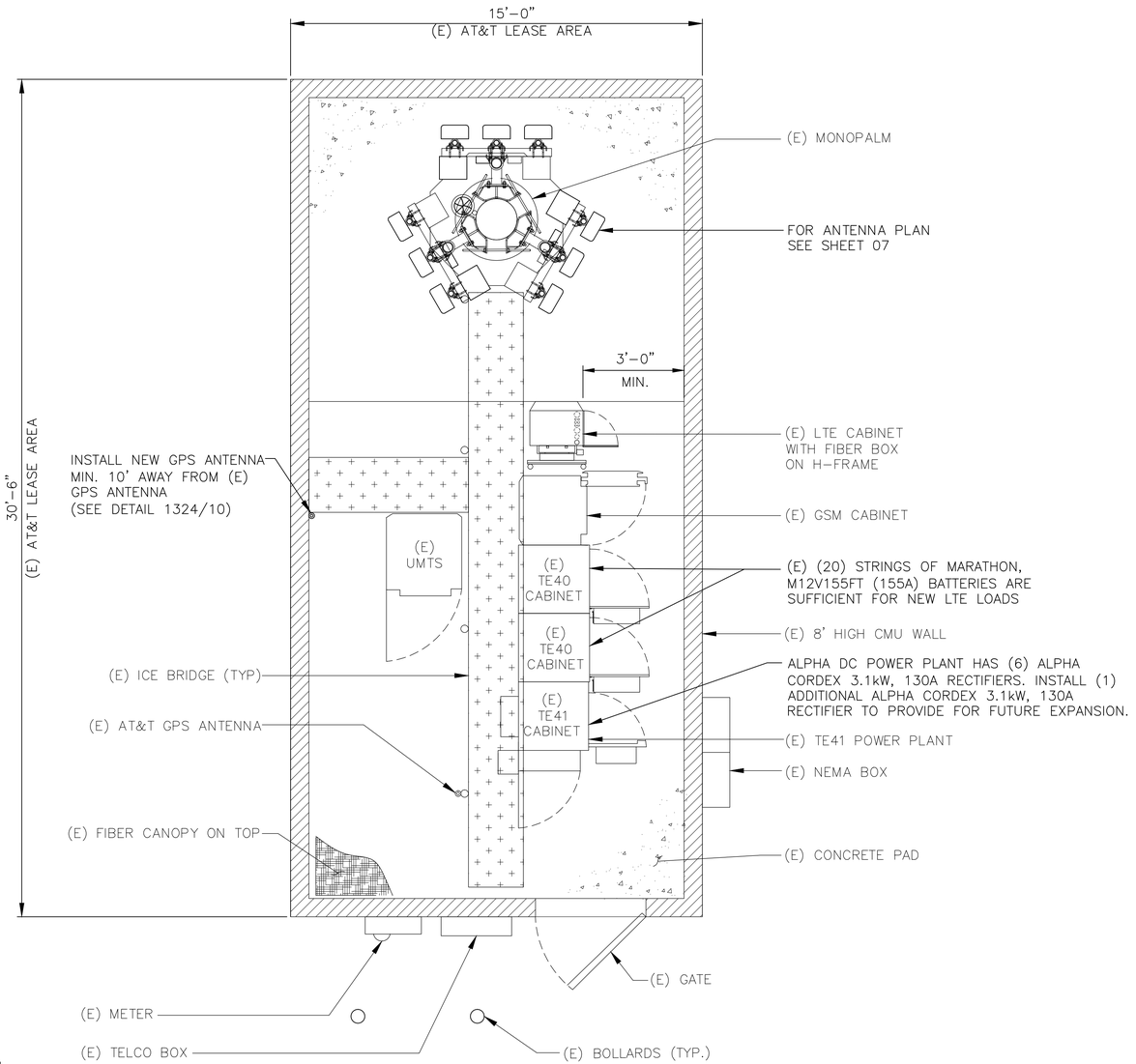
JOB NUMBER	DRAWING NUMBER	REV
25736-625	PHNXAZ-P799-05	1

22 x 34 "D" SIZE

PSC=

6 5 4 3 2 1

D C B A



NEW EQUIPMENT PLAN
SCALE: 3/8" = 1'-0"

NOTE:
FRONDS NOT SHOWN FOR CLARITY.

FULL SCALE 3/8"=1'-0"
2' 0 2 4 6 FT
HALF SCALE 3/16"=1'-0"

SCOPE OF WORK

1. INSTALL (3) 1900 RRHs AND (3) NEW FAUX RRHs.
2. (E) ALPHA DC POWER PLANT HAS (6) ALPHA CORDEX 3.1kW, 130A RECTIFIERS. INSTALL (1) ADDITIONAL ALPHA CORDEX 3.1kW, 130A RECTIFIER TO PROVIDE FOR FUTURE EXPANSION.
3. INSTALL THE FOLLOWING BREAKERS: (3) 15A/1P #470-304-10 FOR (3) RRHs.
4. (E) (20) STRINGS OF MARATHON, M12V155FT (155A) BATTERIES ARE SUFFICIENT FOR NEW LTE LOADS.

BECHTEL COMMUNICATIONS, INC.
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PHONE: (301) 228-6000

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16301 WEST BELL ROAD
SURPRISE, AZ 85374

at&t Mobility
20830 N. TATUM BLVD. SUITE
400 PHOENIX, AZ 85050
PHONE: (480) 414-1829

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0	03/05/14	ISSUED FOR CONSTRUCTION	SKB	BK	TJ

SCALE: AS SHOWN | DESIGNED BY: NP | DRAWN BY: NP

Registered Professional Engineer (Electrical) CERTIFICATE NO. 44749 TIM ALEXANDER 04/28/14 ARIZONA U.S.A.
EXPIRES 6-30-15

AT&T MOBILITY

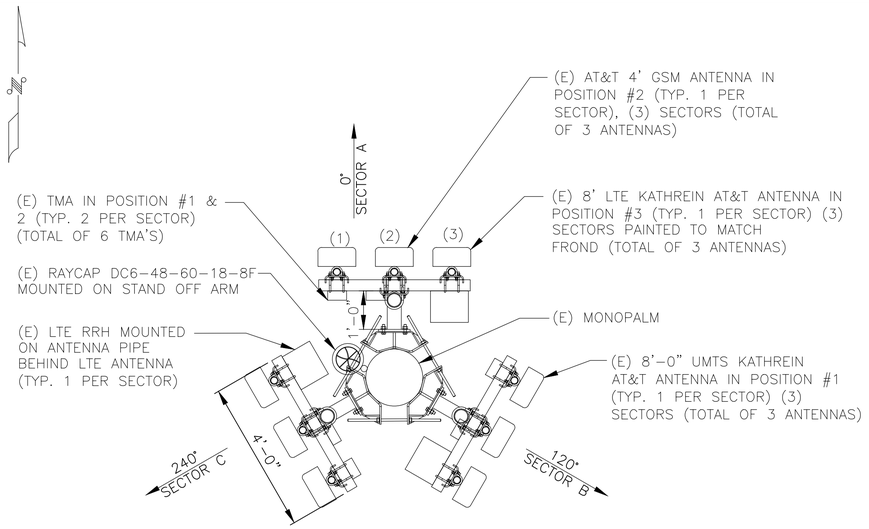
NEW EQUIPMENT PLAN

JOB NUMBER	DRAWING NUMBER	REV
25736-625	PHNXAZ-P799-06	1

22 x 34 "D" SIZE
PSC= : :

6 5 4 3 2 1

D C B A



NOTE:
FRONDS NOT SHOWN FOR CLARITY.

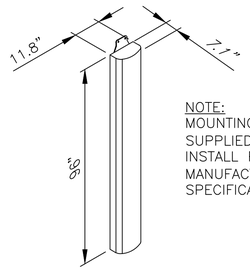
FULL SCALE 1/2"=1'-0"

12" 0 1 2 3 4 5 FT

HALF SCALE 1/4"=1'-0"

EXISTING ANTENNA PLAN

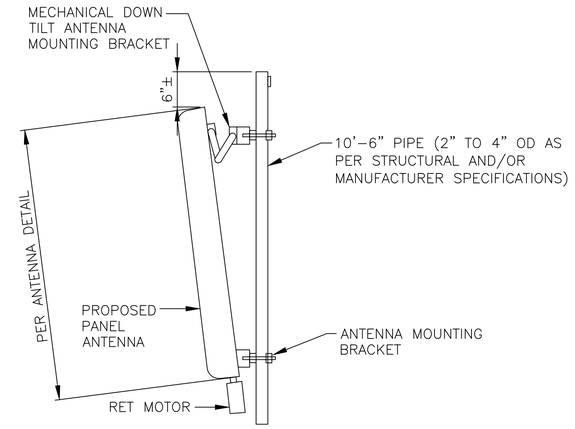
SCALE: 1/2"=1'-0"



NOTE:
MOUNTING EQUIPMENT SUPPLIED W/ ANTENNA. INSTALL PER MANUFACTURER'S SPECIFICATIONS.

ANTENNA
MANUFACTURER:
ANDREW
PART#: SBNHH-1D65C
WEIGHT: 66 LBS (W/ BRACKETS)

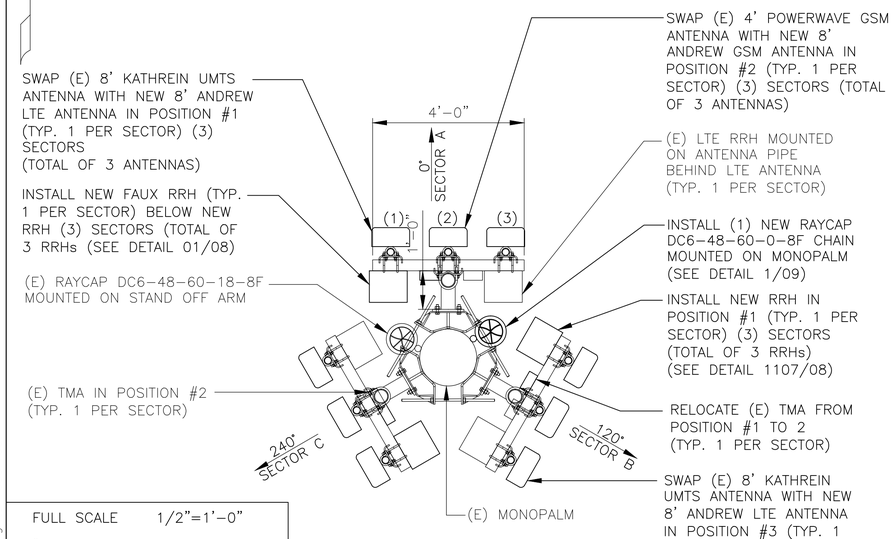
NEW ANTENNA DETAIL



ANTENNA MOUNTING DETAIL

DETAIL 1520/07
NTS

NOTE:
1. PAINT ALL ANTENNAS & RRHs TO MATCH FRONDS.
2. FRONDS NOT SHOWN FOR CLARITY.



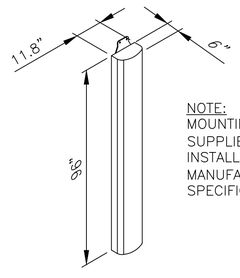
FULL SCALE 1/2"=1'-0"

12" 0 1 2 3 4 5 FT

HALF SCALE 1/4"=1'-0"

NEW ANTENNA PLAN

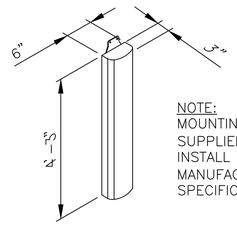
SCALE: 1/2"=1'-0"



NOTE:
MOUNTING EQUIPMENT SUPPLIED W/ ANTENNA. INSTALL PER MANUFACTURER'S SPECIFICATIONS.

ANTENNA
MANUFACTURER:
KATHREIN
PART#: 80010766K
WEIGHT: 61.7 LBS (W/ BRACKETS)

EXISTING ANTENNA DETAIL



NOTE:
MOUNTING EQUIPMENT SUPPLIED W/ ANTENNA. INSTALL PER MANUFACTURER'S SPECIFICATIONS.

ANTENNA
MANUFACTURER:
POWERWAVE
PART#: RA11.7721.00
WEIGHT: 21.3 LBS (W/ BRACKETS)

EXISTING ANTENNA DETAIL

BECHTEL COMMUNICATIONS, INC.
5295 WESTVIEW DRIVE
FREDERICK, MD 21703
PHONE: (301) 228-6000

SITE NUMBER: P799
SITE NAME: W. BELL AND 163RD AVE
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Registered Professional Engineer (General) CERTIFICATE NO. 44749 TIM ALEXANDER 04/28/14 ARIZONA U.S.A.
EXPIRES 6-30-15

AT&T MOBILITY

ANTENNA PLANS AND DETAILS

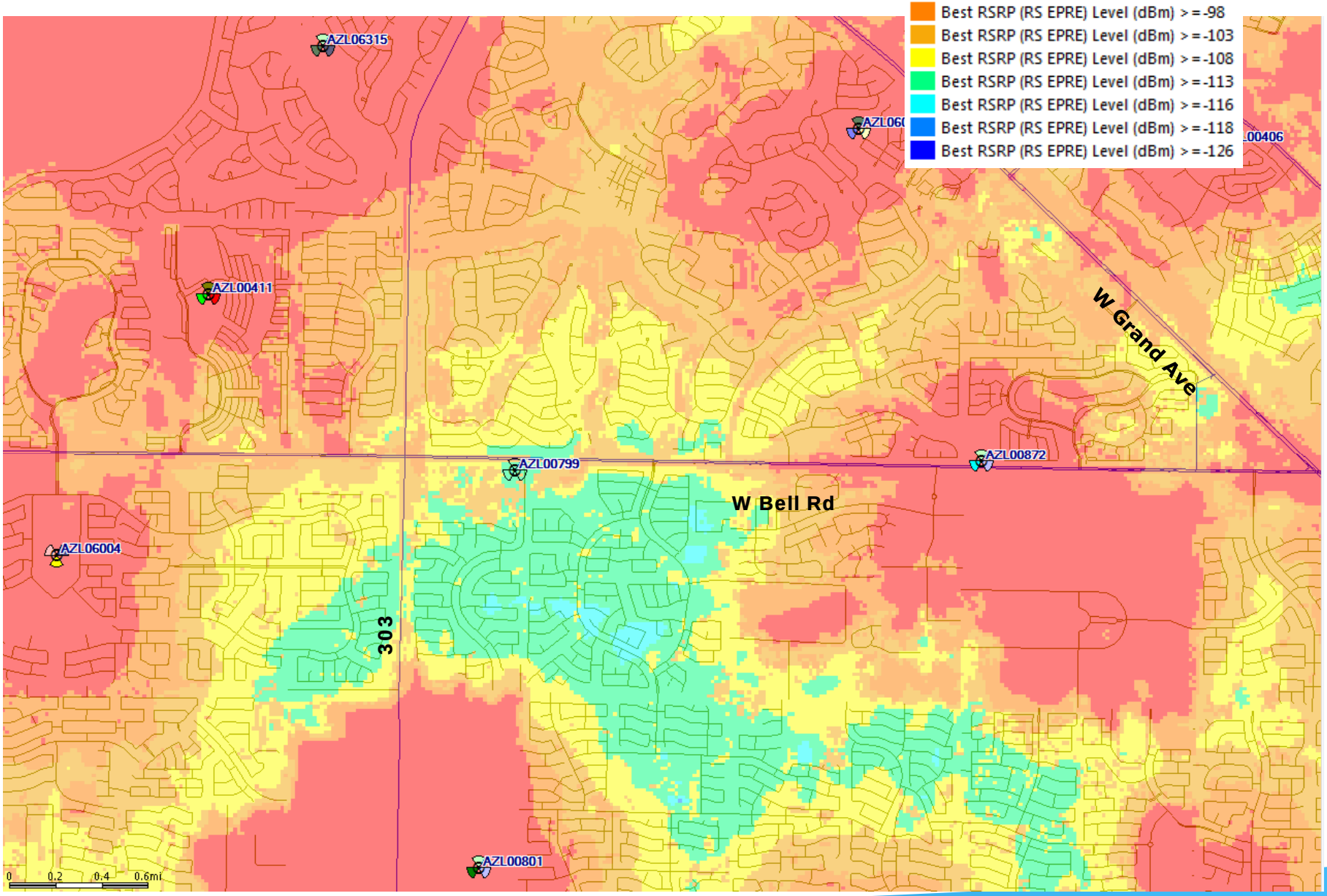
JOB NUMBER	DRAWING NUMBER	REV
25736-625	PHNXAZ-P799-07	1

22 x 34 "D" SIZE
PSC=

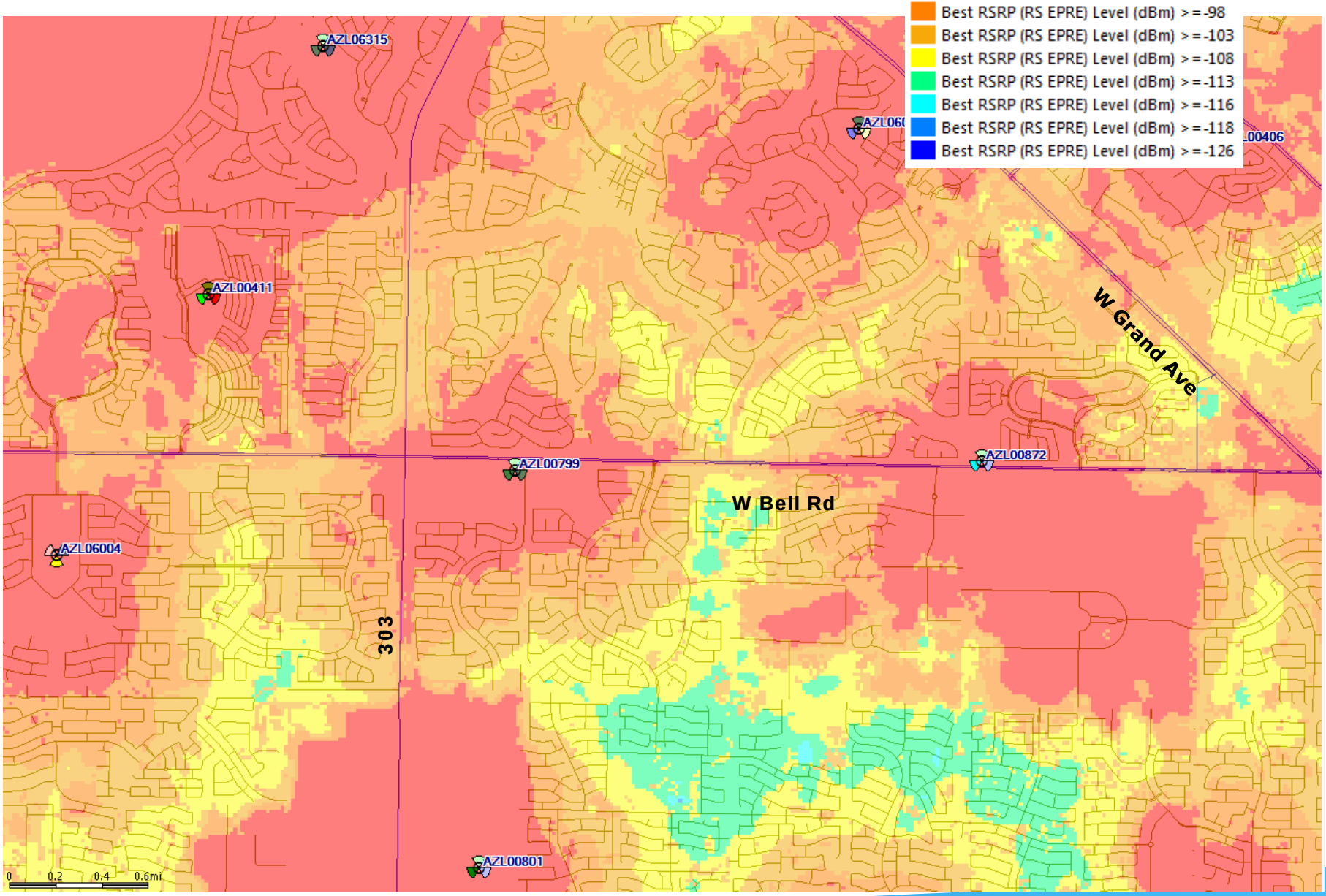
6 5 4 3 2 1

D C B A

AT&T indoor signal strength (RSRP) without P799



AT&T indoor signal strength (RSRP) with P799



CITY OF SURPRISE
Planning and Zoning Commission

July 10, 2014 @ 6:00:00 PM

Back Print

Board Meeting Date:	July 10, 2014	Contact Person:	Hobart Wingard, Community Development
Submitting Department:	CD Boards and Commissions	District:	5
Staff Recommendations:	Approve		

Consent	Regular	Public Hearing	x	Report/Discussion

Agenda Wording:

Consideration and action on a recommendation to rezone property from Rural Residential (RR) to Medium Density Residential (RM-12) and action on site plan approval for Mariposa Acres located at 15851 West Tierra Buena Lane.

Motion:

1. I move to recommend approval to the Mayor and Council a rezone of the property from Rural Residential to Medium Density Residential AND 2. I also move to approve a site plan for Mariposa Acres, subject to conditions a and b and adopt the findings as presented in the staff report.

Background:

The proposed Mariposa Acres project is seeking a rezone to facilitate an assisted living facility. The rezone, which is limited to the eastern 1.5 acres of the property, will change the property from rural residential (RR) to a medium density zoning district (RM-12).

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
- ☐ Rezone Document
- ☐ Site Plan
- ☐ Landscape Document

☐ Citizen Review Report

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

SURPRISE
ARIZONA

COMMUNITY DEVELOPMENT

Date: July 10, 2014

To: Planning and Zoning Commission

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

Re: FS12-168 – Mariposa Acres

Application Summary

The applicant is requesting a rezone and site plan approval for a proposed assisted living project known as Moonlight Manor.

Location

The subject project is at 15851 West Tierra Buena Lane, approximately 3,600 feet south of the intersection of Bell and Reems Roads.

History

- The subject parcel was annexed into the city on June 20, 1984.

Project Summary

The proposed Mariposa Acres project is seeking a rezone to facilitate an assisted living facility. The rezone, which is limited to the eastern 1.5 acres of the 4.5 acre property, will change the property from rural residential (RR) to a medium density zoning district (RM-12). An associated final plat will subdivide the proposed zoning districts into two (2) separate parcels.

The General Plan identifies this area as Low Density Residential allowing three (3) to five (5) dwelling units per acre. This land use permits a mix of single-family, duplexes, townhouses, and low rise apartments provided the overall density of the area does not exceed five (5) units per acre. The existing gross density of this rural area is approximately 0.6 dwelling units per acre.

The intent of the project is to provide a 15-bed assisted care home. The proposed 20,592-square-foot, 2-story structure will have a southwestern theme utilizing materials such as

stone, wood, stucco, and steel. To further enhance the aesthetics, a concrete paver entry drive will be provided.

Two (2) points of vehicular access will be provided from Tierra Buena Lane. The western access point will serve as a shared access for any future use located on that side of the property. A temporary fire access road will be provided along the western edge of the property until which time the western property is developed and a full shared access drive is installed. Parking calculations based on the development code require a minimum of eight (8) vehicle spaces while the facility is providing parking for nine (9) vehicles, excluding the garage vehicle storage area.

Landscaping will be a variety of desert tolerant plant materials that are consistent with the landscape palate of the surrounding developed parcels. Landscape screening walls will be provided along the parking area that fronts Tierra Buena Lane.

Citizen Review Meetings

A citizen review meeting was held on June 27, 2012 at the Holiday Inn Express located at 16540 North Bullard Lane. Approximately 20 residents attended the meeting and voiced concern over the original intent of rezoning the parcel along Reems Road to community commercial citing potential issues with vehicular and pedestrian traffic from the high school to the east.

At the time of the meeting, the plan for the assisted living facility was not opposed by the residents. Since the meeting, the applicant has revised their request to rezone only a portion of the parcel to medium density residential and eliminate the commercial component.

At the request of the Planning and Zoning Commission, an additional citizen review meeting was held on June 24, 2014. A Citizen Participation Report is attached.

Findings of Fact

1. Staff finds that the proposed rezone and site plan complies with the Surprise Municipal Code.
   - *This assisted living facility provides pedestrian and vehicular access, parking, landscaping, lighting, and signage*
   - *This assisted living facility provides various housing opportunities for individual lifestyles.*

2. Staff finds that the proposed rezone and site plan complies with the Surprise General Plan.
   - *This assisted living facility will provide infill and diversity of housing.*

Recommendation

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

1. Recommendation to approve rezoning the eastern 1.5 acres of the 4.5 acre property from Rural Residential (RR) to Medium Density Residential (RM-12); and

2. Approval of the Site Plan, subject to the following conditions:

   a. Site plan approval is contingent upon Council approval of a rezoning ordinance and final plat for this assisted living facility; and

   b. Applicant will revise, subject to city staff approval, the site plan prepared by Silver Leaf Designs LLC and City Spaces Architecture dated September 13, 2013, to update the construction type and occupancy classifications and obtain city approval prior to approval of any civil construction document and/or acceptance of any building permit application.

Attachments

Vicinity Map, Rezoning Document, Site Plan, Landscape Plan, Elevations, and Citizen Participation Report

VICINITY MAP – FS12-168

VICINITY MAP – FS12-168

Rezone Documents

Request for rezone of parcel number 501-17-957, 15853 Reems Rd. which is on the NEC of Tierra Buena and Reems Rd., Surprise. The 4 acre parcel is presently zoned (RR) Rural Residential. We are requesting a zone change for the East 1.5 acre portion to (RM) Residential Medium Density to accommodate a 15 resident assisted care home. The balance of the property, 2.5 acres, will remain (RR) Rural Residential. A final plat is being processed concurrently along the rezone limit.

Surrounding Parcels

The adjacent parcels are zoned (RR), with single family residential to the West and commercial (mini storage and retail) south of this parcel.

- A high school and grade school are also in close proximity. An existing residential setting care facility with 10 residents is located approximately 2000 feet Northeast of this location. Moonlight Manor, is presently full with a waiting list. For this reason we feel there is need for an additional care home with the same quality and appearance as Moonlight Manor. The zone change will allow for an assisted care home.

Proposed Zoning - Residential medium density (RM-12)

The purpose of the residential medium density (RM) zoning district is to provide for a mixture of medium density residential uses including single-family detached and attached dwellings, duplexes or other types of medium density housing together with schools, parks, and other public services necessary for an urban residential environment. The district is designed to allow maximum flexibility while maintaining an environment compatible with adjoining neighborhoods.

Existing Zoning - Residential Ranch (RR)

Purpose. The purpose of the residential ranch (RR) zoning district is to preserve aspects of the city's rural heritage through preservation of existing working farms, ranches, and open areas. The RR district protects and preserves valuable open space, natural resources, and rural areas such as rangeland and existing agricultural lands through fostering orderly growth in rural areas to prevent urban and rural land use conflicts. This district should promote an organized, efficient pattern of development by providing conditions conducive to continued land and rural purposes in appropriate locations, thereby reducing economic pressure which would otherwise lead to a scattered, inefficient and inconvenient pattern of urban activities.

General Plan 2035

The growth element called for in the General plan requires focus on using infill lots for developing growth. This conforms utilizing existing transportation, utilities and neighborhood compatibility. The housing element requires the promoting of diverse housing stock for the needs of the community. This zone change will provide for senior citizens that are a large population of Surprise.

The energy element in the General plan encourages the use of renewable energy and efficient energy use. This project complies as solar energy will provide electricity for heating/cooling and electric use.

The existing sewer and water are in place. The street is improved with asphalt pavement that will be widened next to the rezoned property.

Citizens Review Committee

A neighborhood meeting was held on June 27. 2012 at the Holiday Inn, 16540 N, Bullard Ave. Surprise. Prior to the meeting the subject property had been posted with "Notice of Public Hearing" signs both on Reems and Tierra Buena. In addition all properties located within 300' radius of the property were notified by mail and was newspaper published. Representatives of the owner also went door to door to visit with the neighborhood residents to discuss the plan and meeting. Approximately 20 citizens attended the meeting.

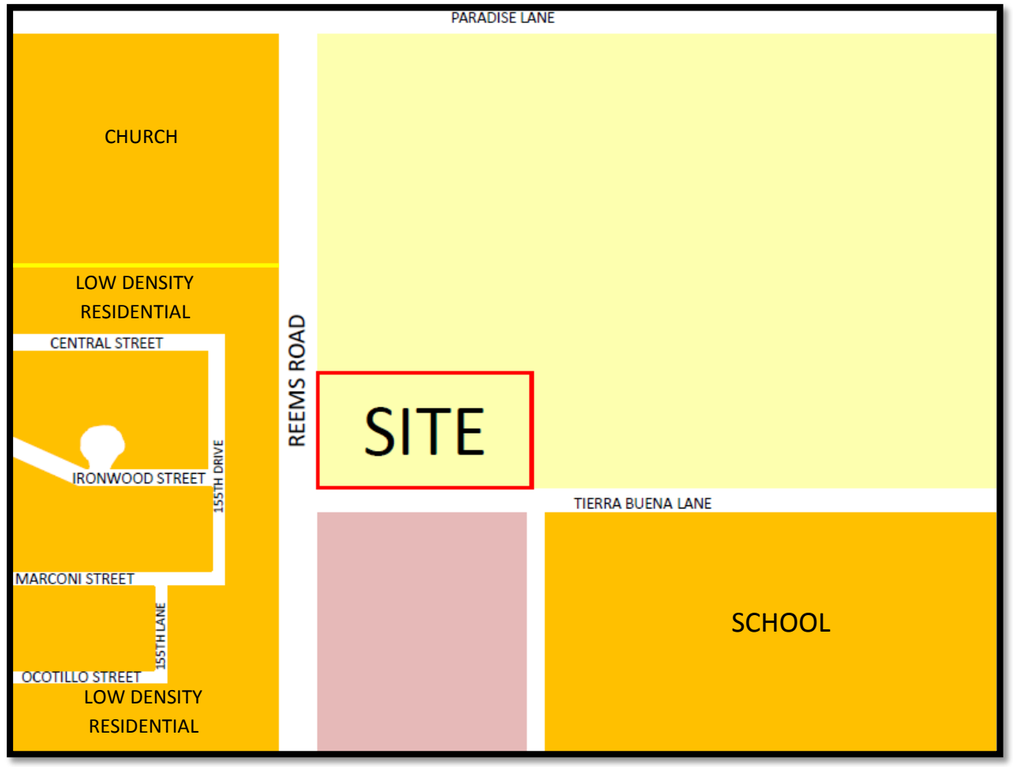
The plan at that meeting called for a PUD overlay with the East 1.5 acre portion to be rezoned to medium density residential to accommodate a 15 unit assisted care facility, with the West 2.5 acres to be rezoned to neighborhood commercial.

Several of the citizens voiced concerns about the commercial component and the impact of noise and traffic that might be generated. The plan for the assisted care facility was not challenged and the citizens were very receptive of adding this to the neighborhood.

The plan was adjusted to request a rezone to accommodate the assisted care facility on the East 1.5 acre portion and leave the West 2.5 acres unchanged until such time as a compatible use can be found.

EXISTING

RR-RURAL RESIDENTIAL

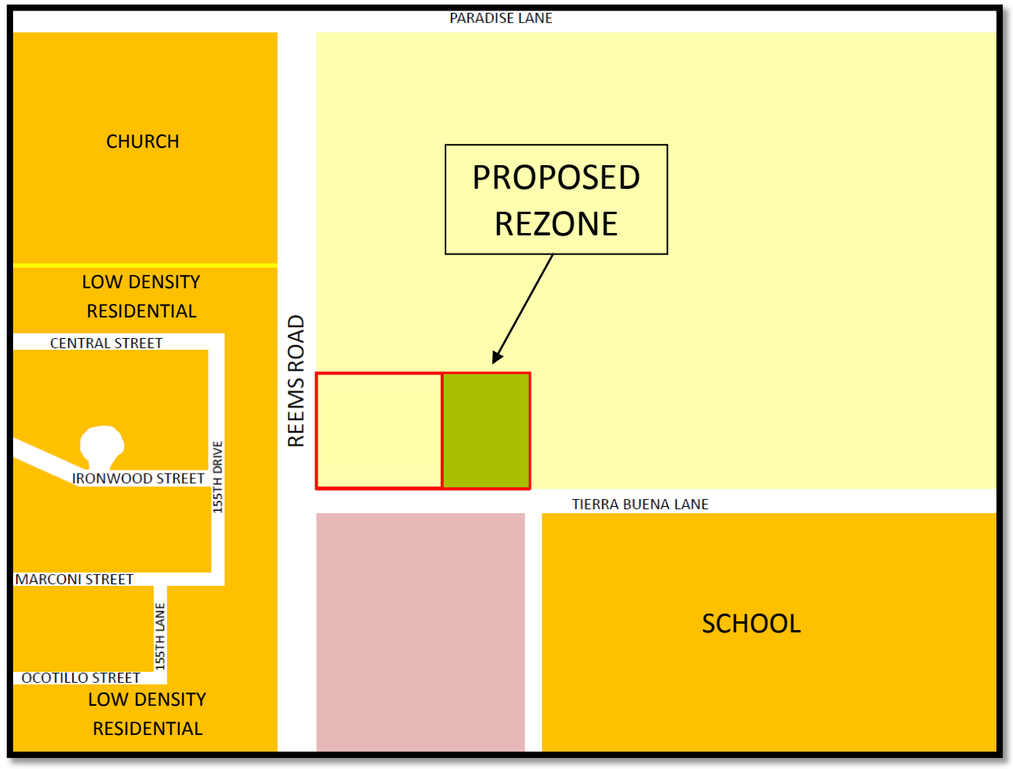


LEGEND

- RR- RURAL RESIDENTIAL
- CC- COMMUNITY COMMERCIAL
- PAD- PLANNED AREA DEVELOPMENT

PROPOSED

RM- RESIDENTIAL
MEDIUM DENSITY



LEGEND

- RR- RURAL RESIDENTIAL
- RM-RESIDENTIAL MEDIUM DENSITY
- CC- COMMUNITY COMMERCIAL
- PAD- PLANNED AREA DEVELOPMENT

LEGAL DESCRIPTION
FOR MARIPOSA ACRES LOT 2

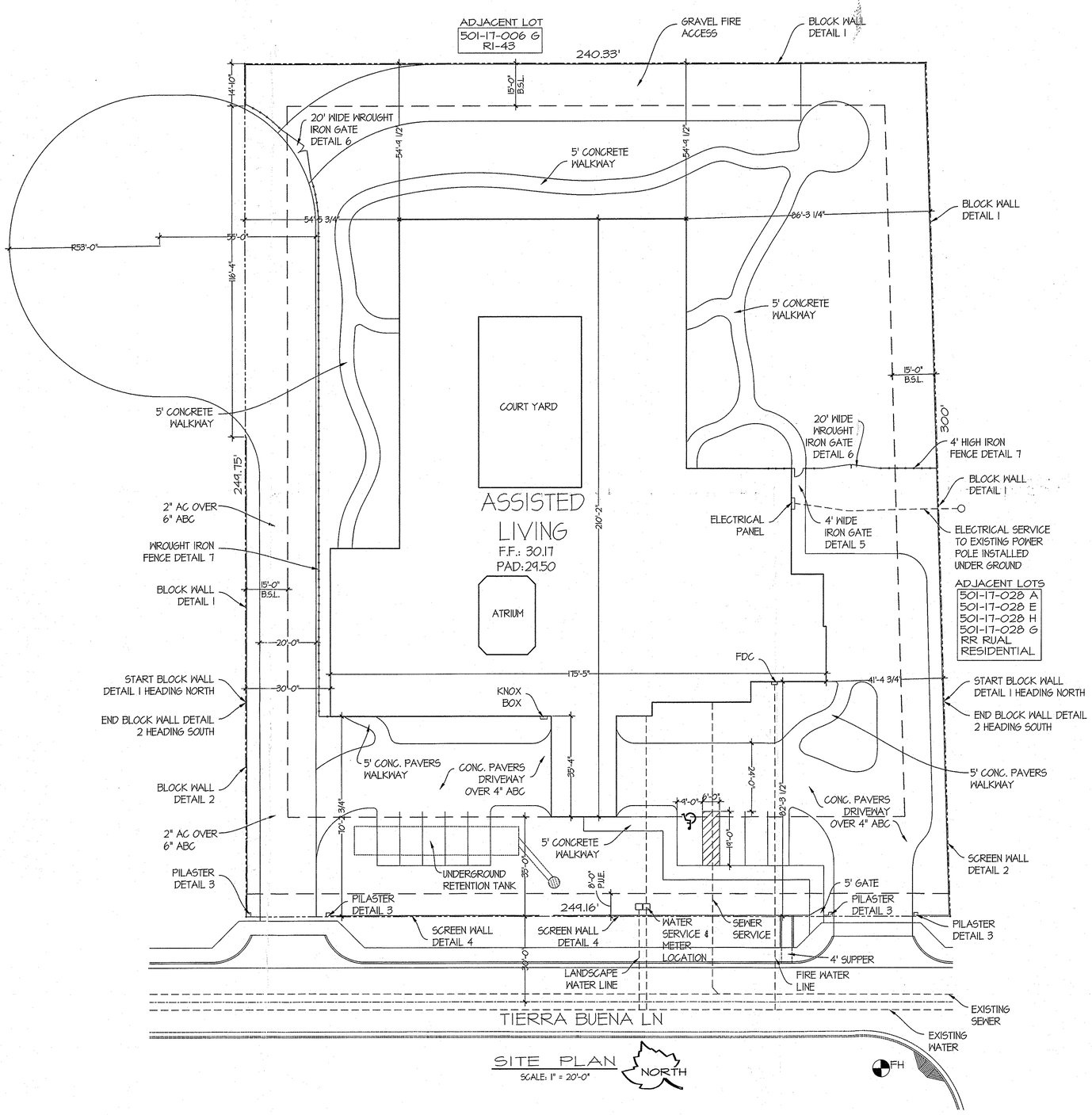
THAT PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 3 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 5, BEING MARKED BY A BRASS CAP FLUSH WITH PAVEMENT LYING SOUTH 00°20'33" EAST (BASIS OF BEARINGS) 2637.98 FEET FROM THE WEST QUARTER CORNER OF SAID SECTION 5, BEING MARKED BY A BRASS CAP FLUSH WITH PAVEMENT;

THENCE NORTH 00°20'33" WEST ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER OF SECTION 5, A DISTANCE OF 1318.99 FEET TO THE INTERSECTION OF REEMS ROAD AND TIERRA BUENA LANE;
THENCE SOUTH 88°36'24" EAST 33.02 FEET TO THE POINT OF BEGINNING;
THENCE NORTH 00°20'33" WEST PARALLEL WITH AND 33.02 FEET EAST OF THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 5, 329.76 FEET;
THENCE SOUTH 88°38'18" EAST 384.98 FEET TO THE POINT OF BEGINNING;
THENCE SOUTH 88°38'18 EAST 240.41 FEET;
THENCE SOUTH 00°19'29" EAST 315.09 FEET;
THENCE NORTH 88°36'24" WEST 249.24 FEET;
THENCE NORTH 01°21'42" EAST 314.83 FEET TO THE POINT OF BEGINNING.

Mariposa Acres

Assisted Living Facility



SITE PLAN
SCALE: 1" = 20'-0"
NORTH

JOB CONTACT INFORMATION

DEVELOPER:	HCH CONTRACTING LLC P.O. BOX 734 WADDEL AZ 85355 623.535.9134 OFFICE ROC# 197428
DESIGNER:	SILVER LEAF DESIGN LLC 17778 W. VENTURA ST. SURPRISE AZ 85388 623.694.0756 OFFICE
ARCHITECT:	CITY SPACE ARCHITECTURE 8439 W. DALEY LANE SUITE 100 PEORIA AZ 85383 602.710.2515 OFFICE
LANDSCAPE ARCHITECT:	PHILLIP R. RYAN LANDSCAPE ARCHITECT P.C. 515 W. CHANDLER BLVD., SUITE 229 CHANDLER AZ 85225 480.899.5813 OFFICE
ENGINEER:	ALLEN CONSULTING ENGINEERS, INC. 2550 N. THUNDERBIRD CIR. SUITE 111 MESA AZ 85215 480.844.1666 OFFICE

PROPERTY INFORMATION

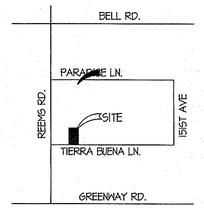
OWNER:	KING OVER PASS LLC
PARCEL NO.:	501-17-457
ADDRESS:	-
LEGAL DESCRIPTION:	SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 5 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;
ZONING:	RESIDENTIAL MEDIUM DENSITY
CONSTRUCTION TYPE:	I-2
OCCUPANCY CLASSIFICATION	V-A FIRE SPRINKLER
SETBACKS:	FRONT: 35 FT, BACK: 15 FT, SIDES: 15 FT
LOT SIZE:	73,423 SQ FT
UNDER ROOF:	20,592 SQ FT
COVERAGE:	28.0%

PARKING CALCULATION

15 BEDROOM X 0.5 SPACES = 8 REQUIRED PARKING SPACES
1 ACCESSIBLE PARKING

BUILDING CODES & AMENDMENTS

INTERNATIONAL BUILDING CODE 2006
INTERNATIONAL FIRE CODE 2006
INTERNATIONAL RESIDENTIAL CODE 2006
INTERNATIONAL MECHANICAL CODE 2006
INTERNATIONAL PLUMBING CODE 2006
INTERNATIONAL ENERGY CONSERVATION CODE 2006
INTERNATIONAL FUEL GAS CODE 2006
INTERNATIONAL ELECTRICAL CODE 2006
NATIONAL ELECTRICAL CODE 2005
ORDINANCE #07-08 LOCAL AMENDMENTS



VICINITY MAP
SCALE: N.T.S.
NORTH

SILVER LEAF DESIGNS LLC
chad@silverleafaz.com
623.694.0756

REGISTERED ARCHITECT
CERTIFICATE NO.
37166
GRANT D. CALL
Date Signed 9-27-13
ARIZONA, U.S.A.
Expires 3-31-14

CITY SPACES
architecture
8439 WEST DALEY LN. PEORIA, AZ 85383
PHONE 266-7777 www.cityspaces.net

MARIPOSA ACRES

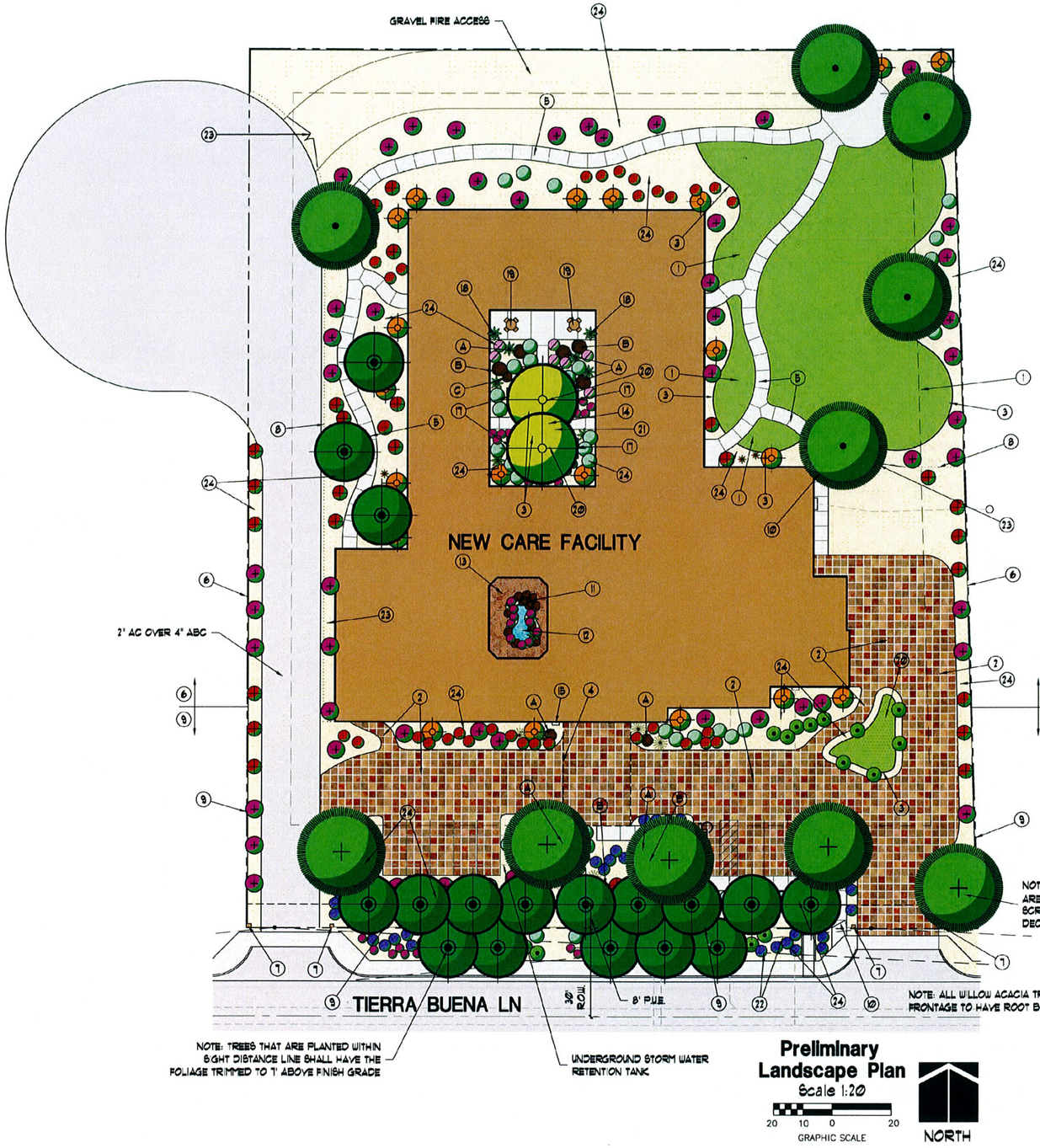
SITE PLAN

RECEIVED
SEP 30 2013

DATE: 9.13.13
SCALE: 1"=20'-0"
DRAWN BY: CRK

SP1

SHEET NO.



Preliminary Landscape Plan
Scale 1:20

20 10 0 20
GRAPHIC SCALE

NORTH

PLANT SCHEDULE:

PISTACHIA CHINENSIS CHINESE PISTACHE	24" BOX	# 5 TOTAL
PISTACHIA CHINENSIS CHINESE PISTACHE	15 GALLON	# 5 TOTAL
ACACIA SALICINA WILLOW ACACIA	24" BOX	# 17 TOTAL
FICUS NITIDA INDIAN LAUREL FIG	15 GALLON	2 TOTAL
PHOENIX ROEBELINI PYGMY DATE PALM	15 OR 7 GALLON (SEE PLAN) 2-3 TRUNK	11 TOTAL
CHAMEROPS HUMILIS MEDITERRANEAN FAN PALM	15 GALLON FULL, PAST CAN	# 9 TOTAL
TECOMA STANS ORANGE JUBILEE	5 GALLON FULL, PAST CAN	21 TOTAL
LEUCOPHYLLUM CANDIDUM 'THUNDERCLOUD' THUNDERCLOUD SAGE	5 GALLON FULL, PAST CAN	# 76 TOTAL
EREMOPHYLLA MACULATA 'RED HOT' VALENTINE BUSH	5 GALLON FULL, PAST CAN	# 43 TOTAL
RHAPIOLEPSIS INDICA 'P.B.' PINK BALLERINA INDIA HAWTHORNE	5 GALLON FULL, PAST CAN	7 TOTAL
CALLISTEMON VIMINALIS 'LITTLE JOHN' DWARF BOTTLE BRUSH	5 GALLON FULL, PAST CAN	# 57 TOTAL
CONVOLVULUS CNEORUM BUSH MORNING GLORY	5 GALLON FULL, PAST CAN	# 20 TOTAL
LANTANA MONTIVIDENSIS 'IRENE' RED LANTANA	1 GALLON FULL, PAST CAN	# 32 TOTAL
LANTANA MONTIVIDENSIS 'T.P.' TRAILING PURPLE LANTANA	1 GALLON FULL, PAST CAN	# 48 TOTAL
RUELLIA BRITTONIANA 'KATIE' KATIE RUELLIA	1 GALLON FULL, PAST CAN	# 42 TOTAL
HESPERALOE PARVIFOLIA RED YUCCA	1 GALLON FULL, PAST CAN	# 7 TOTAL

* PLANTS WITH ASTERISKS ARE ON THE ARIZONA DEPARTMENT OF WATER RESOURCES LOW WATER USE LIST. (THERE ARE 93% TREES AND 90% PALMS AND SHRUBS THAT ARE CONSIDERED LOW WATER USE).

PLAN KEY NOTES:

1. SEEDED LAWN
2. PAVESTONE PAVERS OVER 4" COMPACTED ABC SUBBASE
3. 6"x6" CONCRETE HEADER
4. PORTE COCHERE
5. 5' WIDE CONCRETE SIDEWALK
6. DECORATIVE 6' CMU WALL PER ARCH. DWGS.
7. DECORATIVE CMU COLUMN PER ARCH. DWGS.
8. METAL FENCE PER ARCH. DWGS.
9. SCREEN WALL PER ARCH. DWGS.
10. PEDESTRIAN GATE
11. BOULDER WATER FEATURE
12. GUNITE POND
13. FLAGSTONE PAVING
14. FOUNTAIN PER DWG THIS SHEET
15. KNOX BOX
16. RAISED PLANTER
17. 6' BENCH
18. POTTED PLANT
19. TABLE & CHAIRS
20. SYNTHETIC TURF
21. ANNUALS FROM 4" POTS BY SEASON
22. SIGHT DISTANCE LINE PER SURPRISE STD. DETAIL NO. 4-01
23. METAL FENCE AND GATE
24. INSTALL 2" DEEP, ½" SCREENED 'CHEROKEE' DECOMPOSED GRANITE

BOULDER SCHEDULE:

- (A) 4'x4'x30" DEEP (BURY 12")
- (B) 3'x3'x24" DEEP (BURY 9")
- (C) 2'x2'x18" DEEP (BURY 6")

PHOENIX PRECAST PRODUCTS
TUSCANY SERIES TIERED FOUNTAIN
MODEL TUSF472412T

MARIPOSA ACRES

ASSISTED LIVING
SURPRISE, ARIZONA

REGISTERED LANDSCAPE ARCHITECT
14691
PHILLIP R. RYAN
Date Signed
ARIZONA, U.S.A.
Expires 03/31/16

DRAWING TITLE
LANDSCAPE PLAN

phillip r. ryan
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L-1

PROJECT NO.

Rezone Documents

Request for rezone of parcel number 501-17-957, 15853 Reems Rd. which is on the NEC of Tierra Buena and Reems Rd., Surprise. The 4 acre parcel is presently zoned (RR) Rural Residential. We are requesting a zone change for the East 1.5 acre portion to (RM) Residential Medium Density to accommodate a 15 resident assisted care home. The balance of the property, 2.5 acres, will remain (RR) Rural Residential. A final plat is being processed concurrently along the rezone limit.

Surrounding Parcels

The adjacent parcels are zoned (RR), with single family residential to the West and commercial (mini storage and retail) south of this parcel.

- A high school and grade school are also in close proximity. An existing residential setting care facility with 10 residents is located approximately 2000 feet Northeast of this location. Moonlight Manor, is presently full with a waiting list. For this reason we feel there is need for an additional care home with the same quality and appearance as Moonlight Manor. The zone change will allow for an assisted care home.

Proposed Zoning - Residential medium density (RM-12)

The purpose of the residential medium density (RM) zoning district is to provide for a mixture of medium density residential uses including single-family detached and attached dwellings, duplexes or other types of medium density housing together with schools, parks, and other public services necessary for an urban residential environment. The district is designed to allow maximum flexibility while maintaining an environment compatible with adjoining neighborhoods.

Existing Zoning - Residential Ranch (RR)

Purpose. The purpose of the residential ranch (RR) zoning district is to preserve aspects of the city's rural heritage through preservation of existing working farms, ranches, and open areas. The RR district protects and preserves valuable open space, natural resources, and rural areas such as rangeland and existing agricultural lands through fostering orderly growth in rural areas to prevent urban and rural land use conflicts. This district should promote an organized, efficient pattern of development by providing conditions conducive to continued land and rural purposes in appropriate locations, thereby reducing economic pressure which would otherwise lead to a scattered, inefficient and inconvenient pattern of urban activities.

General Plan 2035

The growth element called for in the General plan requires focus on using infill lots for developing growth. This conforms utilizing existing transportation, utilities and neighborhood compatibility. The housing element requires the promoting of diverse housing stock for the needs of the community. This zone change will provide for senior citizens that are a large population of Surprise.

The energy element in the General plan encourages the use of renewable energy and efficient energy use. This project complies as solar energy will provide electricity for heating/cooling and electric use.

The existing sewer and water are in place. The street is improved with asphalt pavement that will be widened next to the rezoned property.

Citizens Review Committee

A neighborhood meeting was held on June 27. 2012 at the Holiday Inn, 16540 N, Bullard Ave. Surprise. Prior to the meeting the subject property had been posted with "Notice of Public Hearing" signs both on Reems and Tierra Buena. In addition all properties located within 300' radius of the property were notified by mail and was newspaper published. Representatives of the owner also went door to door to visit with the neighborhood residents to discuss the plan and meeting. Approximately 20 citizens attended the meeting.

The plan at that meeting called for a PUD overlay with the East 1.5 acre portion to be rezoned to medium density residential to accommodate a 15 unit assisted care facility, with the West 2.5 acres to be rezoned to neighborhood commercial.

Several of the citizens voiced concerns about the commercial component and the impact of noise and traffic that might be generated. The plan for the assisted care facility was not challenged and the citizens were very receptive of adding this to the neighborhood.

The plan was adjusted to request a rezone to accommodate the assisted care facility on the East 1.5 acre portion and leave the West 2.5 acres unchanged until such time as a compatible use can be found.

Citizens Review Meeting

A second neighborhood meeting was held June 24, 2014 at the Holiday Inn located at 16540 North Bullard Avenue in Surprise. Prior to the meeting the subject property had been posted with "Notice of Public Hearing" signs on both Reems and Tierra Buena. In addition, all properties located within 300' radius of the property were notified by mail, and was also published in the newspaper.

Gene Stumvoll & Bob Saling from Award Realty reviewed the new plan which called for rezoning lot 2 of Mariposa Acres to Medium Density Zoning to accommodate a 15 unit assisted care facility, with the West 2.5 acres to remain rural residential. Discussion as to the design, operations of the Assisted Living Home was held. Questions as to enough parking was gone over. The home has the required spaces plus three more in the 3 car garage.

The history of this was reviewed as to the prior zone change request which called for rezoning of the front 2.5 acres to be commercial. Opposition to this by a few people that were concerned about their neighborhood cause us to drop the request of the 2.5 acres and make these changes.

Question and answer session continued and an orderly session lasted for over ½ hour. Five properties in the area were represented & the consensus was that the facility would be a nice addition to the neighborhood, the concern by 3 of the owners was the potential of further rezoning to meduim density that would allow for higher density and apartments in the future. These parties were outside of the 300 foot area.

One property owner within the 300 feet gave a discussion that he was in favor to this change .

Gene Stumvoll and Bob Saling
Award Realty Inc.

CITY OF SURPRISE
Planning and Zoning Commission

July 10, 2014 @ 6:00:00 PM

Back Print

Board Meeting Date:	July 10, 2014	Contact Person:	Martin Lucero, Community Development
Submitting Department:	CD Boards and Commissions	District:	Citywide
Staff Recommendations:	No Action		

Consent	Regular	Public Hearing	Report/Discussion

Agenda Wording:

Presentation and discussion regarding the city's draft Access Management Plan.

Motion:

Discussion only

Background:

Access Management is an essential tool for maintaining capacity, traffic flow, and safety within a transportation system.

Financial Impact Statement:

N/A

ATTACHMENTS:

Click to download

- ☐ Staff Report
- ☐ DRAFT Access Management 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

SURPRISE
ARIZONA

COMMUNITY DEVELOPMENT

Date: July 10, 2014

To: Planning and Zoning Commission

From: Chris Boyd, Interim Director
Martin Lucero, Transportation Planning Manager

Re: Draft Access Management Plan

This memorandum is related to the City of Surprise Draft Access Management Plan. This information is provided to the Planning and Zoning Commission in an effort to obtain guidance and direction on the draft 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.

Access Management Background

Access Management is an essential tool for maintaining capacity, traffic flow, and safety within a transportation system. Implementation of an effective access management plan has two primary effects:

1. It protects the public investment in pedestrian and vehicular transportation facilities, and,
2. It enables the accommodation of traffic volumes, safety and efficiency, while ensuring circulation necessary for good access.

The Draft Access Management Plan acknowledges the need of adjacent property owners to maintain roadway access for their businesses and residences. However, a proliferation of driveways and street intersections along major roadways drastically increase conflicts, reduce the capacity of intersections, and generally degrading service for all users. The Draft Access Management Plan tries to balance the competing needs of compatible land uses, private access, and the function of the transportation system.

Summary

The Draft Access Management Plan provides an overview of the requirements that the current planning process should consider. While the Draft Access Management Plan does not include a detailed parcel-by-parcel plan, the plan seeks to facilitate access management and develop alternatives that don't preclude the City and its regional partners' access goals.

Staff will give a presentation on the plan at the Planning and Zoning Commission meeting on July 10, 2014.

CITY OF SURPRISE

Access Management Plan

Draft

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

4/15/2014

Access Management Plan

Table of Contents

I. INTRODUCTION TO ACCESS MANAGEMENT 1
A. Purpose of Access Management 1
B. Principles of Access Management 1
II. ROADWAYS 4
A. Functional Classification 4
B. Urban Road Classification 4
i. Freeways 4
ii. Parkways 4
iii. Major Arterials 4
iv. Minor Arterials 4
v. Collectors 5
vi. Local 5
C. Rural Road Classifications 5
i. Rural Major Arterials 5
ii. Rural Minor Arterials 5
iii. Rural Collectors 5
iv. Rural Local 5
D. Frontage Road 5
III. Access Management Strategies 6
A. Driveways and Intersections 7
I. Minimum spacing of access points 7
II. Shared access points 7
III. Driveways 7
B. Number of Access Points 8
C. Medians 8
D. Auxiliary Lanes 10
E. Internal Site Circulation 10
IV. INTERSECTIONS 15
A. Functional Area 15
B. Corner Clearance 15
C. Left-Turn Lane 16
V. BICYCLE & PEDESTRIAN ACCESS 17
A. Bicycle and Pedestrian Access and Mobility 17
B. Shared Use Paths 18

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 will be 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. The 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 in order 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 would 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, access should use collector or local streets and frontage roads. 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, but 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 in order 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. Parkways and arterials are needed for higher speed, longer trips. Collectors and local streets provide access to homes and businesses. Recognize that different roads serve different purposes.
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:
   At any access point along a roadway a variety of vehicle paths will cross, merge into or diverge from one another. Anyplace this happens a conflict point exists. Conflict points are good indicators of the potential for accidents. Reducing the number of conflict points would increase 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. Providing turning lanes and restricting turning movements allows turning traffic to get out of the way of following through traffic.

9. Use non-traversable medians to manage left turn movements:
   The majority of access-related crashes involve left turns. Non-traversable medians minimize 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.

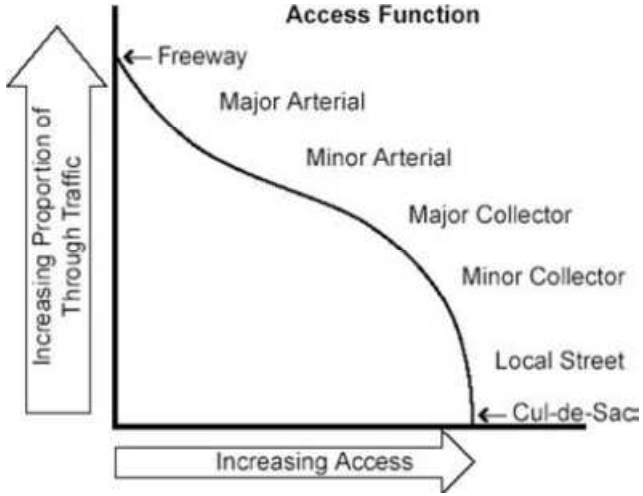
The City of Surprise has followed these guidelines, where applicable, throughout development of the access management plan. The guidelines influenced the policies and standards that are described in the following sections.

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. Parkways have substantial access control and left turns are prohibited at intersections. Several parkways are planned in the City of Surprise, e.g. Dove Valley Parkway, Deer Valley Parkway, Jomax Road, etc.

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, 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 moderates volumes of traffic over shorter distances than arterials. A collector's function is to receive traffic from arterials and distribute it 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 tends 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.

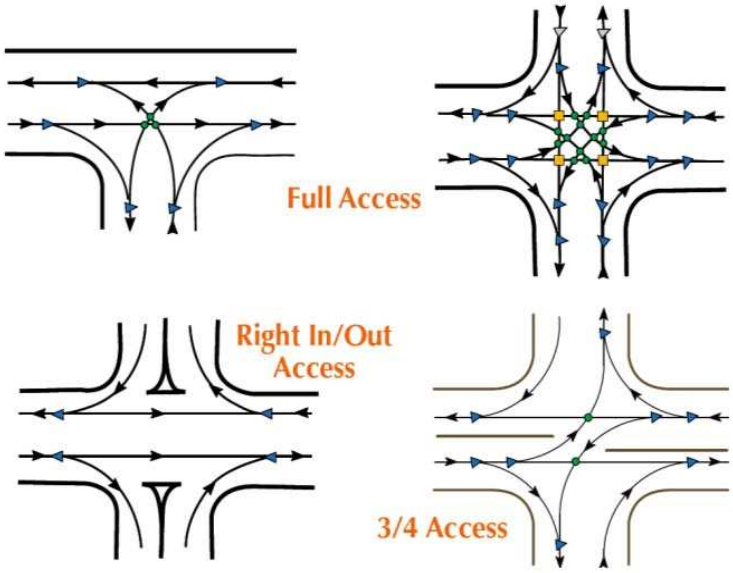
iv. Rural Local collects traffic from local roads to rural major collectors and has the lowest traffic volumes. They provide the dual function of maintaining mobility and providing access. They serve small population centers and provides access to residences and businesses.

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 ¾ 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
¾ 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.

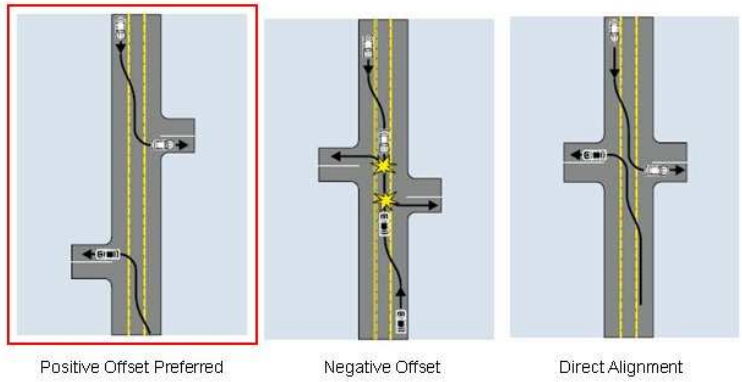
A. Driveways and Intersections

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. Access points via collector streets or local streets are encouraged. Consolidation of existing access points at the time of redevelopment should be explored.

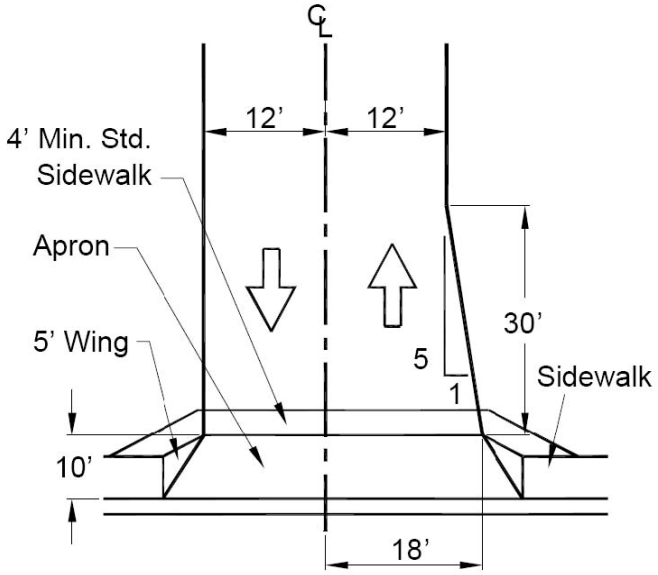
a. Where there are driveways on opposite sides of the road they should be aligned directly opposite each other and intersect at a 90 angle to improve safety and minimize conflicts. If driveways cannot be aligned, certain turning movements should be restricted. The figure below shows the correct and incorrect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

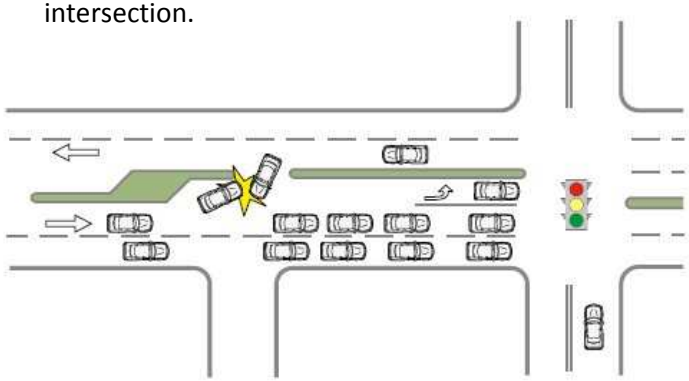
C. Medians

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. 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. *<<insert examples of partial median breaks>>*<>

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

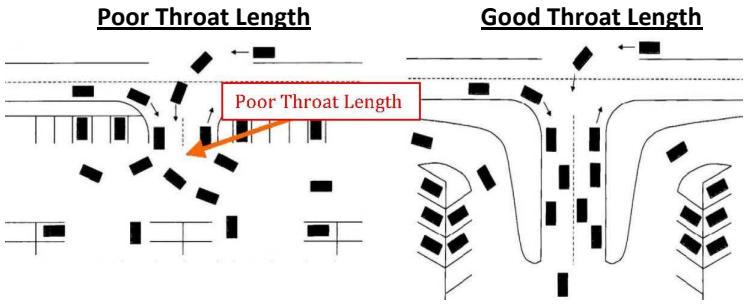
Auxiliary lanes allow turning vehicles to move out of the through lane so roadway capacity and traffic flow would not be negatively affected at driveways or intersections. They also reduce the risk of rear-end crashes by providing a safe distance to decelerate. Adequate storage length and taper distance 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 Public Works engineering standards.

E. Internal Site Circulation

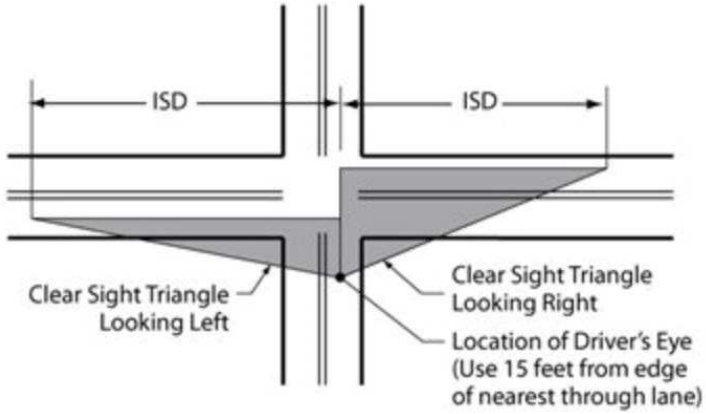
Site circulation and driveway design could negatively impact traffic flow and safety on the arterial roadway if improperly designed. A properly designed internal circulation system could prevent queuing into the arterial, clearly assign right-of-way, separate conflicting turning movements, provide enough 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 would minimize 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 minimum throat length for a commercial development is 100 feet. The figure below 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 would ensure that 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 figure below 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 50 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.

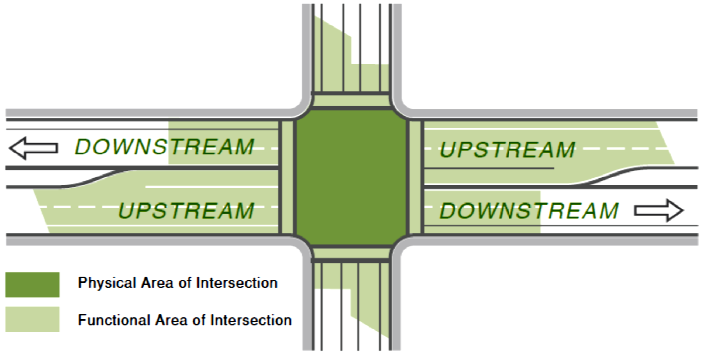
IV. The dimensions in the following tables summarize typical road sections. Road sections illustrate the various elements expected to be constructed at full build out. Multimodal features are included wherever feasible. The road sections were developed by focusing on the access function of each classification. It is also important to ensure that the roadway sections will enable the road to serve its intended classification function and purpose. The road sections are shown at full build out.

V. This takes into account the transition of a roadway over time (i.e. a road starts out as a rural arterial, but as development occurs around it, the road incorporates the elements of an urban arterial). It is critical for the City to secure sufficient Right-of-Way for future expansion and/or modification as well as to accommodate all modes of transportation.

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.

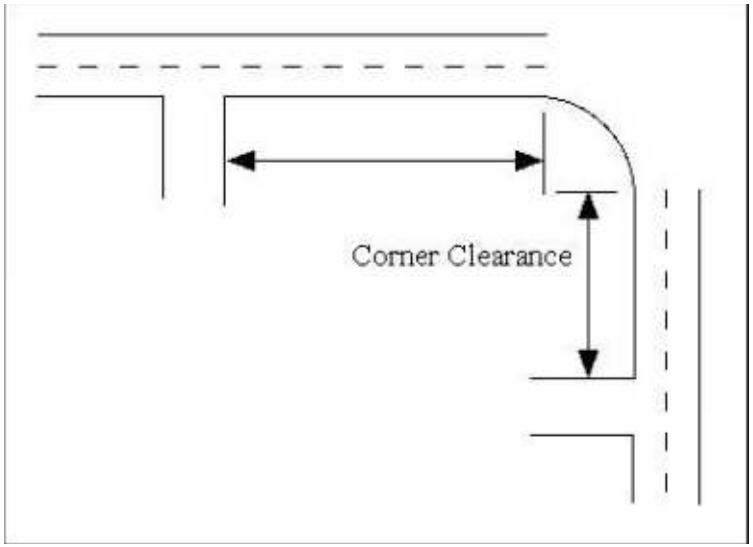


Source: FHWA Office of Safety-SA-10-002

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.



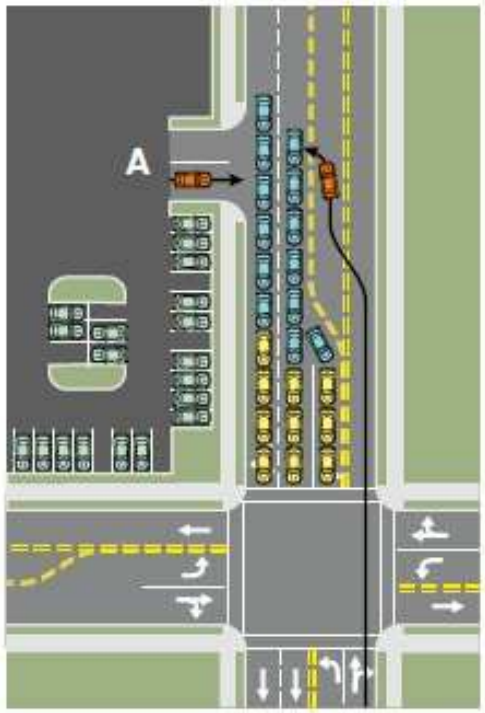
Source:

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’

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 figure below 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. Permit attached sidewalks on collectors. 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).

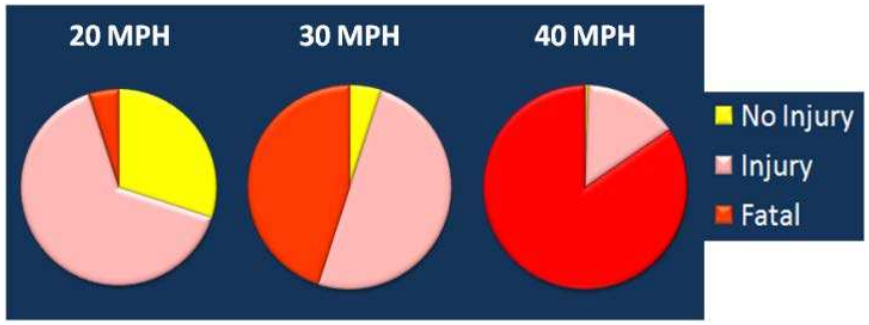
ix. Site plan design should address pedestrian and bicycle access from the adjacent street as well as circulation within a commercial development. A

safe and appealing pedestrian circulation network would promote 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, i.e.: bicyclists, pedestrians, joggers, or in-line skaters for a variety of purposes; i.e.: 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 sidepaths 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

July 10, 2014 @ 6:00:00 PM

Back Print

Board Meeting Date:	July 10, 2014	Contact Person:	Lloyd Abrams, Community Development
Submitting Department:	CD Boards and Commissions	District:	Internal
Staff Recommendations:	No Action		

Consent	Regular	Public Hearing	Report/Discussion

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):