



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

Thursday, December 3, 2015 @ 6:00 PM  
 COUNCIL CHAMBERS

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**CALL TO ORDER.**

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

**Planning and Zoning Commission Agenda:**

**CALL TO THE PUBLIC:**

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

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

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

**CONSENT AGENDA:**

**REGULAR AGENDA ITEM - NON-PUBLIC HEARING:**

STAFF  
RECOMMENDATION/

| ITEM # | DISTRICT # | ITEM DESCRIPTION |
|--------|------------|------------------|
|--------|------------|------------------|

PRESENTED BY

- #1 District Internal Consideration and action on the November 18, 2015 Planning and Zoning Commission minutes. Approve  
Heather  
Donaldson,  
Community  
Development
- #2 District Internal Consideration and action on the November 19, 2015 Planning and Zoning Commission minutes. Approve  
Heather  
Donaldson,  
Community  
Development

#### REGULAR AGENDA ITEM - PUBLIC HEARING:

|           |                   |                                                                                                                                                                                                      | STAFF<br>RECOMMENDATION/                               |
|-----------|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| ITEM<br># | DISTRICT<br>#     | ITEM DESCRIPTION                                                                                                                                                                                     | PRESENTED BY                                           |
| #3        | District 1        | <u>Consideration and action regarding a 5-Parcel, 409-Lot Preliminary Plat for Verdugo.</u>                                                                                                          | Approve<br>Robert Kuhfuss,<br>Community<br>Development |
| #4        | District Citywide | <u>Major Amendment to the General Plan. The proposed planning approach focuses on the "Character Area" planning approach and removes the Village Plan requirements from the development process.</u> | Approve<br>Eric Fitzer,<br>Community<br>Development    |

#### OTHER BUSINESS:

- #5 District Internal Discussion, consideration and action to appoint a Chairperson for the Planning and Zoning Commission. Approve  
Eric Fitzer,  
Community  
Development
- #6 District Internal Discussion, consideration and action to appoint a Vice Chairperson for the Planning and Zoning Commission. Approve  
Eric Fitzer,  
Community  
Development
- #7 District Internal Discussion pertaining to future agenda items. No Action  
Eric Fitzer,  
Community  
Development

#### ADJOURNMENT:

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SHERRY ANN AGUILAR, CITY CLERK, CMC

POSTED: Posted on Tuesday, November 24, 2015 @ 4:00 p.m.

**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

December 3, 2015 @ 6:00:00 PM

Back Print

Board Meeting Date: December 3, 2015      Contact Person: Heather Donaldson, Community Development  
Submitting Department:      District: Internal  
Staff Recommendations: Approve

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

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**Agenda Wording:**

Consideration and action on the November 18, 2015 Planning and Zoning Commission minutes.

**Motion:**

I move to approve the November 18, 2015 Planning and Zoning Commission minutes.

**Background:**

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**Financial Impact Statement:**

No Financial Impact

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**ATTACHMENTS:**

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**External Attachment Links:**

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**Meeting Requirements:**

Powerpoint    x    Video    x    White Board    x    Other    x

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

**CITY OF SURPRISE  
PLANNING AND ZONING COMMISSION**

**SPECIAL MEETING MINUTES**

**November 18, 2015 / 6:00 PM**

**AZ TechCelerator  
12425 West Bell Road, STE D-100  
Surprise, AZ 85374**

**CALL TO ORDER.**

Chair Steve Somers called the Planning and Zoning Commission Special Meeting to order at 6:00 p.m. at The AZ TechCelerator, 12425 West Bell Road, Suite D-100, Surprise, Arizona 85374, on Thursday, November 18, 2015.

**A. ROLL CALL**

In attendance were Chair Steve Somers, Vice Chair Ken Chapman and Commissioners Matthew Keating, Shari Martin, Dennis Smith and Jim Ferguson. Commissioner Jerry Hoyler was absent.

**STAFF PRESENT:**

Community Development Director Eric Fitzner, Deputy City Attorney Donna Bronski, Planner Joshua Mike and Planning and Zoning Commission Secretary Heather Donaldson.

**COUNCIL MEMBERS PRESENT:**

None

**B. PLEDGE OF ALLEGIANCE**

**C. CURRENT EVENTS REPORT**

**D. STAFF REPORT**

**CALL TO THE PUBLIC:**

None

**CONSENT AGENDA:**

No Items

## **REGULAR AGENDA ITEMS NOT REQUIRING A PUBLIC HEARING:**

**Item 1 – CITYWIDE – The proposed planning approach for the General Plan 2035 Major Amendment focuses on the “Character Area” planning approach and removes the Village Plan requirements from the development process.**

Joshua Mike, Planner II, presented the project to the Commission.

The Commission discussed:

- Language preventing buildings from having the back end facing the street
- Maps on wildlife corridors – linkage for wildlife
- Access to new maps

Chair Somers opened the Call to the Public.

Jeff Gibbs, Surprise resident, requested that the Commission focus on what type of community we want for the future. He advised that he is supporting the existing voter approved plan, and he requested that staff find ways to implement the existing plan and not focus on inventing different/new plans.

Mike Schwab, Land Advisors Org, addressed the Commission on behalf of 20 different land owners to speak to the wildlife linkage corridors and the unintended consequences and issues that will take place with the proposed 100 foot buffer. He commented that this would be a taking on behalf of the City of Surprise who therefore should be offering compensation should they proceed with the plan as is. Mr. Schwab presented the Commissioners with a packet of information which is attached hereto as Exhibit “A.”

Mary Makaus, Surprise resident, addressed the Commission and advised that her father gifted her and her siblings land which would be impacted by the 100 foot buffer.

Carolyn Colangelo, Surprise resident and sister of Mary Makaus, advised that the land gifted to her and her siblings by her father is meant to help secure their and their family’s futures and this 100 foot buffer will negatively impact them.

Maria Martino, Surprise resident, advised the Commission that this 100 foot buffer will negatively impact the development of her property and therefore negatively affect her and her family’s future security.

Chair Somers closed the Call to the Public.

## **OTHER BUSINESS:**

None

**ADJOURNMENT:**

Hearing no further business, Chair Somers adjourned the Planning and Zoning Commission Special Meeting at 7:06 p.m.

\_\_\_\_\_  
Eric Fitzer  
Community Development Director

\_\_\_\_\_  
Steve Somers,  
Planning and Zoning Commission Chair

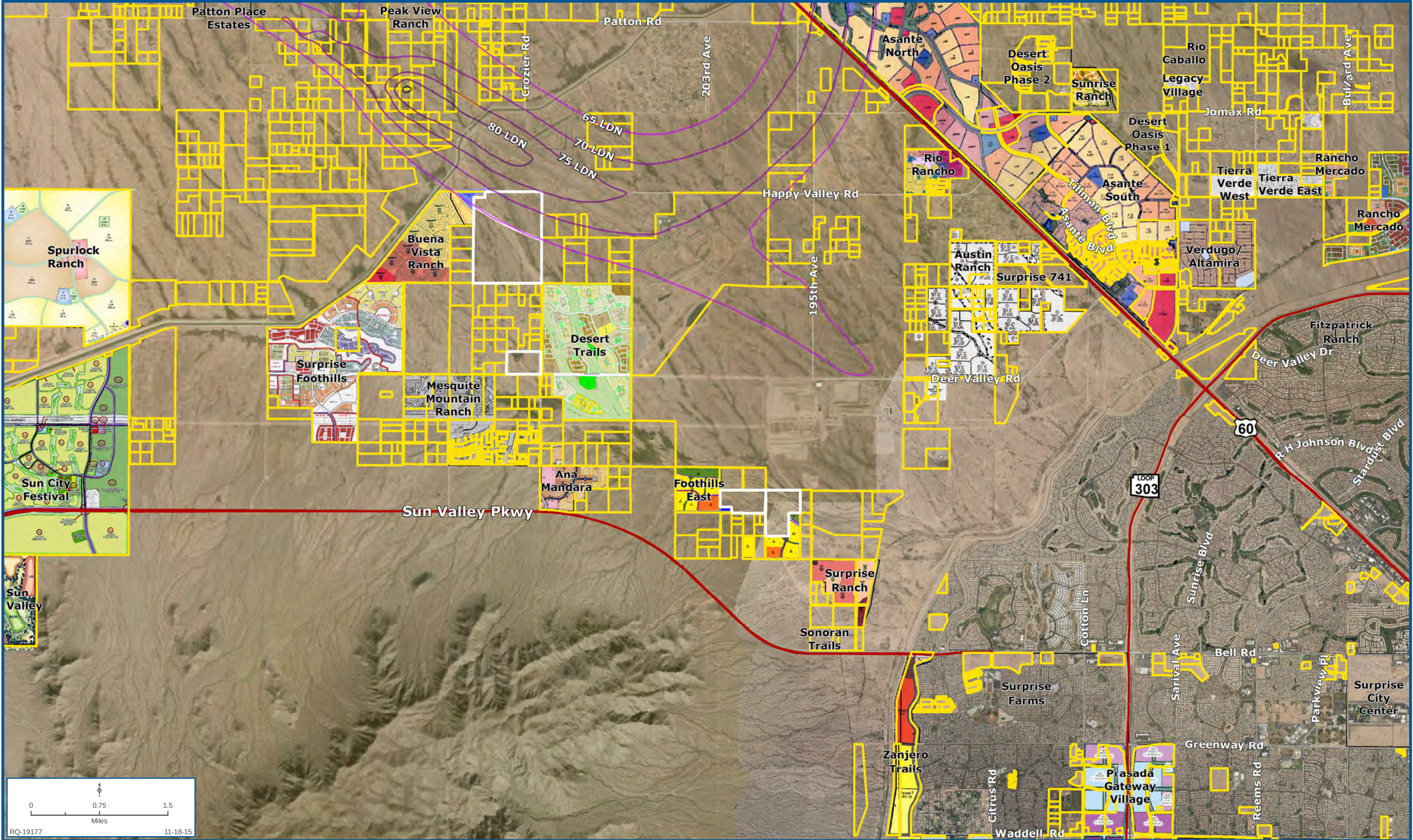
The foregoing instrument is a full, true and correct copy of the original document on file in the office of the City Clerk, City of Surprise, Arizona.

ATTEST BY: \_\_\_\_\_  
Heather Donaldson, Commission Secretary

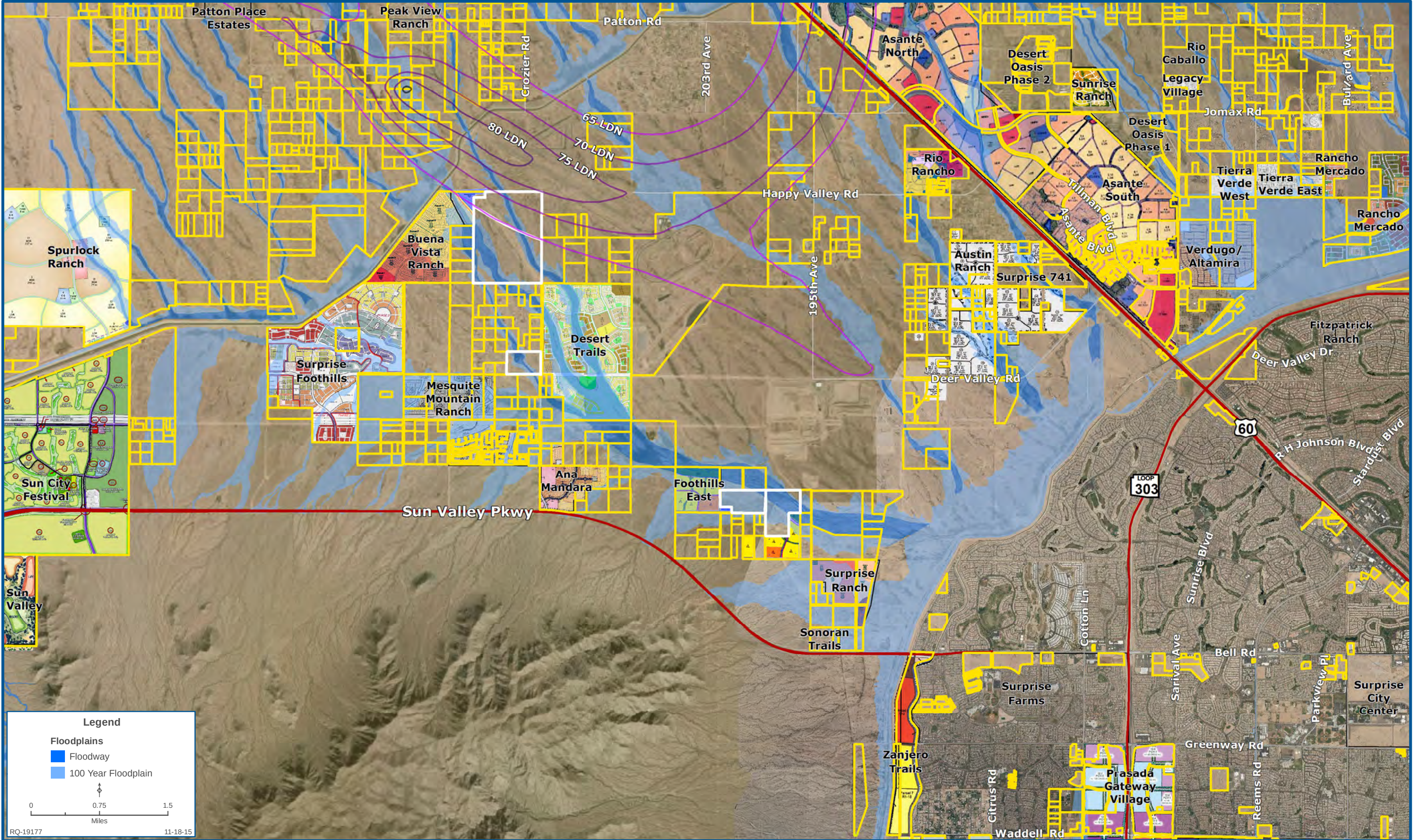
DATE: \_\_\_\_\_

# **EXHIBIT “A”**

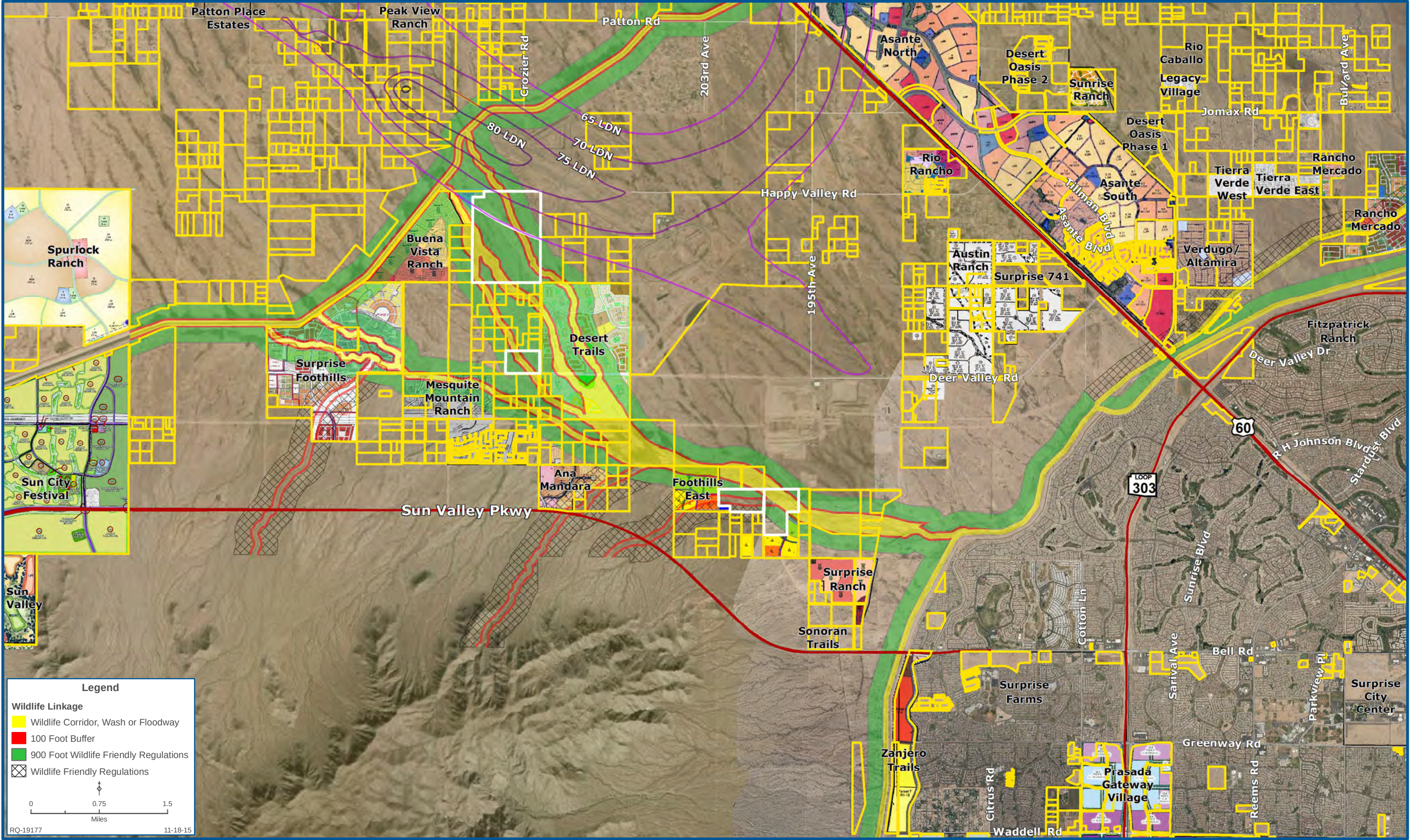






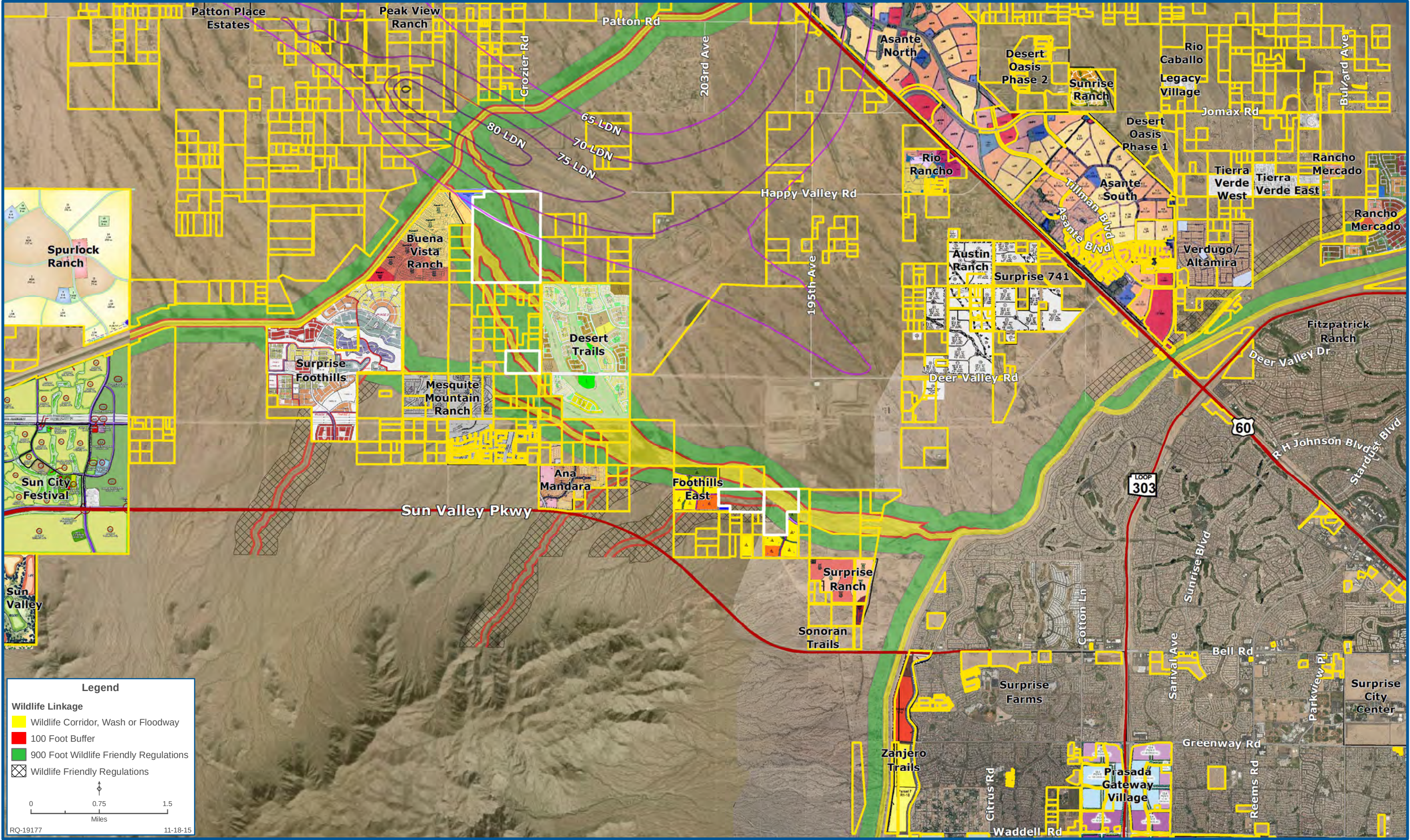




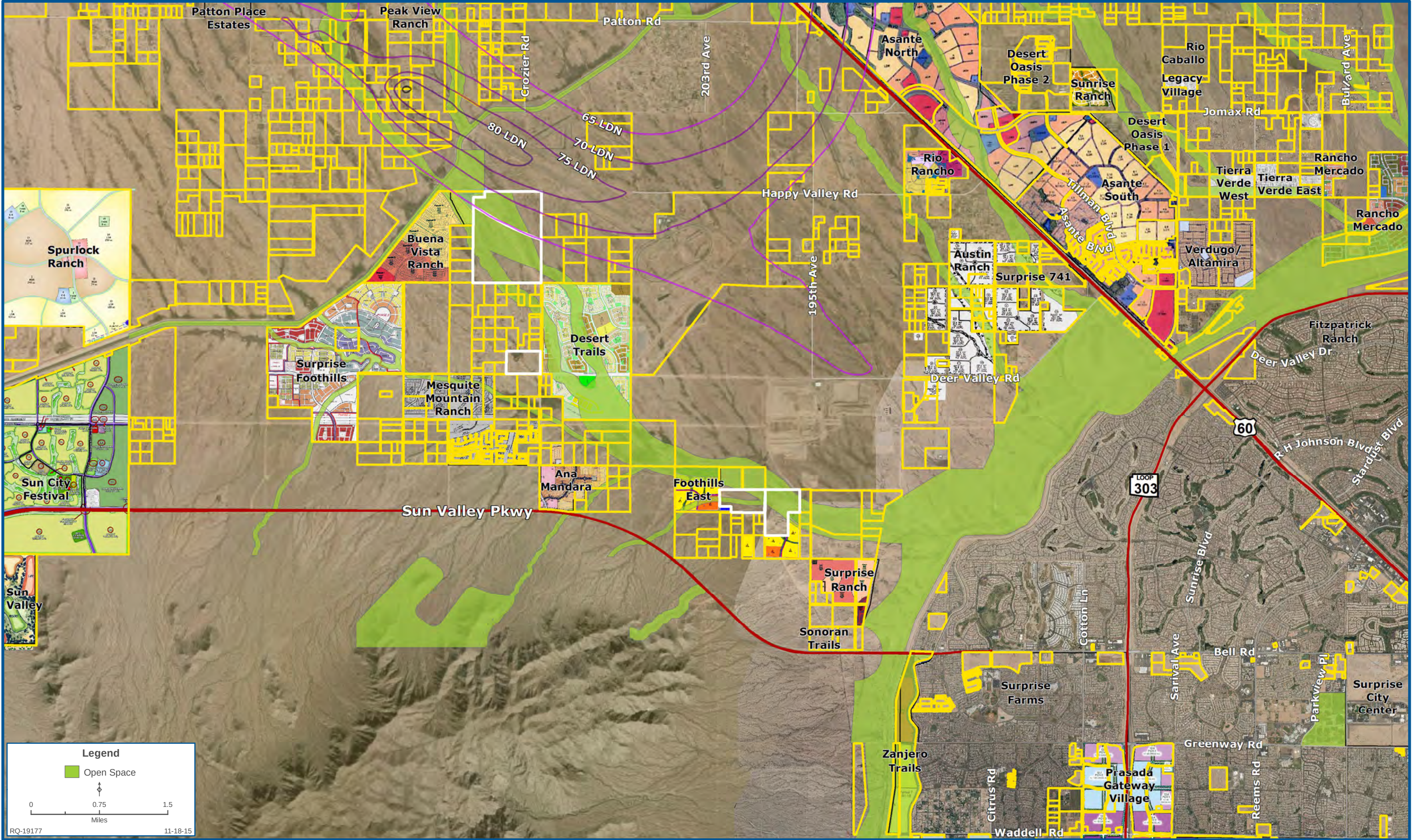




# WEST SURPRISE WILDLIFE LINKAGE CORRIDORS (ACCORDION EFFECT)

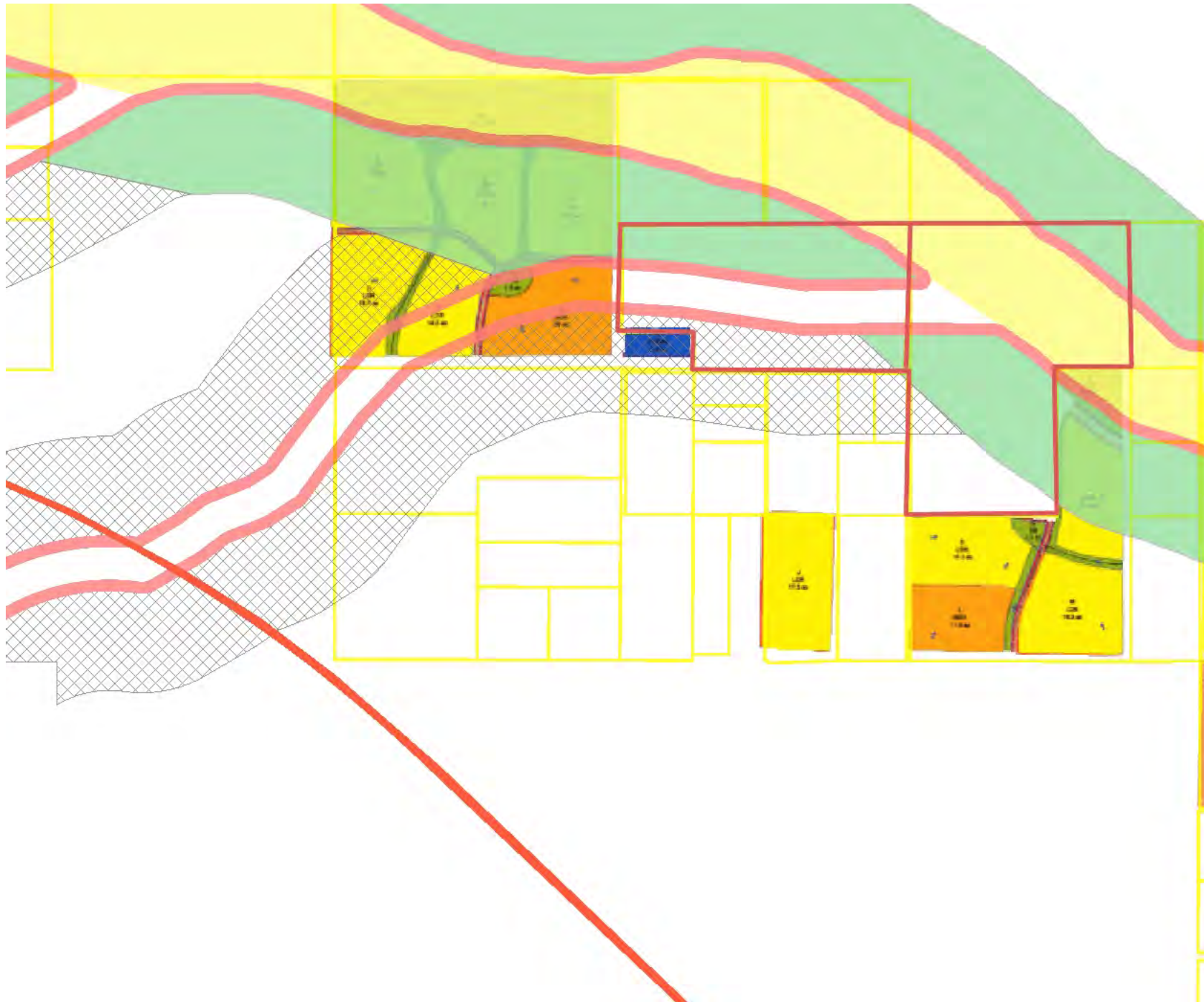








# Makuas 75 & Baluco 100 w /WLC Blank



## Legend

### Highways

- Interstate
- Loop
- Pkwy
- State Hwy
- US Hwy

### Wildlife Linkage

- Wildlife Corridor, Wash or Flood
- 100 Foot Buffer
- 900 Foot Wildlife Friendly Regul
- ▨ Wildlife Friendly Regulations \*
- ▨ Top 100
- ▨ Ownerships
- ▨ OwnershipsNeedingRevis
- ▨ County Boundaries

**Mike Schwab**

### Land Advisors Organization

4900 N. Scottsdale Road  
Suite 3000  
Scottsdale, AZ 85251  
Phone: 480.483.8100  
Fax: 480.483.0000

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

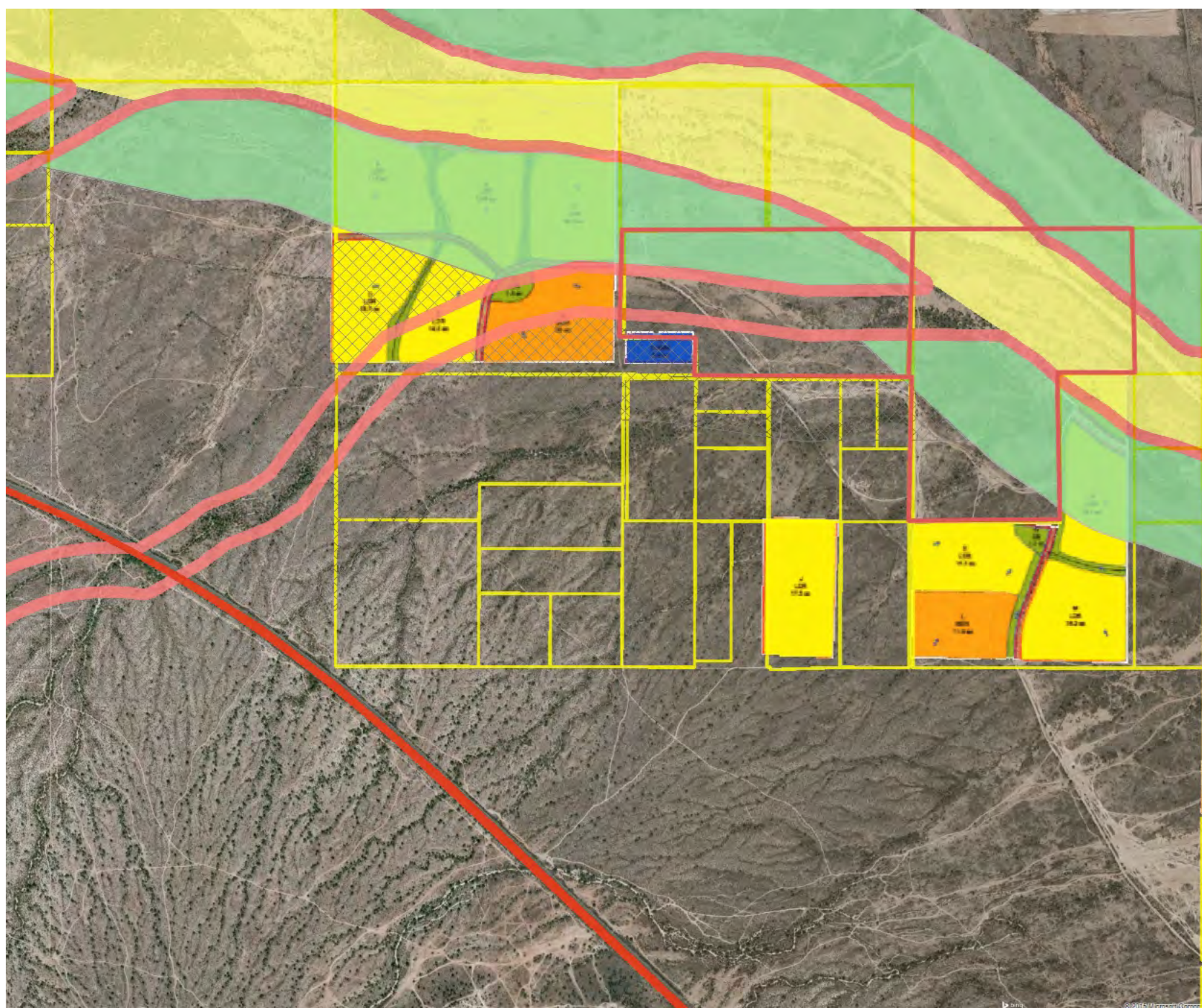
THIS MAP IS NOT TO BE USED FOR NAVIGATION

0 0.14 Miles





# Makuas 75 & Baluco 100 w/WLC



## Legend

### Highways

- Interstate
- Loop
- Pkwy
- State Hwy
- US Hwy

### Wildlife Linkage

- Wildlife Corridor, Wash or Flood
- 100 Foot Buffer
- 900 Foot Wildlife Friendly Regul
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### Top 100

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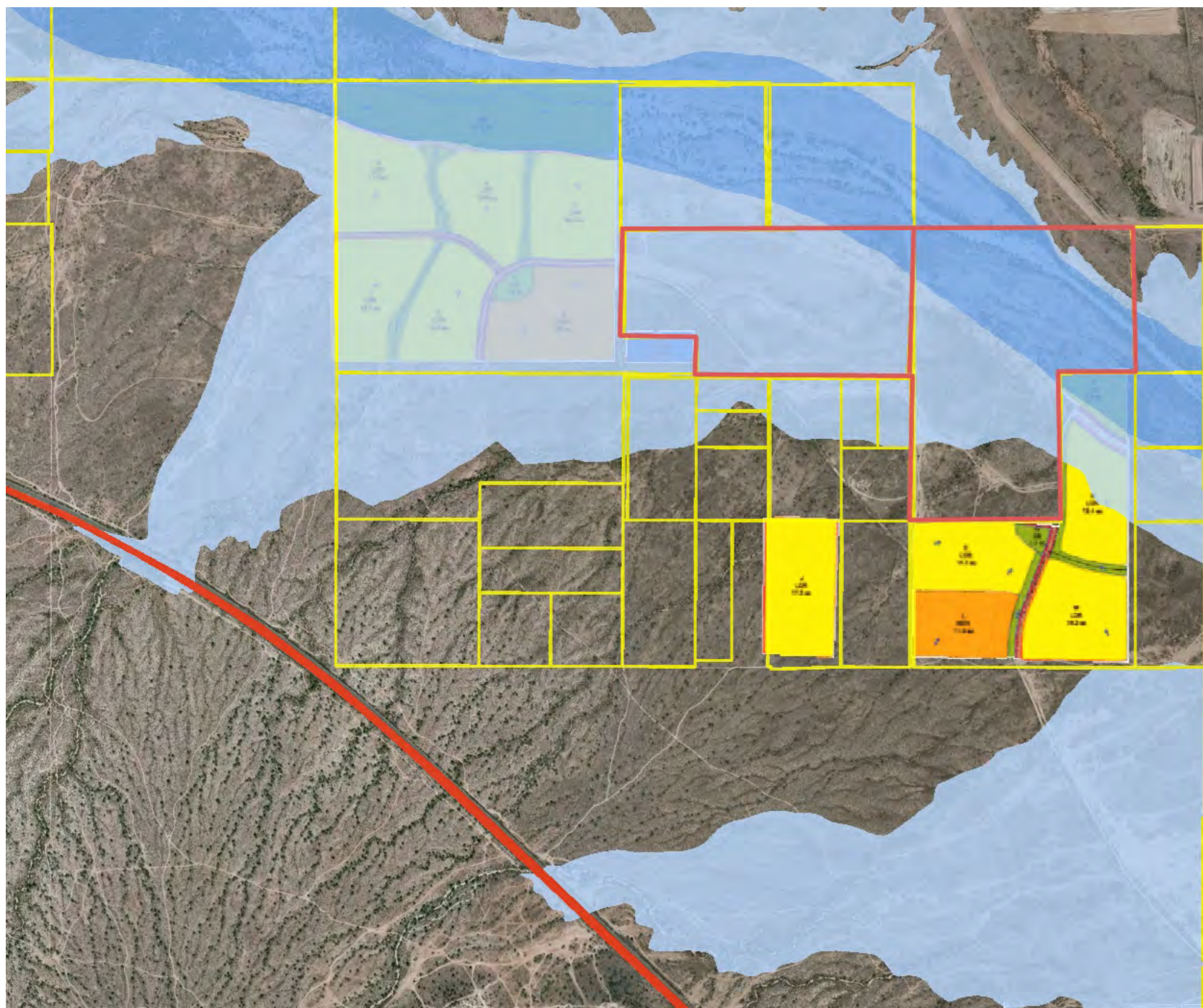
THIS MAP IS NOT TO BE USED FOR NAVIGATION

0 0.14 Miles





# Makuas 75 & Baluco 100 w/Flood



## Legend

- Highways**
- Interstate
  - Loop
  - Pkwy
  - State Hwy
  - US Hwy
- ☒ Top 100
- ☐ Ownerships
- ☐ OwnershipsNeedingReview
- ☐ County Boundaries
- Floodplains**
- Floodway
  - 100 Year Floodplain

**Mike Schwab**

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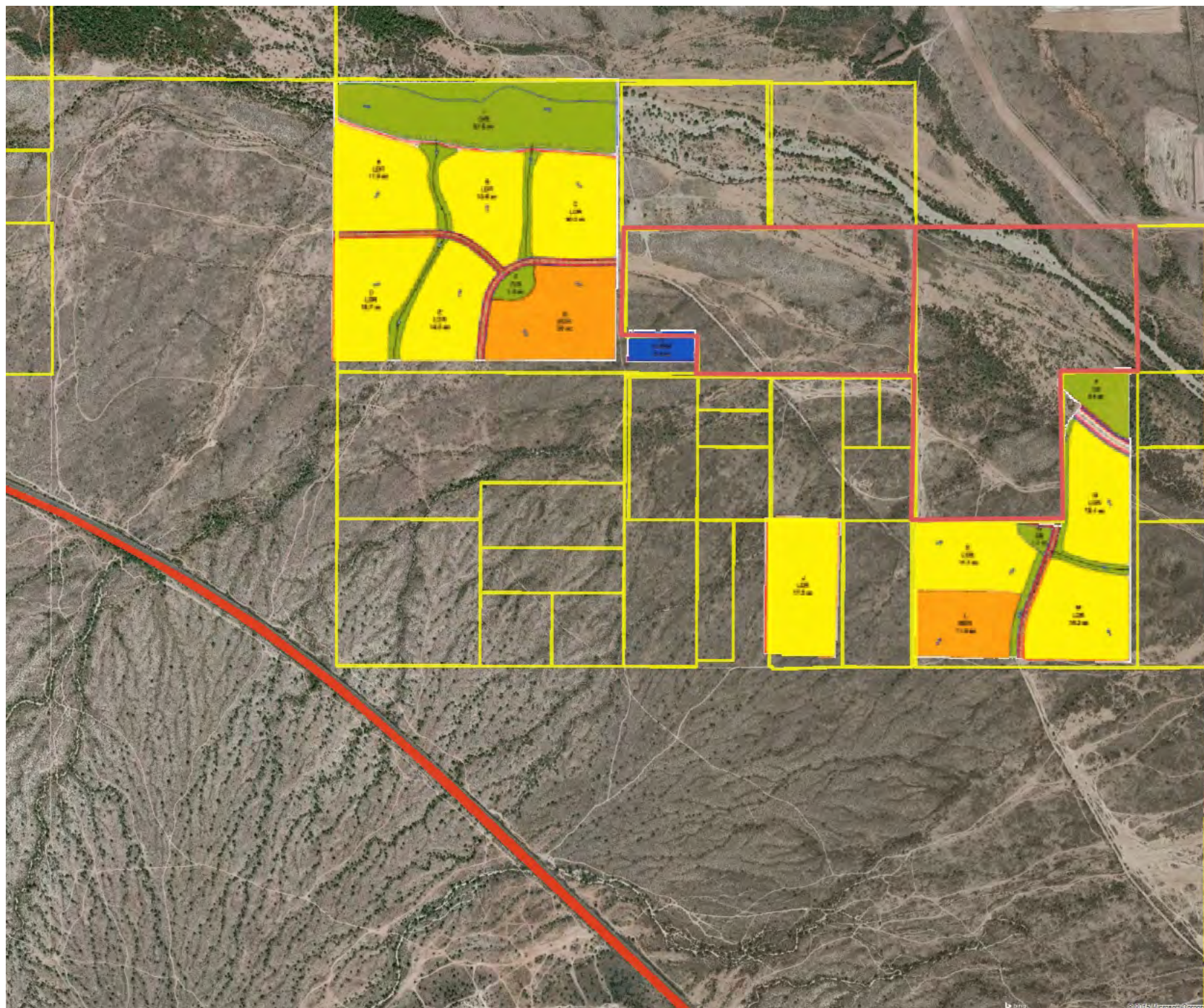




# Makuas 75 & Baluco 100

## Legend

- Highways
  - Interstate
  - Loop
  - Pkwy
  - State Hwy
  - US Hwy
- Top 100
- Ownerships
- OwnershipsNeedingReview
- County Boundaries



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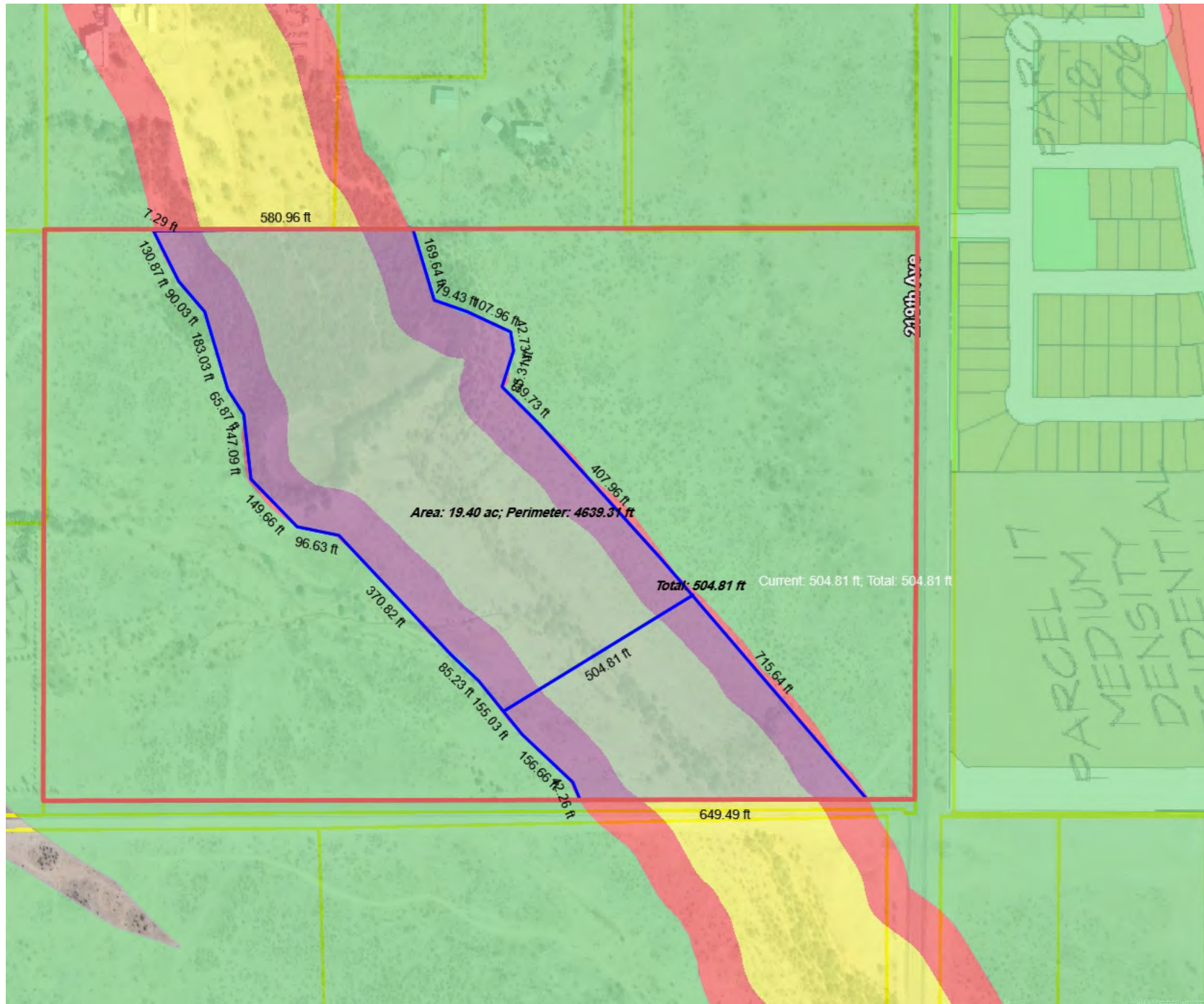
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# Martino 60 Acres w/ WLC



## Legend

- Highways**
  - Interstate
  - Loop
  - Pkwy
  - State Hwy
  - US Hwy
- Wildlife Linkage**
  - Wildlife Corridor, Wash or Flood
  - 100 Foot Buffer
  - 900 Foot Wildlife Friendly Regul
  - Wildlife Friendly Regulations \*
- Top 100**
- Ownerships**
- OwnershipsNeedingRevis**
- County Boundaries**
- Government Lands**
  - Local Govt
  - Indian Reservation
  - Forest
  - BLM
  - Parks & Preserves
  - Open Space
  - State Game and Fish
  - State Trust
  - Federal
  - Military
  - National Parks Services
  - Bureau of Reclamation
  - US Fish & Wildlife Serv.

**Mike Schwab**

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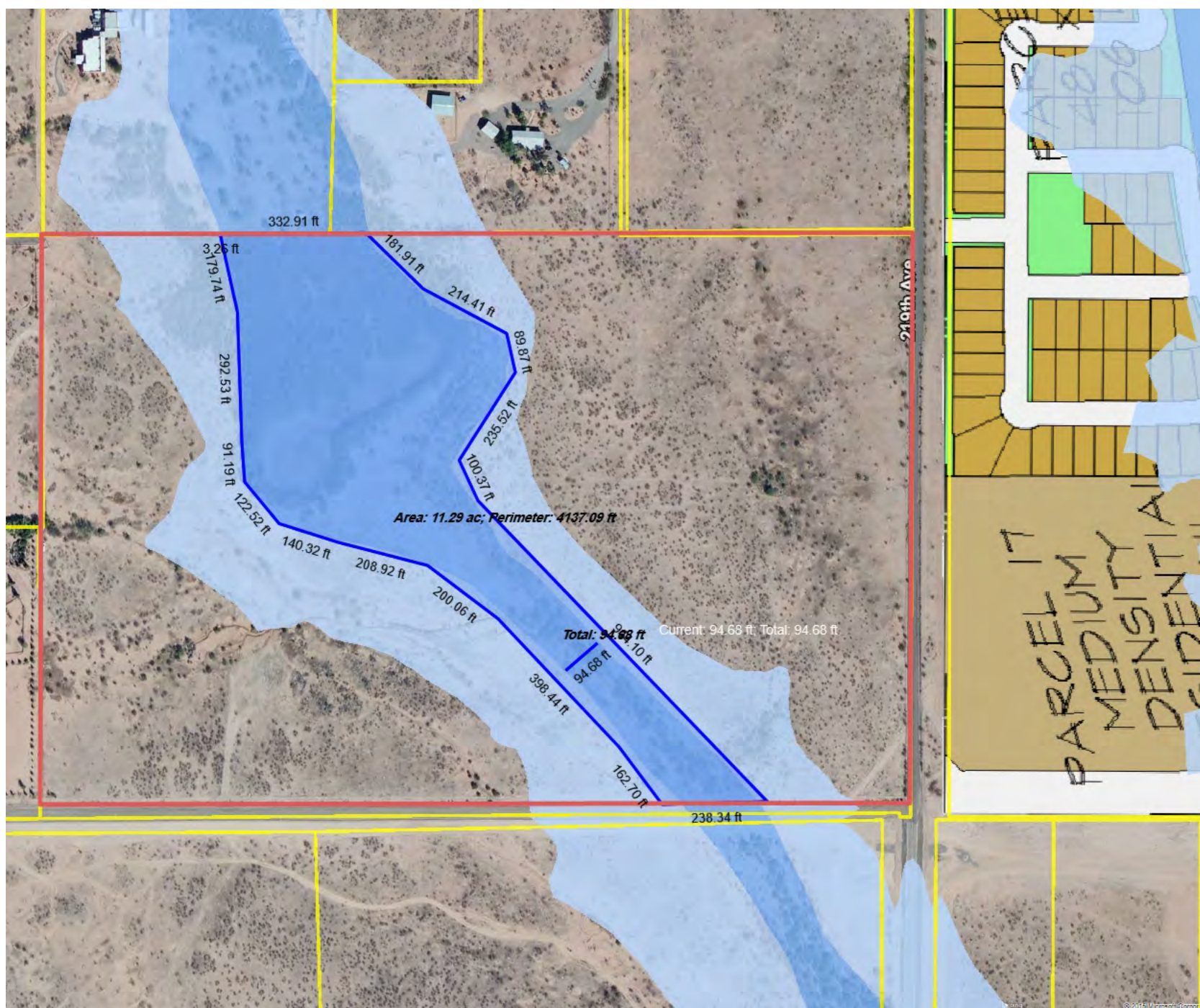
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THIS MAP IS NOT TO BE USED FOR NAVIGATION

0 0.04 Miles







### Legend

## Highways

- Interstate
- Loop
- Pkwy
- State Hwy
- US Hwy

- ☒ Top 100
- ☐ Ownerships
- ☐ OwnershipsNeedingReview
- ☐ County Boundaries

Government Lands

- Local Govt
- Indian Reservation
- Forest
- BLM
- Parks & Preserves
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- State Game and Fish
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- Military
- National Parks Services
- Bureau of Reclamation
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## Floodplains

- Floodway
- 100 Year Floodplain

**Mike Schwab**

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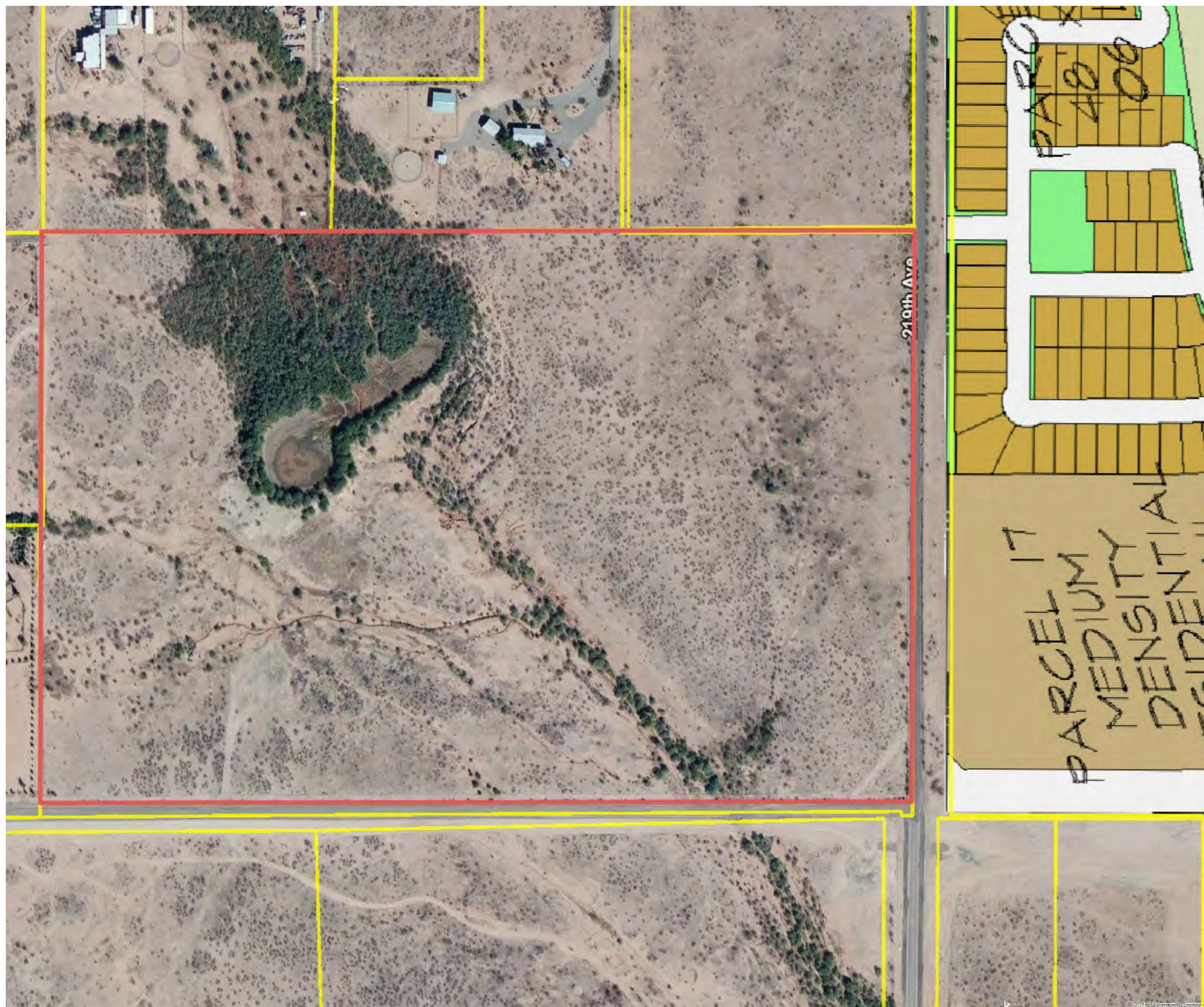
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# Martino 60 Acres



## Legend

- Highways
  - Interstate
  - Loop
  - Pkwy
  - State Hwy
  - US Hwy
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Mike Schwab

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0 0.04 Miles



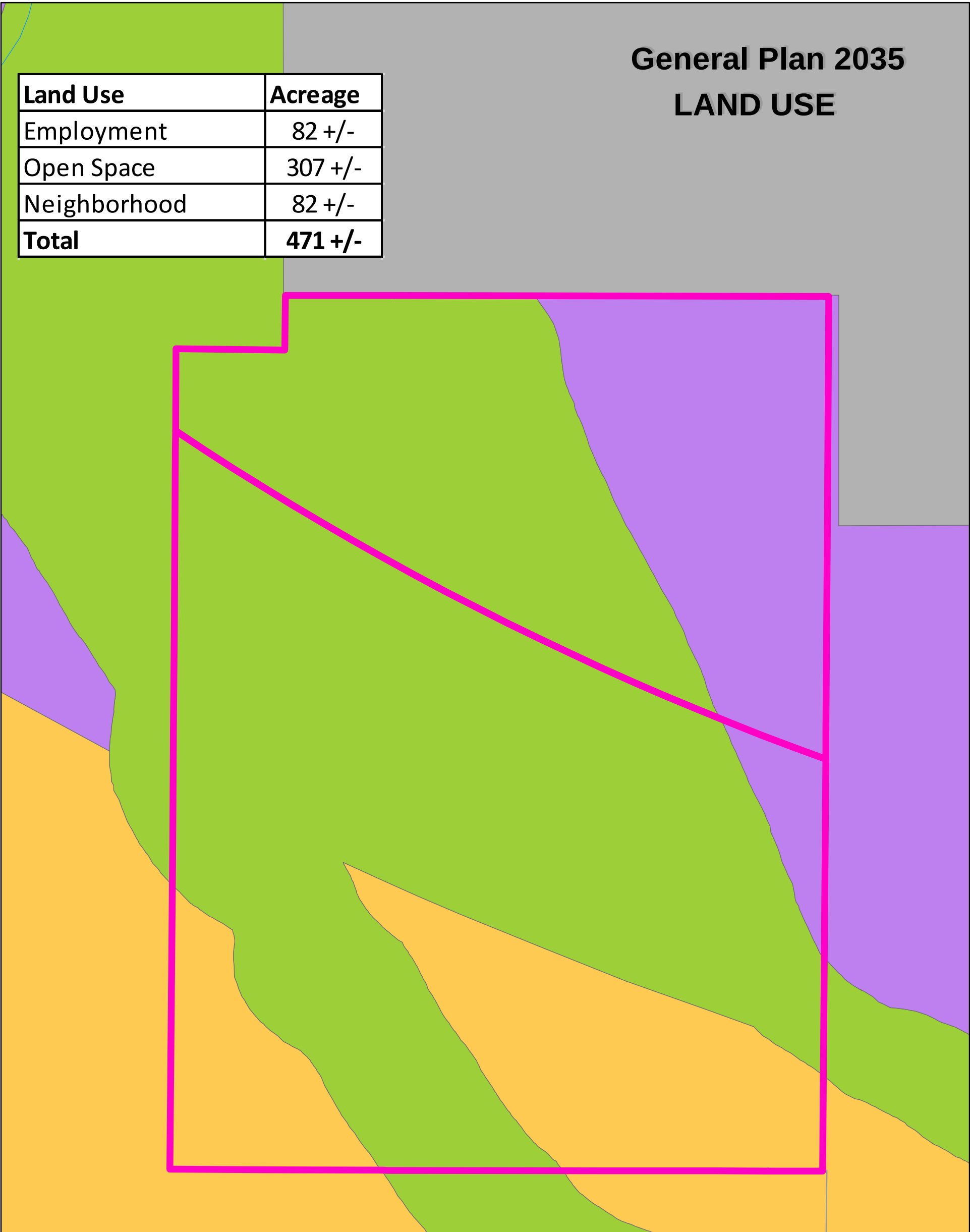
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# General Plan 2035

## LAND USE

| Land Use     | Acreage        |
|--------------|----------------|
| Employment   | 82 +/-         |
| Open Space   | 307 +/-        |
| Neighborhood | 82 +/-         |
| <b>Total</b> | <b>471 +/-</b> |



### Character Areas

- Neighborhood
  - Rural
  - Suburban
  - Urban
- Commerce & Office
  - Mixed Use: Residential
  - Mixed Use: Commercial
  - Regional Commercial
  - Commercial Office
- Employment
  - Business Park
  - Industrial
- Open Space

### Sub Areas

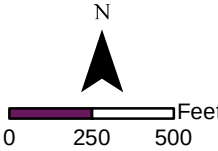
- Luke Compatibility District
- Scenic Lands Development
- Surprise Center District
- Surprise Heritage District
- Transit Oriented Development District
- Wildlife Linkages Corridor
- Aggregate Resource Areas

### Features

- Planning Area
- Aux 1 Noise Contours
- Luke AFB Noise Contours
- Canals
- Military
- Existing Community Commercial
- Public Facility
- Mining

### Circulation

- Freeway
- Parkway
- Major Arterial
- Minor Arterial
- BNSF Rail



Michael Baker  
INTERNATIONAL

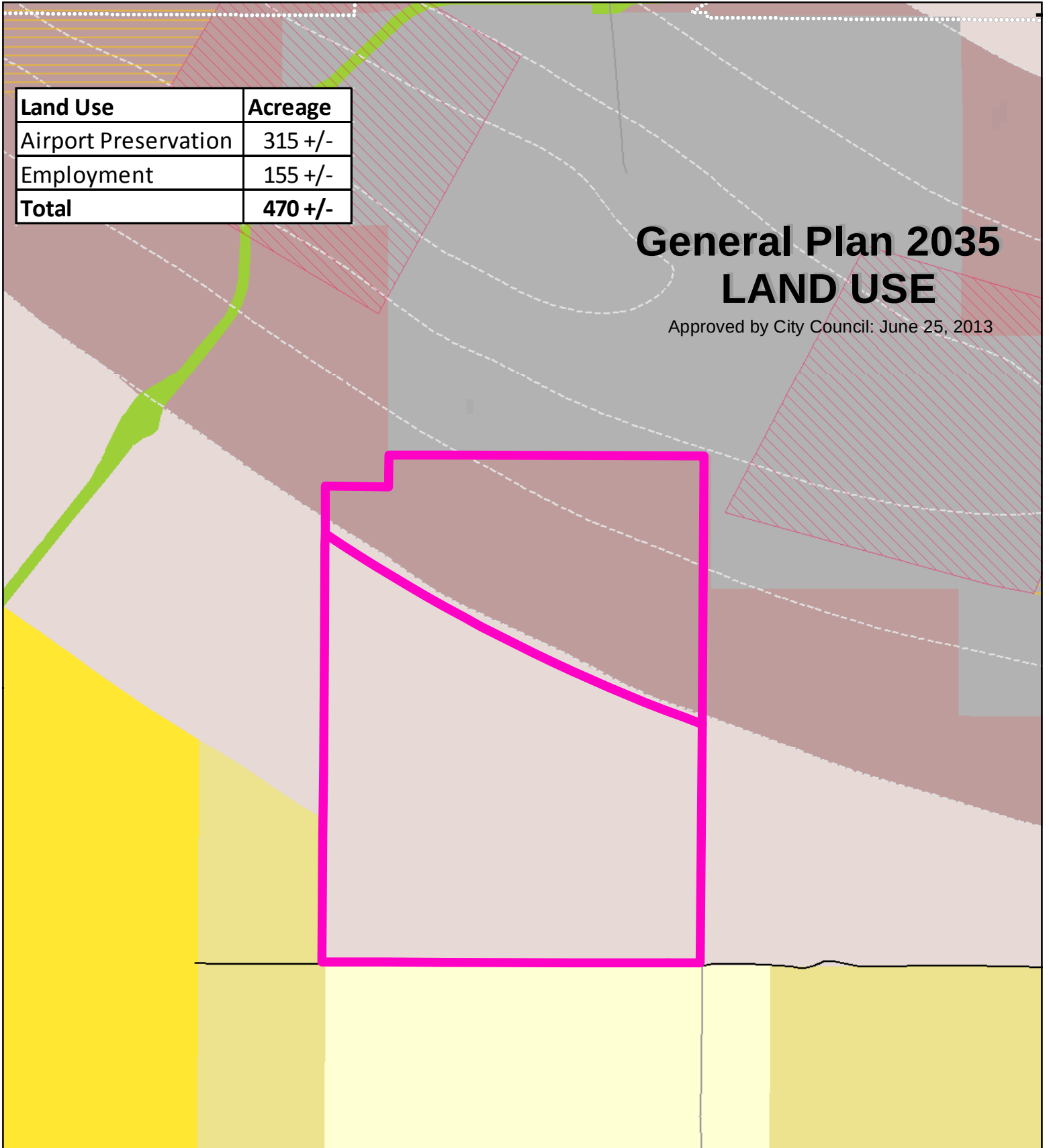
**SURPRISE**  
ARIZONA



| Land Use             | Acreage        |
|----------------------|----------------|
| Airport Preservation | 315 +/-        |
| Employment           | 155 +/-        |
| <b>Total</b>         | <b>470 +/-</b> |

# General Plan 2035 LAND USE

Approved by City Council: June 25, 2013



## Features

- Airport Preservation
- Rural Residential
- Suburban Residential
- Low Density Residential
- Medium Density Residential
- Medium-High Density Residential
- High Density Residential
- Commercial
- Employment
- Agriculture
- Landfill
- Military
- Open Space
- Public Facilities

- Proving Grounds
- Mixed Use
- Surprise Center
- Mining

- Freeway
- Expressway
- Parkways
- Major Arterials
- Minor Arterials
- US Highway 60
- State Freeway 303
- State Highway 74

## Boundaries

- City Limits
- Planning Area
- County
- Noise Contours & APZ's
- Aux 1 F-16
- Luke AFB 1992
- APZ I
- APZ II
- CLEAR ZONE

\* Development within the high noise contours and accident potential zones is subject to A.R.S. §§ 28-8481 (F) and (P).





General Plan 2035  
WILDLIFE LINKAGES

| Wildlife Linkage                       | Acreage |
|----------------------------------------|---------|
| Wildlife Corridor, Wash or Floodway    | 96 +/-  |
| 100 Foot Buffer                        | 44 +/-  |
| 900 Foot Wildlife Friendly Regulations | 305 +/- |
| Total                                  | 445 +/- |



Wildlife Linkages

- Wildlife Corridor, Wash or Floodway
- 100 Foot Buffer
- 900 Foot Wildlife Friendly Regulations
- Wildlife Friendly Regulations \*

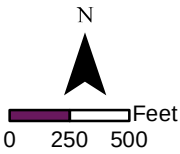
\* Wildlife friendly development regulations for this area will be determined at the time of development.

Features

- City Limits
- Planning Area
- Canals

Circulation

- Freeway
- Parkway
- Major Arterial
- Minor Arterial
- BNSF Rail



Michael Baker  
INTERNATIONAL

SURPRISE  
ARIZONA





CITY OF SURPRISE  
Planning and Zoning Commission

December 3, 2015 @ 6:00:00 PM

Back Print

Board Meeting Date: December 3, 2015      Contact Person: Heather Donaldson, Community Development  
Submitting Department:      District: Internal  
Staff Recommendations: Approve

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

---

**Agenda Wording:**

Consideration and action on the November 19, 2015 Planning and Zoning Commission minutes.

**Motion:**

I move to approve the November 19, 2015 Planning and Zoning Commission minutes.

**Background:**

---

**Financial Impact Statement:**

No Financial Impact

---

**ATTACHMENTS:**

Click to download

☐ [Minutes](#)

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**External Attachment Links:**

---

**Meeting Requirements:**

Powerpoint    x    Video    x    White Board    x    Other    x

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



**CITY OF SURPRISE  
PLANNING AND ZONING COMMISSION**

**MEETING MINUTES**

**November 19, 2015 / 6:00 PM**

**AZ TechCelerator  
12425 West Bell Road, STE D-100  
Surprise, AZ 85374**

**CALL TO ORDER.**

Chair Steve Somers called the Planning and Zoning Commission Meeting to order at 6:00 p.m. at The AZ TechCelerator, 12425 West Bell Road, Suite D-100, Surprise, Arizona 85374, on Thursday, November 19, 2015.

**A. ROLL CALL**

In attendance were Chair Steve Somers, Vice Chair Ken Chapman and Commissioners Matthew Keating, Shari Martin, Dennis Smith and Jerry Hoyler. Commissioner Jim Ferguson was absent.

**STAFF PRESENT:**

Community Development Director Eric Fitzer, Deputy City Attorney Donna Bronski, Long Range Planning Manager Lloyd Abrams, Planner Robert Kuhfuss, Planner Sergio Angulo, Planner Joshua Mike and Planning and Zoning Commission Secretary Heather Donaldson.

**COUNCIL MEMBERS PRESENT:**

None

**B. PLEDGE OF ALLEGIANCE**

**C. CURRENT EVENTS REPORT**

**D. STAFF REPORT**

Eric Fitzer, Director, advised the Commission of the following items:

- The Annual Open Meeting Law training has been rescheduled for Tuesday, December 8<sup>th</sup> from 6pm – 7:30pm at City Hall Council Chambers.
- The General Plan Summit will be taking place on Friday, December 4<sup>th</sup> from 7:30am to 12:30pm in the Community Room at City Hall.
- The Caliber Collision CUP will be brought back before this Commission at the December 17<sup>th</sup> meeting.
- Chair and Vice Chair elections will take place at the December 3<sup>rd</sup> meeting.



## **CALL TO THE PUBLIC:**

None

## **CONSENT AGENDA:**

No Items

## **REGULAR AGENDA ITEMS NOT REQUIRING A PUBLIC HEARING:**

### **Item 1 – INTERNAL – Consideration and action on the November 5, 2015 Planning and Zoning Commission minutes.**

Commissioner Smith made a motion to approve the Planning and Zoning Commission Minutes for November 5, 2015. Vice Chair Chapman seconded the motion. The motion passed with 6 votes in favor and 1 absence (Ferguson).

### **Item 2 – DISTRICT 2 – Consideration and action regarding a Major Site Plan for Oregano's Pizza Bistro located on the north side of Bell Road, west side of Eastham Parkway, within the Community Commercial (CC) zoning district.**

Sergio Angulo, Planner I, presented the project to the Commission.

The Commission discussed:

- Amount of accessible parking spots (Commission would like to request more than 3 spots to meet the needs of the demographic)
- Amount of Pickup parking spots and are those spots included in parking requirements
- Visibility for people turning onto Bell from Eastham – Will the trees cause any problems with visibility at this busy intersection
- Preference of 7 foot sidewalk rather than wheel stops
- Recommendation of Chilean Thornless Mesquite rather than Oak trees
- Parking lot to the North of the property – Will the Commercial buildings to the north have an issue if restaurant patrons park there

Vice Chair Chapman made a motion to approve a Major Site Plan for Oregano's Pizza Bistro subject to staff recommended stipulations 'a' through 'h' as listed in the staff report. Commissioner Hoyler seconded the motion. The motion passed with 6 votes in favor and 1 absence (Ferguson).

## **REGULAR AGENDA ITEMS REQUIRING A PUBLIC HEARING:**

### **Item 3 – DISTRICT 1 – Consideration and action regarding a Minor General Plan Amendment (GPA) changing the Land Use Designation of approximately 29.64 acres from Suburban Residential (1-3 DU/Ac) to Medium Density Residential (5-8 DU/Ac) for Verdugo.**

Robert H. Kuhfuss, Planner II, presented the project to the Commission. He advised the Commission that he would be presenting items numbers 3 and 4 together and asked the Commission to take separate action for each.



The Commission discussed:

- Next process of site plan approval by Commission
- Power Development Agreement regarding San Ysidro
- Alta Mira / Open Space
- Community Outreach meeting
- Chart in Developer's report regarding percentage of land use
- Traffic flow out of the area
- Possibility of widening the roads once more construction takes place
- Additional traffic concerns

Chair Somers opened the Call to the Public for items 3 and 4.

Lee Edward Elverson, Surprise resident, expressed his concerns to the Commission regarding traffic on 163<sup>rd</sup> Avenue. He further expressed his concerns regarding the impact construction will have on traffic with the possibility of a major fire or the possibility of an air force jet going down in the area.

Irene Tarbell, Surprise resident, expressed her concerns to the Commission regarding potential bottlenecking of traffic on 163<sup>rd</sup> with new construction. She would like to see the road be widened with a traffic signal.

Chair Somers closed the Call to the Public.

Vice Chair Chapman made a motion to recommend to the Mayor and City Council approval of the Minor General Plan Amendment for Verdugo. Commissioner Keating seconded the motion. The motion passed with 6 votes in favor and 1 absence (Ferguson).

**Item 4 – DISTRICT 1 – Consideration and action regarding a Rezone from PAD (Medium Density Residential 5-8 DU/Ac), PAD (Medium/High Density Residential 9-15 DU/Ac), PAD (Neighborhood Commercial), PAD (Office), and PAD (Suburban Residential 1-3 DU/Ac) to PAD (Medium Density Residential 5-8 DU/Ac) and PAD (Suburban Residential 1-3 DU/ac) for Verdugo.**

Commissioner Hoyler made a motion to recommend approval to the Mayor and City Council of a proposed Rezone/Major PAD Amendment for Verdugo, subject to stipulations 'a'-e' as listed in the staff report. Commissioner Martin seconded the motion. The motion passed with 6 votes in favor and 1 absence (Ferguson).

**Item 5 – DISTRICT 1 – Consideration and action regarding a 5-Parcel, 220-Lot Preliminary Plat for Verdugo.**

Robert H. Kuhfuss, Planner II, presented the project to the Commission.

Chair Somers opened the Call to the Public. Hearing no comments, Chair Somers closed the Call to the Public.

Commissioner Keating made a motion to recommend approval to Mayor and City Council of the proposed Preliminary Plat for Verdugo and to adopt staff's findings. Vice Chair Chapman seconded the motion. The motion passed with 6 votes in favor and 1 absence (Ferguson).



**Item 6 – DISTRICT 4 – Consideration and action item regarding a Rezone/Major PAD Amendment changing the land use/zoning from PAD (High Density Residential 9-22 DU/Ac) to PAD (Low Density Residential 2-6 DU/Ac.) for a 15.47-acre portion of Parcel I, Lot 2 of Canyon Ridge West for Southgate at Canyon Ridge West.**

Commissioner Martin declared a conflict of interest for items 6 and 7 and excused herself from the dais.

Robert H. Kuhfuss, Planner II, presented the project (Items 6 and 7) to the Commission. The Commission discussed:

- The possibility of development of the parcels at the back of the area
- Open space

Chair Somers opened the Call to the Public for items 6 and 7. Hearing no comments, Chair Somers closed the Call to the Public.

Commissioner Keating made a motion to recommend approval to the Mayor and City Council of a Major Planned Area Development Amendment for Southgate at Canyon Ridge subject to stipulations 'a' through 'c' as listed in the staff report. Commissioner Smith seconded the motion. The motion passed with 5 votes in favor, 1 abstention (Martin) and 1 absence (Ferguson).

**Item 7 – DISTRICT 4 – Consideration and action regarding a 49-Lot Preliminary Plat for a portion of Parcel I, Lot 2 of Canyon Ridge West for Southgate at Canyon Ridge West.**

Commissioner Smith made a motion to recommend approval to the Mayor and City Council of a Preliminary Plat for Southgate at Canyon Ridge and to adopt staff's findings as listed in the staff report. Commissioner Hoyler seconded the motion. The motion passed with 5 votes in favor, 1 abstention (Martin) and 1 absence (Ferguson).

**Item 8 – CITYWIDE – The proposed planning approach for the General Plan 2035 Major Amendment focuses on the “Character Area” planning approach and removes the Village Plan requirements from the development process.**

Joshua Mike, Planner II, presented the project to the Commission.

The Commission discussed:

- How a character area plan accommodates form based code
- Prescription of suburban or rural
- Army Corps of Engineers / High Water Mark
- Designated resort area
- Village Plan opposed to Character Area
- Landowners rights / transfer of density

Chair Somers opened the Call to the Public.



Lee Edward Elverson commented regarding the potential of flooding on Jomax Road with no rapid water rescue in Surprise. He asked about cooperation with Luke Air Force Base regarding assistance with fire safety.

Chair Somers closed the Call to the Public.

#### **OTHER BUSINESS:**

#### **Item 9 – INTERNAL – Discussion pertaining to future agenda items.**

None

#### **ADJOURNMENT:**

Hearing no further business, Chair Somers adjourned the Planning and Zoning Commission Meeting at 7:44 p.m.

---

Eric Fitzer  
Community Development Director

---

Steve Somers,  
Planning and Zoning Commission Chair

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:

---

Heather Donaldson, Commission Secretary

DATE:

---





CITY OF SURPRISE  
Planning and Zoning Commission

December 3, 2015 @ 6:00:00 PM

Back Print

Board Meeting Date: December 3, 2015      Contact Person: Robert Kuhfuss, Community Development  
Submitting Department:      District: 1  
Staff Recommendations: Approve

---

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

---

**Agenda Wording:**

Consideration and action regarding a 5-Parcel, 409-Lot Preliminary Plat for Verdugo.

---

**Motion:**

I move to recommend approval to Mayor and City Council of the proposed Preliminary Plat for Verdugo and to adopt staff's findings.

---

**Background:**

Verdugo Land Development, LLC requests a Preliminary Plat for a property located generally east of 163rd Avenue and south of the San Ysidro Road alignment. This item was originally heard by the Planning and Zoning Commission on November 19, 2015, but is being reheard by the Planning and Zoning Commission on December 3, 2015 due to an advertising error.

---

**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

- ☐ [00 FS14-159 - Verdugo - PP - Staff Report](#)
- ☐ [01 FS14-159 - Verdugo - PP - Vicinity Map](#)
- ☐ [02 FS14-159 - Verdugo - PP - Preliminary Plat Case Map](#)
- ☐ [03 FS14-159 - Verdugo - PP - Preliminary Plat](#)
- ☐ [04 FS14-159 - Verdugo - PP - Color Preliminary Landscape Exhibit](#)
- ☐ [05 FS14-159 - Verdugo - PP - MWD Comments](#)



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**External Attachment Links:**

---

**Meeting Requirements:**

Powerpoint    x    Video    x            White Board    x    Other    x

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

**Robert H. Kuhfuss, AICP**



# MAJOR PAD AMENDMENT / PRELIMINARY PLAT

---

## REPORT TO THE PLANNING AND ZONING COMMISSION

**Case:** FS14-159

**Project Name:** Verdugo

**Council District:** 1

**Meeting Date:** November 19, 2015

**Planner:** Robert H. Kuhfuss, AICP

---

**Owner:** Verdugo Land, LLC, et. al.

**Applicant:** Verdugo Land, LLC

**Requests:** 1) Rezone from PAD (Medium Density Residential 5-8 DU/Ac), PAD (Medium/High Density Residential 9-15 DU/Ac), PAD (Neighborhood Commercial), PAD (Office), and PAD (Suburban Residential 1-3 DU/Ac) to PAD (Medium Density Residential 5-8 DU/Ac) and PAD (Suburban Residential 1-3 DU/ac)

2) 5-Parcel, ~~220-Lot-409-Lot~~ Preliminary Plat within the Verdugo PAD

**Site Location:** Generally east of 163<sup>rd</sup> Avenue and south of the San Ysidro Road alignment

**Site Size:** 173 gross acres (approx.)

**Density:** 3.64 DU/Ac

**General Plan Conformance:** The proposals advance the goals of the Surprise General Plan 2035 as amended by the related Minor GPA proposed under this case (discussed under separate cover).

**Support/Opposition:** No items of support or opposition received, although concerns over regional transportation and lack of retail services were expressed.

**Staff Recommendations:** 1) Should the Commission vote to recommend approval of the related Minor General Plan Amendment, staff recommends the Commission also move to recommend **approval** of the proposed Rezone/Major PAD Amendment to the City Council, subject to stipulations 'a'-'e'.



2) Should the Commission vote to recommend approval of the proposed Rezone/Major PAD Amendment to the City Council staff then recommends the Commission vote to recommend **approval** of the proposed Preliminary Plat.

**[Note: See related Minor GPA request being processed under this case, but discussed under separate cover.]**

**Project Description:**

Verdugo Land Development, LLC requests a Rezone/Major Amendment to the Verdugo PAD, together with a Preliminary Plat for a property located generally east of 163<sup>rd</sup> Avenue and south of the San Ysidro Road alignment. The Rezone/PAD Amendment seeks to reconfigure the zoning of the property such to change approximately 14.8 acres of Medium Density Residential to Suburban Residential; change approximately 12.3 acres of Medium/High Density Residential to Suburban Residential; remove approximately 23.8 acres of Commercial; remove approximately 9.1 acres of Employment; reintroduce approximately 29 acres of Medium Density Residential; reconfigure the open space within; and straighten the boundary between Proposed Parcel 5 and the adjacent commercial property to the south.

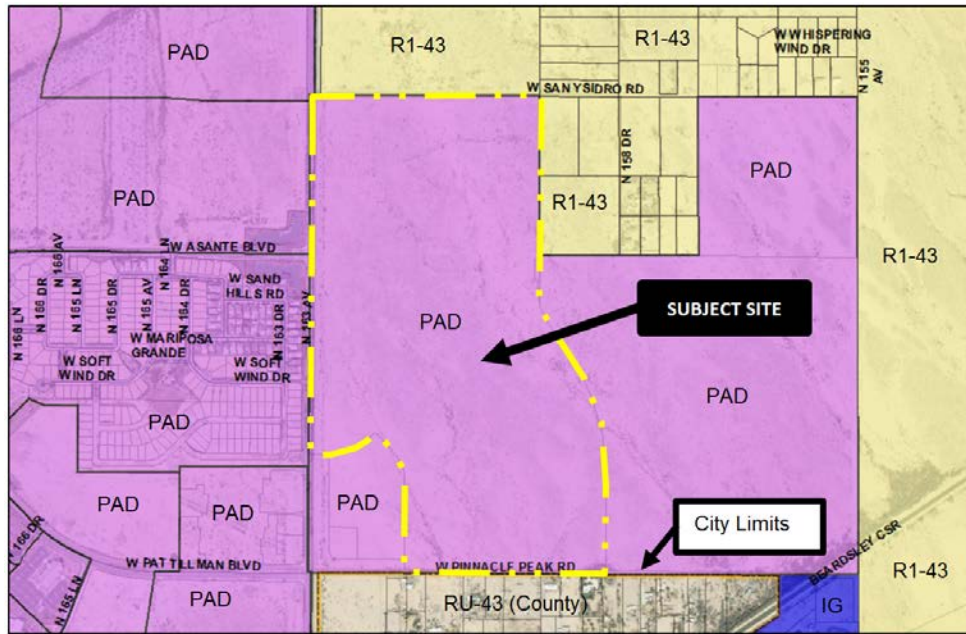
The related Preliminary Plat demonstrates the applicant's intent to develop the site as a multi-parcel, multi-lot, multi-phase project consisting of both single-family detached residential and future medium density cluster housing. The total number of dwelling units proposed under this Rezone/PAD Amendment is 629 compared to 641 as currently approved, for a net decrease of 12 dwelling units. Of these proposed dwelling units, 409 will be in the form of single-family detached residential with an additional 220 medium density dwelling units to follow under subsequent platting activity. The proposed Rezone/PAD Amendment and Preliminary Plat are in conjunction with a Minor Amendment to the Surprise General Plan 2035, which is presented under separate cover. Approval of the Rezone/Major PAD Amendment proposed under this case is contingent upon the prior approval of the related Minor GPA.

**Existing Zoning:**

The following map depicts the existing zoning of the subject site and its surrounds.

[See map on following page]





## **Background:**

**February 12, 2004:** The City Council approved the Pinnacle Peak Country Estates PAD under case PAD03-110. The PAD was subsequently amended by virtue of the Verdugo PAD approved in 2008.

**April 22, 2008:** The City Council approved the original Verdugo PAD under case PAD08-171, subject to stipulations 'a' through 'g'. (Note: these stipulations are included as Exhibit 21 of the subject PAD Narrative and are being carried forward with this case as previously approved, with the exception of prior stipulation 'g', which staff recommends be modified relative to the timing of the Final Plat.)

**June 9, 2009:** Staff approved a Minor Amendment to the Verdugo PAD such to reduce the right-of-way dedication requirement for 163<sup>rd</sup> Avenue from 100' half-width to 68' half-width adjacent to the site.

**December 1, 2009:** The City Council approved the original Altamira PAD under case PAD09-087. The Altamira PAD involved the balance of the Pinnacle Peak Country Estates PAD not covered by Verdugo.

**May 14, 2013:** The City Council approved the current version of the Surprise General Plan 2035 under Resolution 2013-39.

**November 5, 2013:** The Surprise voters ratified the Surprise General Plan 2035.

**October 2013:** Staff met with the applicant to discuss potential changes to the Verdugo PAD during a regularly scheduled Due Diligence meeting.



**March 6, 2014:** Staff met with the applicant to discuss potential revisions to the Verdugo project during a regularly scheduled Concept Review meeting under CR14-189.

**April 21, 2014:** The applicant filed a request for a Rezone/Major Amendment to the Verdugo PAD under case FS14-159, the subject case. This request also included a Minor General Plan Amendment and a Preliminary Plat.

**August 10, 2015:** The applicant resubmitted the case materials for the Verdugo project.

**August 26, 2015:** The applicant held a neighborhood outreach meeting to discuss the project.

**Citizen Outreach:**

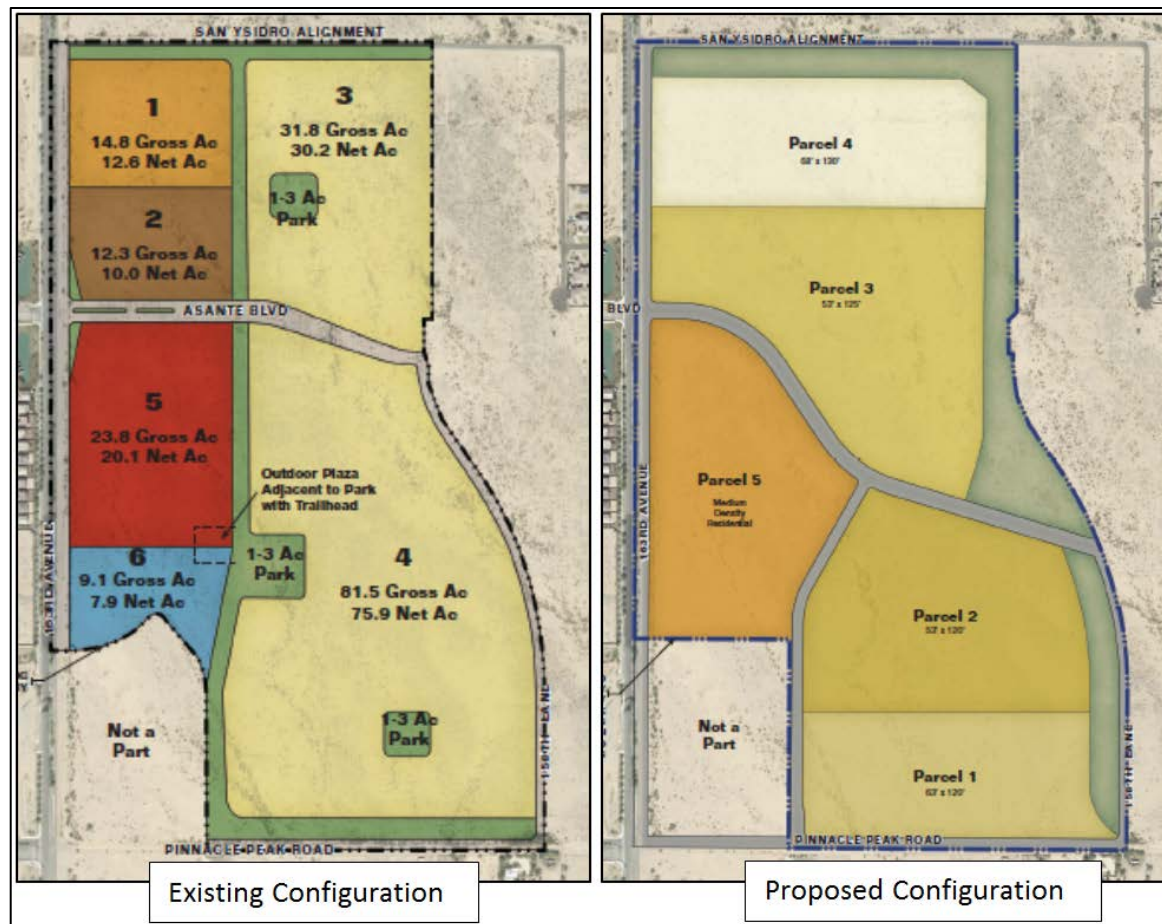
As noted above, the applicant held a Citizen Review meeting on August 26, 2015, which was well-attended. Those in attendance were mixed in their opinion regarding the project, with some individuals expressing concerns over potential negative impacts to traffic, with others expressing concerns over the lack of retail services in the area. Still, others expressed larger concerns over the timing of the permanent fire station, the timing of street repairs needed to mitigate consistent street flooding in the region, and future plans regarding the intersection of 163<sup>rd</sup> Avenue and Grand Avenue.

**Analysis and Discussion:**

The subject property is located east of 163<sup>rd</sup> Avenue between Pinnacle Peak Road and the San Ysidro Road alignment. As originally approved, there is a mix of land uses including Commercial, Employment, and Medium/High Residential in addition to Medium Density Residential and Suburban Residential, while the proposed land use mix includes Suburban Residential and Medium Density Residential. The existing and proposed configurations are expressed in the following diagrams and in Exhibits 4 and 5 of the PAD Document:

[See map on following page]



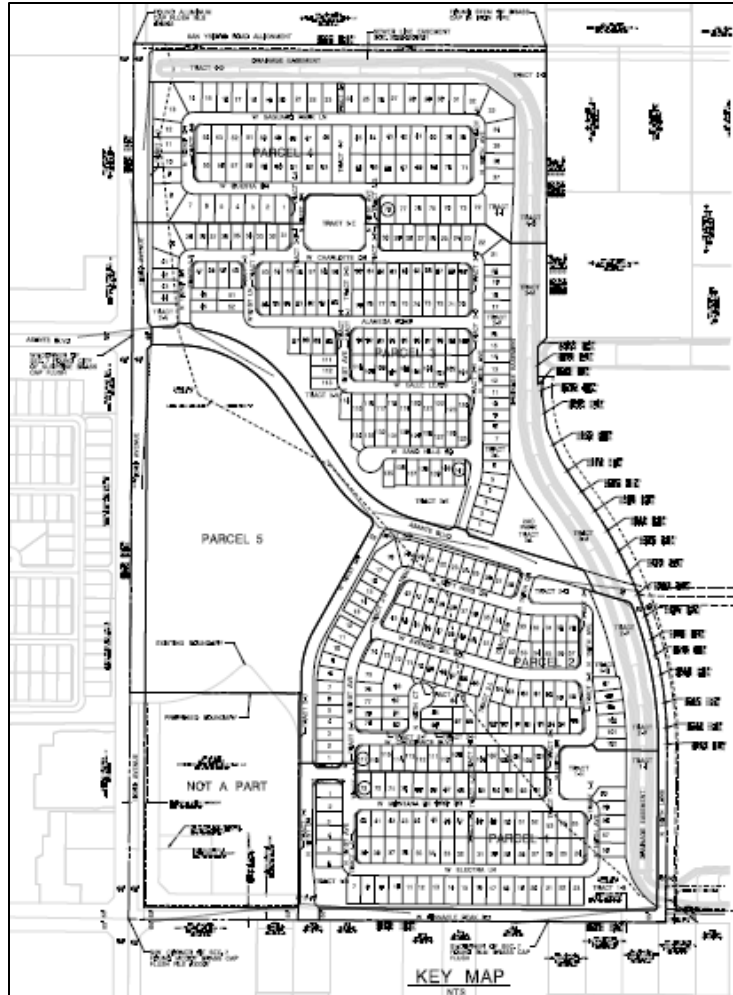


A total of five (5) development parcels are included in the proposal. Four (4) of these will accommodate single-family detached residential comprised of three different lot categories, while the fifth parcel will accommodate cluster development. Included with this request are two distinct sets of development standards. One will pertain to the single-family development, while the other will pertain to the cluster development. These development standards, in addition to graphics relating to the cluster development, are expressed on Pages 6 through 10 of the PADA Document.

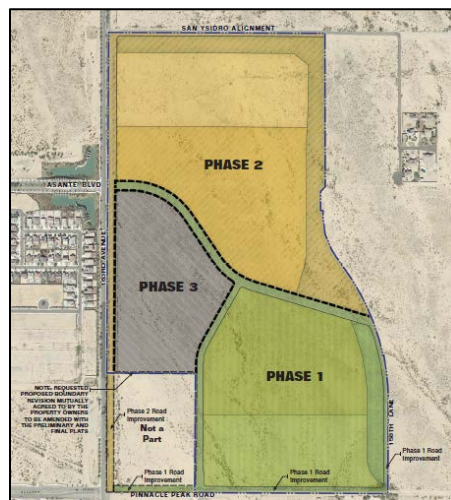
As proposed, the amended PAD will allow 409 single-family detached dwelling units and 220 cluster units for a total of 629 dwelling units, with a net reduction of 12 dwelling units overall. The Preliminary Plat demonstrates the applicant's intention to develop the project in accordance with the amended PAD. The layout of the proposed subdivision is expressed in the following map. Note that Parcel 5 is slated for medium density, which is not contemplated under this Preliminary Plat other than to establish the parent parcel, which will be replatted at a later date.

[See diagram on following page]





143 The project will be developed in three phases as depicted Exhibit 22 of the PADA Document and  
 144 included below:





145 Parcels 1 and 2 will make up Phase 1. With Phase 1, the applicant will dedicate and improve a 55'  
146 half-width right-of-way for Pinnacle Peak Road extending from 163<sup>rd</sup> Avenue to the eastern  
147 boundary of the site. Also during Phase 1, the applicant will dedicate and improve a 55' full-width  
148 right-of-way along 161<sup>st</sup> Drive, an 80' full-width right-of-way for Asante Boulevard extending from  
149 163<sup>rd</sup> Avenue to the eastern boundary of the site, and a 40' half-width right-of-way for 158<sup>th</sup> Lane  
150 adjacent to the eastern boundary of Parcels 1 and 2.

151  
152 Phase 2 will include Parcels 2 and 3, during which time the applicant will dedicate and improve a 68'  
153 half-width right-of-way for 163<sup>rd</sup> Avenue extending from Pinnacle Peak Road to San Ysidro Road. In  
154 addition, the applicant will dedicate a 27.5' half-width right-of-way for San Ysidro Road and will post  
155 financial assurances in lieu of improvements for this segment of roadway in conjunction with the  
156 related Final Plat. Phase 3 will include Parcel 5 with no right-of-way dedications or improvements  
157 other than those required for the interior of that Parcel.

158  
159 Note that the stipulations of approval for the original Verdugo PAD anticipate this arrangement as  
160 occurring with the first Final Plat; however, under the current proposal, this payment will occur with  
161 the Final Plat for Parcels 3 and 4. The staff-recommended stipulations include a revision to the prior  
162 stipulation (now stipulation e.7). Proposed stipulation e.7 is presented below in legislative-edit  
163 format so that staff-recommended changes are readily apparent:

164  
165 Owner shall dedicate twenty seven and one half feet (27 ½') of right of way for San Ysidro Road along the  
166 northern boundary of its property with the PHASE 2 first-final plat approved within the property. Owner  
167 shall complete design and engineering of the portion of San Ysidro Road adjacent to the property (the  
168 "San Ysidro Road Requirement") and shall receive approval from the City of Surprise for such design and  
169 engineering prior to ~~Owner's receipt of building permits for fifty percent (50%) of the total residential~~  
170 ~~units platted and/or approved within the Property~~ THE RECORDATION OF THE PHASE 2 FINAL PLAT, such  
171 approval not to be unreasonably withheld, conditioned or delayed. Owner shall complete construction of  
172 the San Ysidro Road Requirement and shall receive conditional approval, [approval that starts the  
173 warranty period,] from the City of Surprise for such work prior to Owner's receipt of building permits for  
174 seventy five percent (75%) of the total residential units platted and/or approved within the Property  
175 PHASE 2, such approval not to be unreasonably withheld, conditioned or delayed. However, in the event  
176 that the City-approved traffic impact analysis for the Property ("TIA") determines that the San Ysidro Road  
177 Requirement is not necessitated by Owner's project, and Owner elects not to use San Ysidro Road to  
178 provide access to the Property, then Owner may elect not to construct the San Ysidro Road Requirement  
179 and instead post a financial assurance in a form reasonably acceptable to the City Attorney and City  
180 Engineer and in an amount equal to the engineer's estimate of the construction costs for the San Ysidro  
181 Road Requirement, such that the City of Surprise can draw on such financial assurance to construct the  
182 San Ysidro Road Requirement. Owner shall post such financial assurance prior to ~~Owner's receipt of~~  
183 ~~building permits for seventy five percent (75%) of the total residential units platted and/or approved~~  
184 ~~within the Property~~ APPROVAL OF THE PHASE 2 FINAL PLAT. Regardless of the outcome of the TIA, in the  
185 event Owner adds traffic in any manner to San Ysidro Road, including but not limited to the construction  
186 of a curb cut on San Ysidro Road, then Owner shall construct the San Ysidro Road Requirement.



The project will be exceptionally well landscaped using a palette of drought-tolerant plant species. Open space will include two neighborhood parks and a single community park, in addition to ample passive open space interspersed throughout the project. All of the landscaping and open space will be developed with the phase in which the improvements are located. A portion of the community park will be constructed by this applicant during the construction of Phase 2, while the balance of the park will be constructed by the developers of the Altamira project to the east at a later date.

Ample amenities will include playground structures, ball courts, ramadas, BBQs, and a public trail system, which will connect to that being discussed for the Altamira project to the east. Other amenities include a themed entry monument consisting of a stone colonnade and arbor, pedestrian archway and decorative pots. A faux bridge will cross the wash that separates Verdugo from Altamira. The extent of the landscaping, walls and amenities is expressed in Exhibits 10 through 18 of the PAD Document.

Architectural Guidelines are also included with the PAD Amendment, which will provide guidance during the review of the various Home Products at a later date. These guidelines anticipate a variety of architectural styles including Santa Barbara, Monterey, and Craftsman, and are expressed on Pages 21 through 24 of the PAD Document.

While the region suffers somewhat from a lack of commercial services, which would seem to argue against the deletion of Commercial and Employment land uses from the Verdugo PAD, staff believes the local area will be well-served by the commercial components of the Asante PAD, in addition to the commercial exception parcel located at the hard corner of 163<sup>rd</sup> Avenue and Pinnacle Peak Road, as depicted in Exhibit 8 of the PAD Document. Further, additional opportunities for commercial and employment related development exist to the south of Pinnacle Peak Road as well as on the northeast corner of 163<sup>rd</sup> Avenue and Jomax Road, as depicted in the currently approved General Plan.

Staff is concerned over the incremental increase in the number of platted lots within the region since this region also suffers from a lack of connectivity to the surrounding area, with the majority of the traffic being funneled to the intersection of 163<sup>rd</sup> Avenue and Grand Avenue. Increasing the population within that area will only serve to increase the traffic congestion at that intersection until such time as alternative access to the region is established. The City of Surprise is working with another developer to the east, which will extend Happy Valley Road from 163<sup>rd</sup> Avenue in an easterly direction to connect with existing development occurring within the unincorporated area of Maricopa County; however, the extension of Happy Valley Road will only have minimal impacts to the congestion problem occurring at 163<sup>rd</sup> Avenue and Grand Avenue. The City is also discussing a future interchange at Litchfield Road and the Loop 303, which will ultimately reduce traffic congestion in the immediate area; however, that interchange might not be constructed until several years into the future. The City is also discussing a grade-separated crossing at Jomax Road and Grand Avenue, but this is well into the future and will have no impacts in the short run.



Having stated this, short of a moratorium on development in the region, a city-funded CIP project, or the creation of a Community Facilities District (CFD), the City has little in the way of being able to limit development in the area or manage traffic, especially where existing zoning entitlements already grant the rights of the developer to proceed as currently approved. Considering the proposed PAD Amendment and related Preliminary Plat actually reduces the number of lots from that currently approved, approval of the proposed PAD Amendment and Preliminary Plat can be seen as a benefit. Further, additional rooftops in the region will have the effect of incentivizing commercial retailers to establish much needed businesses in the area, which will have the effect of altering traffic patterns in the region.

**Utility and Services Table:**

|              |                  |
|--------------|------------------|
| Electric:    | APS              |
| Water:       | City of Surprise |
| Wastewater:  | City of Surprise |
| Refuse:      | City of Surprise |
| Natural Gas: | SWG              |
| Irrigation:  | N/A              |
| Schools:     | Dysart USD #89   |

**Conformance with Adopted Plans:**

**Surprise General Plan 2035:** Currently, the Surprise General Plan 2035 shows the majority of the Verdugo PAD as lying within the Suburban Residential (0-1 DU/Ac) land use category. For the most part, the proposed PAD Amendment is consistent with this land use designation; however, approximately 29.64 acres of the Verdugo PAD Amendment will involve cluster development at a density of approximately 8 DU/Ac, which is inconsistent with the Suburban Residential land use category. The applicant, however, proposes a Minor Amendment to the General Plan such to change the land use category of that 29.64 acres from Suburban Residential to Medium Density Residential (5-8 DU/Ac). If the City Council approves the related Minor GPA, the subject PAD Amendment would comply with the General Plan.

Staff also notes the proposed Minor GPA involving the subject site happens to be nearly coincident with the Major General Plan Amendment involving the Plan's Land Use Element. If the update to the land use plan is adopted by the City Council in its current form, the subject property will lie within the Neighborhood Character Area, which would call for Rural, Suburban and Urban development types. The subject PAD Amendment would be consistent with those designations, especially given the high level of neighborhood amenity proposed.

258 **Reviewing Agencies:**

259  
260 In addition to the standard city reviewing agencies, the Arizona Department of Transportation,  
261 Maricopa Water District, and Luke AFB were included in the routing of this request. None of the  
262 reviewing agencies indicated any concerns over the request.

263  
264 **Summary:**

265  
266 Staff believes the proposed rezone (Major PAD Amendment), in conjunction with the related  
267 Preliminary Plat, is an overall improvement to the PAD and advances the goals and policies as  
268 established in both the currently approved General Plan as well as the proposed update to the Land  
269 Use Element of the General Plan. While the development of this property will increase traffic  
270 congestion in the area, the net lot yield is actually less than what is currently approved.

271  
272 **Findings:**

273  
274 **Rezone/Major PAD Amendment:**

- 275  
276
  - The proposed Rezone/Major PAD Amendment is consistent with the Surprise General Plan
  - 277 2035 as amended by the Minor General Plan Amendment proposed under this case and
  - 278 discussed under separate cover.
  - 279 • The proposed Rezone/Major PAD Amendment is consistent with the update to the Surprise
  - 280 General Plan 2035 Land Use Element as currently proposed.
  - 281
  - 282 • The reviewing agencies have indicated no objections to the request.

283  
284 **Preliminary Plat:**

- 285  
286
  - The proposed Preliminary Plat is consistent with the Rezone/Major PAD Amendment as
  - 287 proposed.
  - 288 • The reviewing agencies have indicated no objections to the request.

289  
290 **Recommendations:**

291  
292 **Rezone/Major PAD Amendment:**

293  
294 Based on the findings noted above, should the Commission vote to recommend approval of the  
295 related Minor General Plan Amendment proposed under this case, staff recommends the  
296 Commission move to recommend **approval** of the proposed Rezone/Major PAD Amendment under  
297 case **FS14-159** to the City Council, subject to stipulations 'a' through 'e' as outlined below:  
298



- 299 a. Development and use of the site shall be in conformance with the PAD document entitled  
300 "Verdugo Planned Area Development Major Amendment" consisting of 58 pages dated  
301 revised September 22, 2015 and stamped received September 22, 2015, except as modified  
302 by the following stipulations.  
303
- 304 b. If a Final Plat has not been recorded within one (1) year of approval of this Major PAD  
305 Amendment request by the City Council, the subject PAD Amendment may be scheduled  
306 for public hearing by the Planning and Zoning Commission and City Council for  
307 consideration of reverting the property to its former zoning per ARS § 9-462.01.E.  
308
- 309 c. Non-compliance with the stipulations of approval of this case will be treated as a violation in  
310 accordance with the provisions of Article XIV of the Surprise Unified Development Code.  
311
- 312 d. The Property owner and successors waive claim for diminution of in value if the City takes  
313 action to rescind approval of this zone change request due to non-compliance with the  
314 stipulations of approval.  
315
- 316 e. The stipulations of approval for case PADA08-171 are hereby incorporated into the approval  
317 of the subject case as modified below:  
318
- 319 1. All development will be bound by the applicable codes adopted by the city.  
320
  - 321 2. There is a proposed outside third party drainage study to be conducted on the  
322 offsite drainage contributions to the existing drainage feature north of the Happy  
323 Valley Road Alignment. The results of this study may have a direct impact on the  
324 offsite drainage impacting this project.  
325
  - 326 3. Provided the outside third party drainage study is completed and formally adopted  
327 by the City of Surprise, then any impacts such study may have on the  
328 hydraulic/hydrology calculations and civil plans for the project shall be accounted for  
329 in the drainage report for the property.  
330
  - 331 4. A Detailed Water, Waste Water, and Reclaimed Master Plans must be submitted  
332 prior to any plat or site plan approval.  
333
  - 334 5. A school district agreement shall be approved by Dysart Unified School District prior  
335 to any plat or site plan approval.  
336
  - 337 6. An ingress & egress easement shall be included within the sewer line easement  
338 along San Ysidro Road. The size of the easement will be reviewed and approved by  
339 the Public Works Director.  
340

- 341 7. Owner shall dedicate twenty seven and one half feet (27 ½') of right of way for San  
342 Ysidro Road along the northern boundary of its property with the Phase 2 final plat.  
343 Owner shall complete design and engineering of the portion of San Ysidro Road  
344 adjacent to the property (the "San Ysidro Road Requirement") and shall receive  
345 approval from the City of Surprise for such design and engineering prior to the  
346 recordation of the Phase 2 final plat, such approval not to be unreasonably withheld,  
347 conditioned or delayed. Owner shall complete construction of the San Ysidro Road  
348 Requirement and shall receive conditional approval [approval that starts the  
349 warranty period] from the City of Surprise for such work prior to Owner's receipt of  
350 building permits for seventy five percent (75%) of the total residential units platted  
351 and/or approved within Phase 2, such approval not to be unreasonably withheld,  
352 conditioned or delayed. However, in the event that the City-approved traffic impact  
353 analysis for the Property ("TIA") determines that the San Ysidro Road Requirement is  
354 not necessitated by Owner's project, and Owner elects not to use San Ysidro Road to  
355 provide access to the Property, then Owner may elect not to construct the San  
356 Ysidro Road Requirement and instead post a financial assurance in a form  
357 reasonably acceptable to the City Attorney and City Engineer and in an amount  
358 equal to the engineer's estimate of the construction costs for the San Ysidro Road  
359 Requirement, such that the City of Surprise can draw on such financial assurance to  
360 construct the San Ysidro Road Requirement. Owner shall post such financial  
361 assurance prior to approval of the Phase 2 final plat. Regardless of the outcome of  
362 the TIA, in the event Owner adds traffic in any manner to San Ysidro Road, including  
363 but not limited to the construction of a curb cut on San Ysidro Road, then Owner  
364 shall construct the San Ysidro Road Requirement.  
365

366 However, should the Commission wish to recommend denial of the request, the Commission  
367 should make its own findings and base its decision on those alternative findings.  
368

369 **Preliminary Plat:**  
370

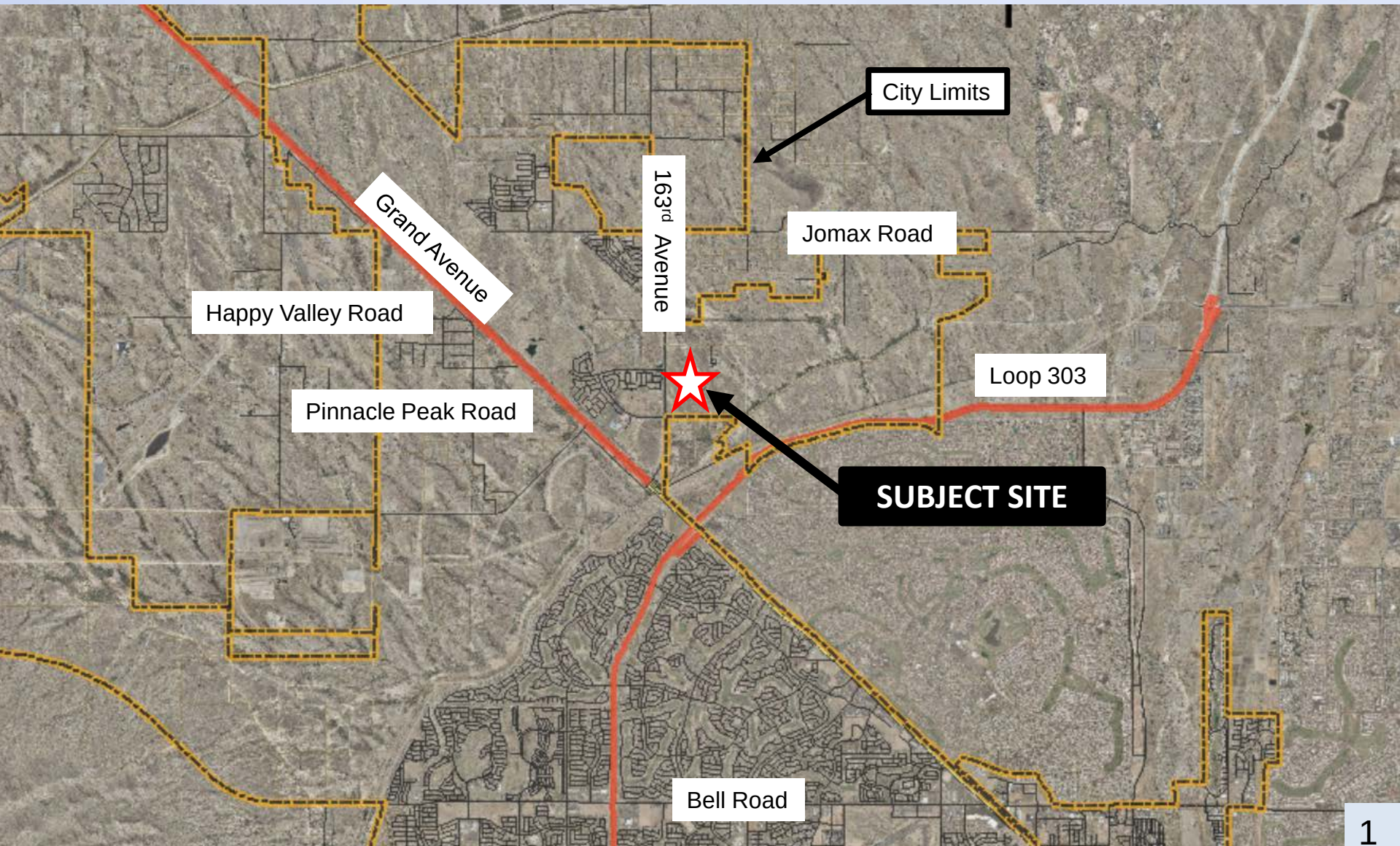
371 Based on the findings noted above, should the Commission vote to recommend approval of the  
372 Rezone/Major PAD Amendment proposed under this case, staff then recommends the Commission  
373 move to recommend **approval** of the proposed Preliminary Plat under case **FS14-159** to the City  
374 Council.  
375

376 However, should the Commission wish to recommend denial of the request, the Commission  
377 should make its own findings and base its decision on those alternative findings.



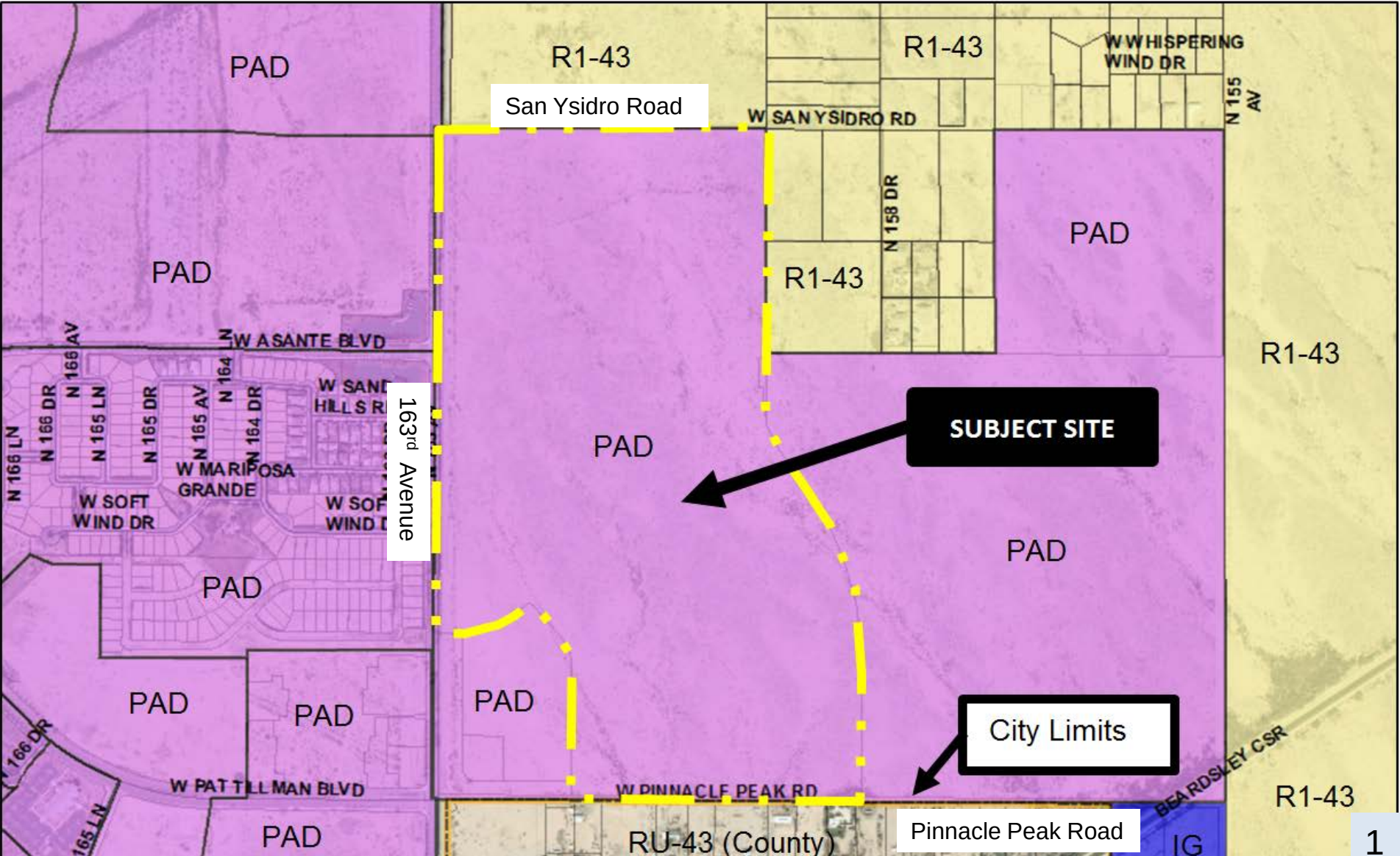
|     |                                                   |
|-----|---------------------------------------------------|
| 378 | <b><u>Attachments:</u></b>                        |
| 379 |                                                   |
| 380 | 01 – Vicinity Map (1 page)                        |
| 381 | 02 – Rezone/Major PAD Amendment Case Map (1 page) |
| 382 | 03 – Preliminary Plat Case Map (1 page)           |
| 383 | 04 – Rezone/PAD Amendment Document (58 pages)     |
| 384 | 05 – Preliminary Plat (5 pages)                   |
| 385 | 06 – Color Preliminary Landscape Exhibit (1 page) |
| 386 | 07 – MWD comments (1 page)                        |

## Vicinity Map





Preliminary Plat Case Map





LEGAL DESCRIPTION

PARCEL 1:  
A PORTION OF SECTION 7, TOWNSHIP 4 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 7;  
THENCE NORTH 00 DEGREES 04 MINUTES 45 SECONDS EAST, ALONG THE WEST LINE OF SAID SECTION 7, A DISTANCE OF 976.17 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING NORTH 00 DEGREES 04 MINUTES 45 SECONDS EAST, ALONG THE WEST LINE OF SAID SECTION 7, A DISTANCE OF 1657.96 FEET TO THE WEST QUARTER CORNER OF SAID SECTION 7;

THENCE NORTH 00 DEGREES 04 MINUTES 46 SECONDS EAST, ALONG THE WEST LINE OF SAID SECTION 7, A DISTANCE OF 1317.20 FEET;

THENCE LEAVING THE WEST LINE OF SAID SECTION 7, SOUTH 89 DEGREES 59 MINUTES 23 SECONDS EAST, A DISTANCE OF 1861.31 FEET;

THENCE SOUTH 00 DEGREES 22 MINUTES 47 SECONDS EAST, A DISTANCE OF 1318.19 FEET TO THE CENTER OF SAID SECTION 7;

THENCE SOUTH 44 DEGREES 49 MINUTES 14 SECONDS WEST, A DISTANCE OF 56.37 FEET;  
THENCE SOUTH 00 DEGREES 22 MINUTES 47 SECONDS EAST, A DISTANCE OF 164.41 FEET;  
THENCE SOUTH 89 DEGREES 58 MINUTES 31 SECONDS EAST, A DISTANCE OF 19.81 FEET;  
THENCE SOUTH 00 DEGREES 01 MINUTES 29 SECONDS WEST, A DISTANCE OF 60.00 FEET;  
THENCE SOUTH 08 DEGREES 11 MINUTES 01 SECONDS EAST, A DISTANCE OF 151.36 FEET;  
THENCE SOUTH 23 DEGREES 52 MINUTES 01 SECONDS EAST, A DISTANCE OF 148.00 FEET;  
THENCE SOUTH 33 DEGREES 31 MINUTES 38 SECONDS EAST, A DISTANCE OF 121.44 FEET;  
THENCE SOUTH 36 DEGREES 44 MINUTES 33 SECONDS EAST, A DISTANCE OF 106.11 FEET;  
THENCE SOUTH 33 DEGREES 36 MINUTES 39 SECONDS EAST, A DISTANCE OF 105.48 FEET;  
THENCE SOUTH 30 DEGREES 28 MINUTES 45 SECONDS EAST, A DISTANCE OF 105.48 FEET;  
THENCE SOUTH 27 DEGREES 20 MINUTES 51 SECONDS EAST, A DISTANCE OF 105.48 FEET;  
THENCE SOUTH 24 DEGREES 12 MINUTES 57 SECONDS EAST, A DISTANCE OF 105.48 FEET;  
THENCE SOUTH 21 DEGREES 05 MINUTES 03 SECONDS EAST, A DISTANCE OF 105.48 FEET;  
THENCE SOUTH 17 DEGREES 57 MINUTES 09 SECONDS EAST, A DISTANCE OF 105.48 FEET;  
THENCE SOUTH 14 DEGREES 46 MINUTES 20 SECONDS EAST, A DISTANCE OF 108.76 FEET;  
THENCE SOUTH 09 DEGREES 41 MINUTES 07 SECONDS EAST, A DISTANCE OF 40.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE;

THENCE EASTERLY ALONG SAID CURVE, HAVING A RADIUS OF 480.00 FEET, CONCAVE SOUTHERLY, WHOSE RADIUS BEARS SOUTH 09 DEGREES 41 MINUTES 07 SECONDS EAST, THROUGH A CENTRAL ANGLE OF 01 DEGREES 04 MINUTES 36 SECONDS, A DISTANCE OF 9.02 FEET;

THENCE SOUTH 09 DEGREES 49 MINUTES 48 SECONDS EAST, A DISTANCE OF 143.85 FEET;  
THENCE SOUTH 01 DEGREES 01 MINUTES 27 SECONDS EAST, A DISTANCE OF 113.42 FEET;  
THENCE SOUTH 02 DEGREES 40 MINUTES 08 SECONDS EAST, A DISTANCE OF 113.42 FEET;  
THENCE SOUTH 00 DEGREES 27 MINUTES 21 SECONDS EAST, A DISTANCE OF 36.19 FEET;

THENCE SOUTH 00 DEGREES 04 MINUTES 45 SECONDS WEST, A DISTANCE OF 786.42 FEET TO THE SOUTH LINE OF SAID SECTION 7;

THENCE ALONG THE SOUTH LINE OF SAID SECTION 7, NORTH 89 DEGREES 55 MINUTES 12 SECONDS WEST, A DISTANCE OF 533.69 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 7;

THENCE NORTH 89 DEGREES 54 MINUTES 10 SECONDS WEST, ALONG THE SOUTH LINE OF SAID SECTION 7, A DISTANCE OF 1128.31 FEET;

THENCE LEAVING THE SOUTH LINE OF SAID SECTION 7, NORTH 00 DEGREES 04 MINUTES 45 SECONDS EAST, A DISTANCE OF 785.66 FEET TO THE BEGINNING OF A CURVE;

THENCE NORTHWESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 275.00 FEET, CONCAVE SOUTHWESTERLY, THROUGH A CENTRAL ANGLE OF 40 DEGREES 46 MINUTES 42 SECONDS, A DISTANCE OF 195.72 FEET;

THENCE NORTH 40 DEGREES 41 MINUTES 57 SECONDS WEST, A DISTANCE OF 230.35 FEET TO THE BEGINNING OF A CURVE;

THENCE WESTERLY ALONG SAID CURVE, HAVING A RADIUS OF 35.00 FEET, CONCAVE SOUTHERLY, THROUGH A CENTRAL ANGLE OF 90 DEGREES 00 MINUTES 00 SECONDS, A DISTANCE OF 54.98 FEET;

THENCE SOUTH 49 DEGREES 18 MINUTES 03 SECONDS WEST, A DISTANCE OF 52.96 FEET TO THE BEGINNING OF A CURVE;

THENCE ALONG SAID CURVE, HAVING A RADIUS OF 550.00 FEET, CONCAVE NORTHERLY, THROUGH A CENTRAL ANGLE OF 37 DEGREES 02 MINUTES 09 SECONDS, A DISTANCE OF 355.52 FEET;

THENCE NORTH 89 DEGREES 55 MINUTES 15 SECONDS WEST, A DISTANCE OF 135.00 FEET TO THE POINT OF BEGINNING.

PARCEL 2:  
EASEMENT FOR THE PURPOSES SHOWN THEREIN AS CREATED BY THAT CERTAIN DRAINAGE EASEMENT DATED AUGUST 13, 2009 AND RECORDED AUGUST 24, 2009 IN DOCUMENT NO. 20090787484 AND MORE PARTICULARLY DESCRIBED THEREIN.

PARCEL 3:  
EASEMENT FOR THE PURPOSES SHOWN THEREIN AS CREATED BY THAT CERTAIN ROADWAY AND UTILITY EASEMENT DATED AUGUST 13, 2009 AND RECORDED AUGUST 24, 2009 IN DOCUMENT NO. 20090787487 AND MORE PARTICULARLY DESCRIBED THEREIN.

PARCEL 4:  
EASEMENT FOR THE PURPOSES SHOWN THEREIN AS CREATED BY THAT CERTAIN ROADWAY AND UTILITY EASEMENT DATED AUGUST 13, 2009 AND RECORDED AUGUST 24, 2009 IN DOCUMENT NO. 20090787489 AND MORE PARTICULARLY DESCRIBED THEREIN.

PARCEL 5:  
EASEMENT FOR THE PURPOSES SHOWN THEREIN AS CREATED BY THAT CERTAIN SEWER EASEMENT DATED AUGUST 13, 2009 AND RECORDED AUGUST 24, 2009 IN DOCUMENT NO. 20090787490 AND MORE PARTICULARLY DESCRIBED THEREIN.

PARCEL 6:  
EASEMENT FOR THE PURPOSES SHOWN THEREIN AS CREATED BY THAT CERTAIN ROADWAY AND UTILITY EASEMENT DATED AUGUST 13, 2009 AND RECORDED AUGUST 24, 2009 IN DOCUMENT NO. 20090787488 AND MORE PARTICULARLY DESCRIBED THEREIN.

BASIS OF BEARINGS

BASIS OF BEARING IS THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 4 NORTH RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, SAID BEARING BEING;

NORTH 00 DEGREES 21 MINUTES 16 SECONDS EAST

BENCHMARK

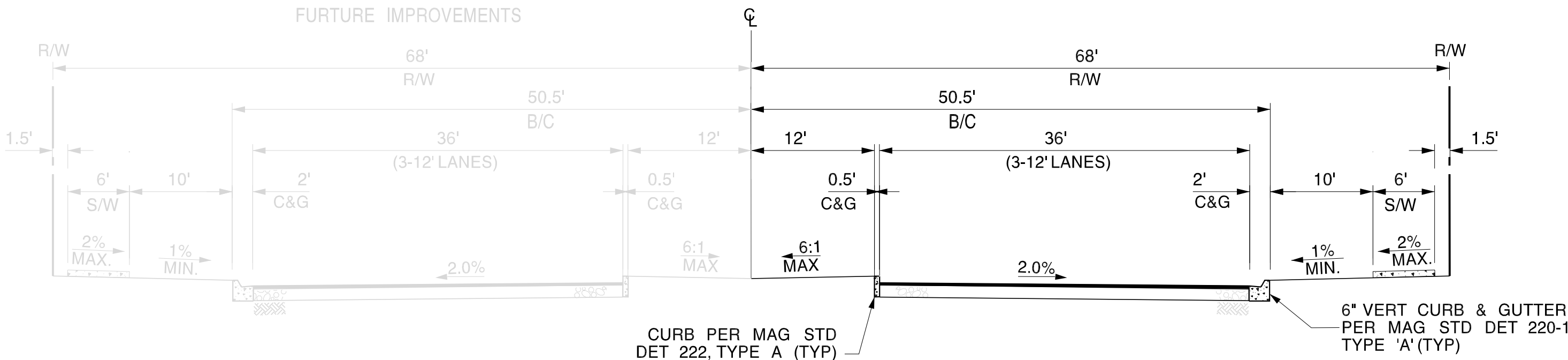
CITY OF SURPRISE BENCHMARK #44 BEING A 3" MARICOPA COUNTY BRASS CAP IN THE WEST EDGE OF HEADWALL, APPROXIMATELY 20' EAST OF THE EDGE OF PAVEMENT OF 163RD AVENUE, APPROXIMATELY 1340' NORTH OF THE INTERSECTION OF 163RD AVENUE AND SAN YSIDRO ROAD, ELEVATION 1388.83' (NAVD 88)

FLOOD ZONE CERTIFICATION

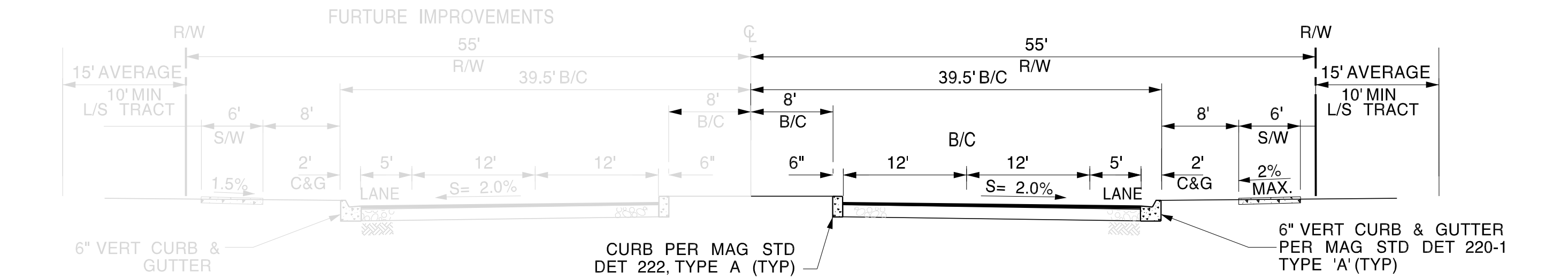
THIS IS TO CERTIFY THAT A PORTION OF THE SURVEYED PROPERTY IS LOCATED WITHIN THE ZONE "A" FLOOD HAZARD AREA AS DEPICTED ON THE PLAT OF SURVEY AND THAT THE REMAINDER OF THE SURVEYED PROPERTY IS LOCATED WITHIN THE SHADED ZONE "X" FLOOD HAZARD AREA PER FIRM MAP PANEL NUMBER 04013C12101 DATED OCTOBER 16, 2013, AS PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA). THE FLOOD ZONE BOUNDARY IS LOCATED BY SCALED MAP LOCATION AND GRAPHIC PLOTTING ONLY.

ZONE "A" AS DEFINED BY FEMA IS:  
SPECIAL FLOOD HAZARD AREAS INUNDATED BY THE 1% ANNUAL CHANCE FLOOD, NO BASE FLOOD ELEVATIONS DETERMINED.

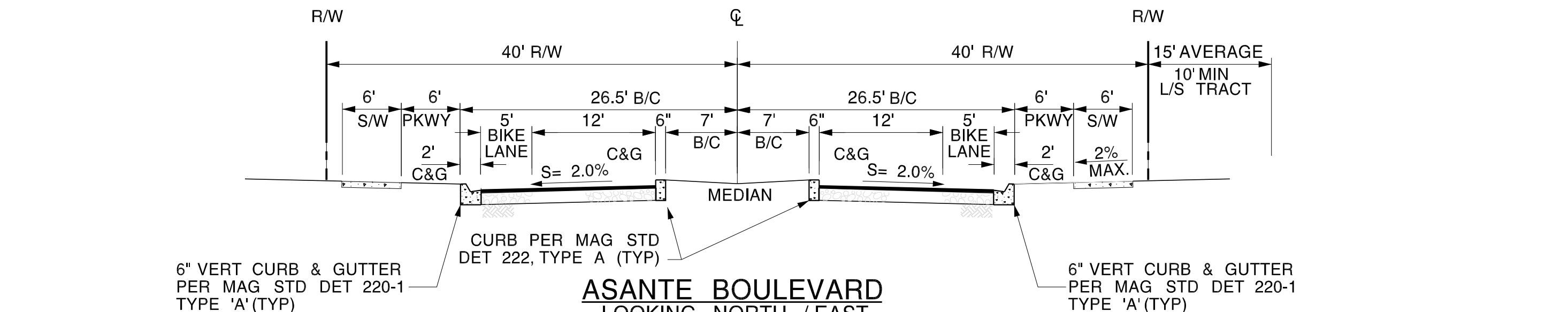
SHADED ZONE "X" AS DEFINED BY FEMA IS:  
AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.



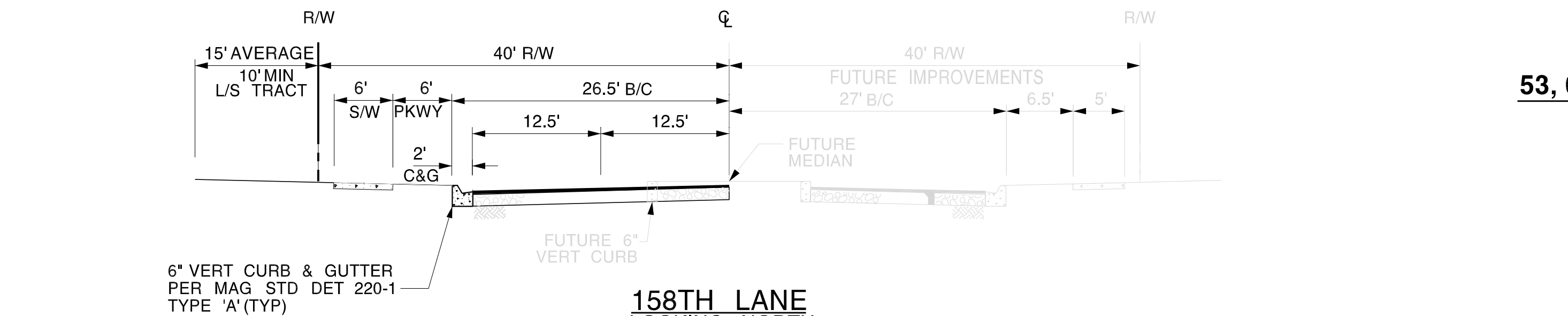
163RD AVENUE  
163RD AVENUE LOOKING NORTH  
NTS



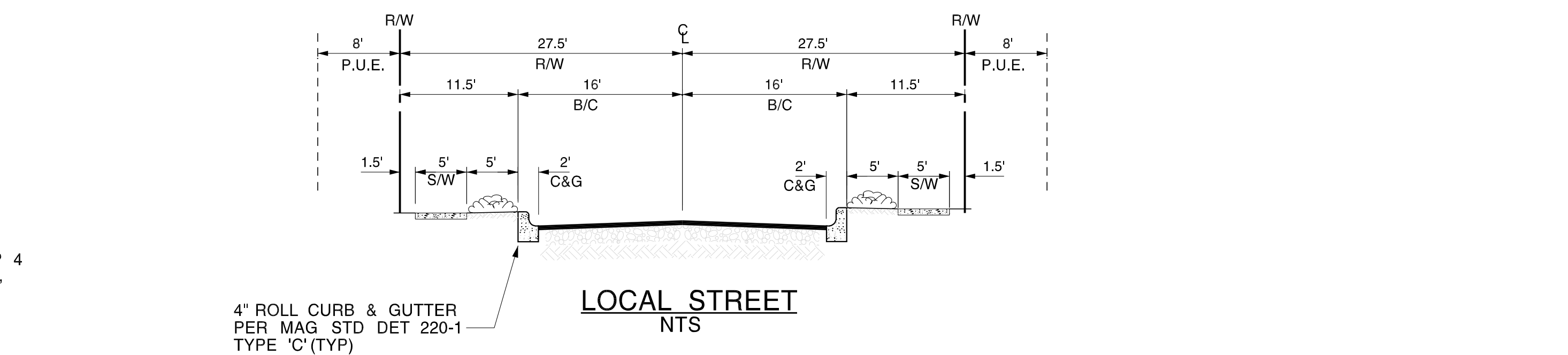
PINNACLE PEAK ROAD  
PINNACLE PEAK LOOKING WEST  
NTS



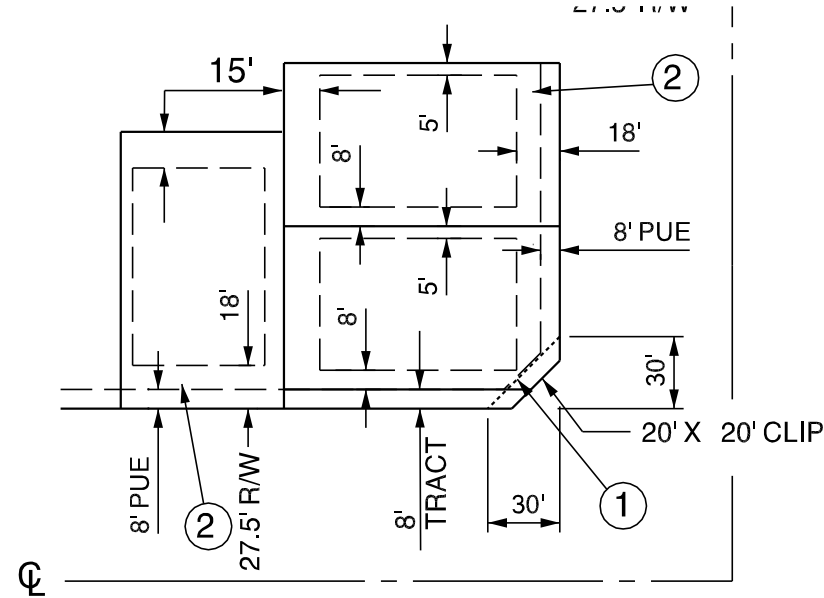
ASANTE BOULEVARD  
LOOKING NORTH / EAST  
NTS



158TH LANE  
LOOKING NORTH  
NTS



LOCAL STREET  
NTS



- SETBACKS
- |       |         |
|-------|---------|
| FRONT | 18'     |
| REAR  | 15'     |
| SIDE  | 5' & 8' |
- ① LOCAL TO LOCAL STREET INTERSECTIONS MAY HAVE A 30' X 30' UNOBSTRUCTED VIEW EASEMENT
- NO OBJECT WITHIN VISIBILITY TRIANGLES MAY EXCEED 30" IN HEIGHT.
- ② 12' LIVING SETBACK FOR SIDE ENTRY GARAGE
- NOTE: CONCRETE MASONRY WALLS CANNOT BE CONSTRUCTED IN THE PUBLIC UTILITY EASEMENT

53, 63' & 68' TYPICAL LOT LAYOUT  
AND BUILDING SETBACKS  
(NOT TO SCALE)

| DEVELOPMENT STANDARDS                                                                                                                                          |           |                                             |      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------------------------------------------|------|
| IF THESE DEVELOPMENT STANDARDS SHOULD CONFLICT WITH IRC BUILDING CODES, THE MORE RESTRICTIVE WILL APPLY.                                                       |           |                                             |      |
| MIN LOT AREA (SF)                                                                                                                                              | 5800      | 6900                                        | 7450 |
| MIN LOT WIDTH                                                                                                                                                  | 53'       | 63'                                         | 68'  |
| MIN LOT DEPTH                                                                                                                                                  | 110'      | 110'                                        | 110' |
| BUILDING SETBACKS*                                                                                                                                             |           |                                             |      |
| FRONT                                                                                                                                                          |           | 18/12' FOR LIVING AREA OR SIDE ENTRY GARAGE |      |
| SIDE                                                                                                                                                           |           | 5' / 8'                                     |      |
| STREET SIDE**                                                                                                                                                  |           | 13'                                         |      |
| REAR                                                                                                                                                           | ONE-STORY | 15'                                         |      |
|                                                                                                                                                                | TWO-STORY | 20'                                         |      |
| REAR ADJACENT TO ARTERIAL***                                                                                                                                   | ONE-STORY | 20'                                         |      |
|                                                                                                                                                                | TWO-STORY | 25'                                         |      |
| MIN DISTANCE BETWEEN HOMES                                                                                                                                     |           | 10'                                         |      |
| BUILDING HEIGHT                                                                                                                                                |           | 30'                                         |      |
| ACCESSORY STRUCTURE SETBACKS                                                                                                                                   |           |                                             |      |
| REAR                                                                                                                                                           |           | 5'                                          |      |
| SIDE                                                                                                                                                           |           | 5'                                          |      |
| FROM PRIMARY STRUCTURE                                                                                                                                         |           | 5'                                          |      |
| * FIREPLACES, BAY WINDOWS, POP-OUTS, OR PATIO COVERS MAY ENCR OACH 2.5' INTO FRONT, REAR AND SIDE SETBACKS                                                     |           |                                             |      |
| ** STREET SIDE SETBACKS MAY BE REDUCED BY 5' IF A 5' MINIMUM LANDSCAPE TRACT IS USED AND 10' IF A MINIMUM 10' LANDSCAPE TRACT IS USED ON THE STREET-SIDE SIDE. |           |                                             |      |
| *** PINNACLE PEAK ROAD & 163RD AVENUE                                                                                                                          |           |                                             |      |

PUBLIC UTILITIES

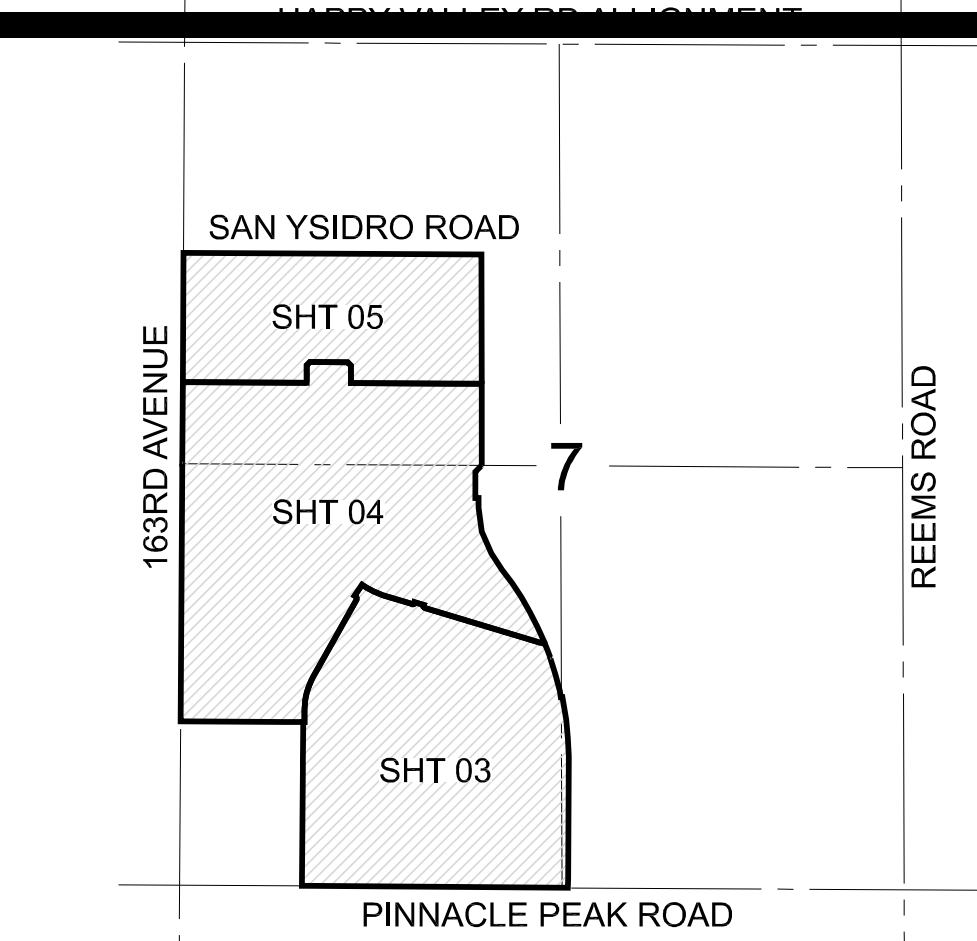
WATER CITY OF SURPRISE  
SEWER CITY OF SURPRISE  
FIRE CITY OF SURPRISE  
REFUSE CITY OF SURPRISE  
ELECTRIC ARIZONA PUBLIC SERVICE  
TELEPHONE CENTURY LINK  
GAS CENTURY LINK  
CABLE CENTURY LINK

LIST OF DRAWINGS

1 COVER SHEET  
2 KEY MAP & DATA TABLES  
3-5 PRELIMINARY PLAT

PRELIMINARY PLAT  
FOR  
VERDUGO

PART OF SECTION 7, TOWNSHIP 4 NORTH,  
RANGE 1 WEST OF THE GILA AND SALT  
RIVER MERIDIAN SURPRISE,  
MARICOPA COUNTY, ARIZONA



VICINITY MAP  
(NOT-TO-SCALE)

OWNER/DEVELOPER:

VERDUGO LAND, LLC  
c/o SANDBOX DEVELOPMENT CONSULTANTS  
2375 E CAMELBACK ROAD, SUIT 600  
PHOENIX, AZ 85016  
PHONE: (602) 275-5445  
CONTACT: ANTHONY SUMNER

ENGINEER:

COE & VAN LOO CONSULTANTS INC.  
4550 N. 12TH STREET  
PHOENIX, AZ 85014  
PHONE: (602) 285-4730  
FAX: (602) 285-4731  
CONTACT: RYAN WEED

LEGEND SITE PLAN

- PROPOSED LOT LINE  
PROPOSED ROW LINE  
PROPOSED BOUNDARY LINE  
SIGHT VISIBILITY LINE  
INDICATES VEHICULAR NON-ACCESS EASEMENT  
INDICATES PUBLIC UTILITY EASEMENT  
INDICATES PHASE BREAK  
INDICATES CURVE DATA LABEL SEE SHEET 2

LEGEND WATER & SEWER

- PROPOSED WATER LINE & VALVE  
PROPOSED FIRE HYDRANT  
PROPOSED SEWERLINE & MANHOLE & DIRECTION OF FLOW  
EXISTING WATER  
EXISTING SEWER



4550 N. 12th Street  
Phoenix, AZ, 85014  
phone 602.264.6831  
fax 602.264.0928  
web www.cvlci.com

SHEET NUMBER

01 OF 05

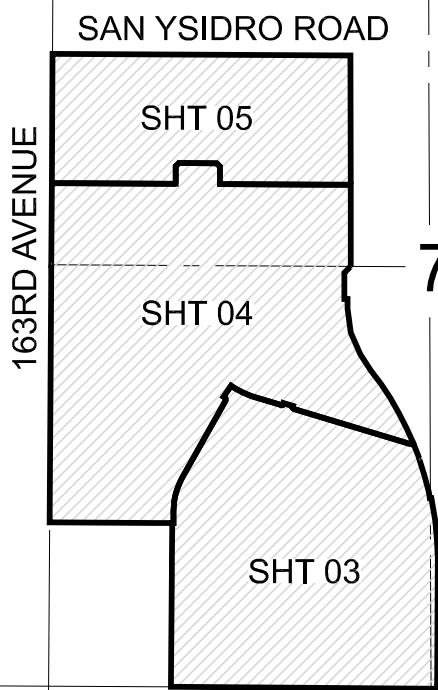
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DRAWN: AC  
CHECK: BD  
DATE: 08-28-2015

CVL Department: Planning  
CVL Project #: 1-01-0178006  
Case No: FS14-159



# PRELIMINARY PLAT FOR VERDUGO

PART OF SECTION 7, TOWNSHIP 4 NORTH,  
RANGE 1 WEST OF THE GILA AND SALT  
RIVER MERIDIAN SURPRISE,  
MARICOPA COUNTY, ARIZONA



## VICINITY MAP (NOT-TO-SCALE)

OWNER/DEVELOPER:  
VERDUGO LAND, LLC  
c/o SANDBOX DEVELOPMENT CONSULTANTS  
2375 E CAMELBACK ROAD, SUIT 600  
PHOENIX, AZ 85016  
PHONE: (602) 275-5445  
CONTACT: ANTHONY SUMNER

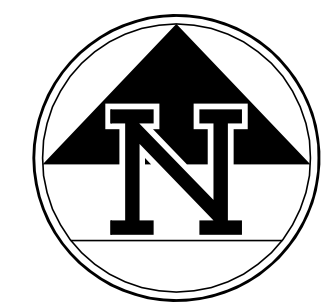
ENGINEER:  
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4550 N. 12TH STREET  
PHOENIX, AZ 85014  
PHONE: (602) 285-4730  
FAX: (602) 285-4731  
CONTACT: RYAN WEED

**LEGEND SITE PLAN**

PROPOSED LOT LINE  
PROPOSED ROW LINE  
PROPOSED BOUNDARY LINE  
SIGHT VISIBILITY LINE  
INDICATES VEHICULAR  
NON-ACCESS EASEMENT  
INDICATES PUBLIC UTILITY  
EASEMENT  
INDICATES PHASE BREAK  
INDICATES CURVE DATA LABEL  
SEE SHEET 2

**LEGEND WATER & SEWER**

PROPOSED WATER LINE & VALVE  
PROPOSED FIRE HYDRANT  
PROPOSED SEWERLINE & MANHOLE  
& DIRECTION OF FLOW  
EXISTING WATER  
EXISTING SEWER



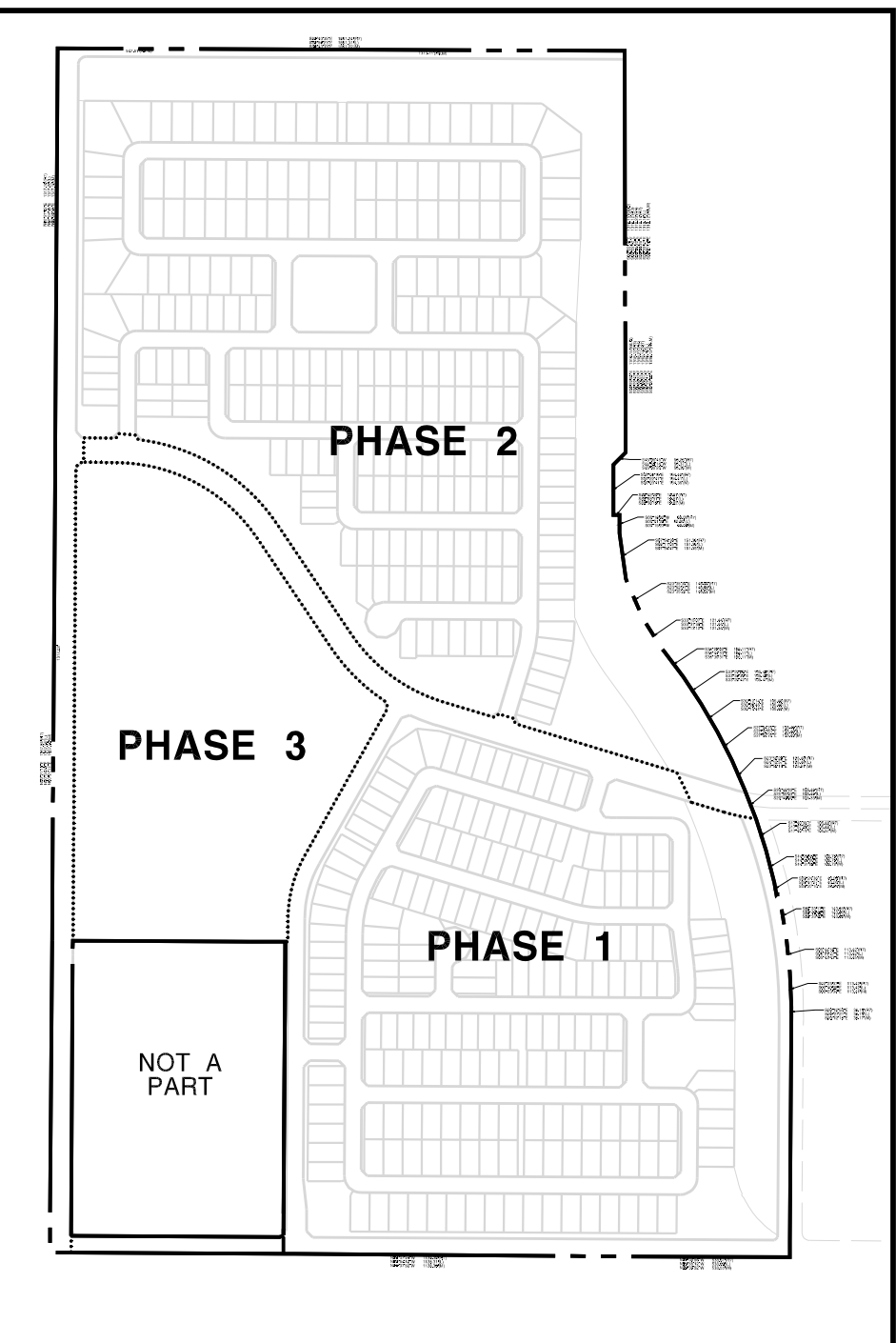
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DATE: 08-28-2015



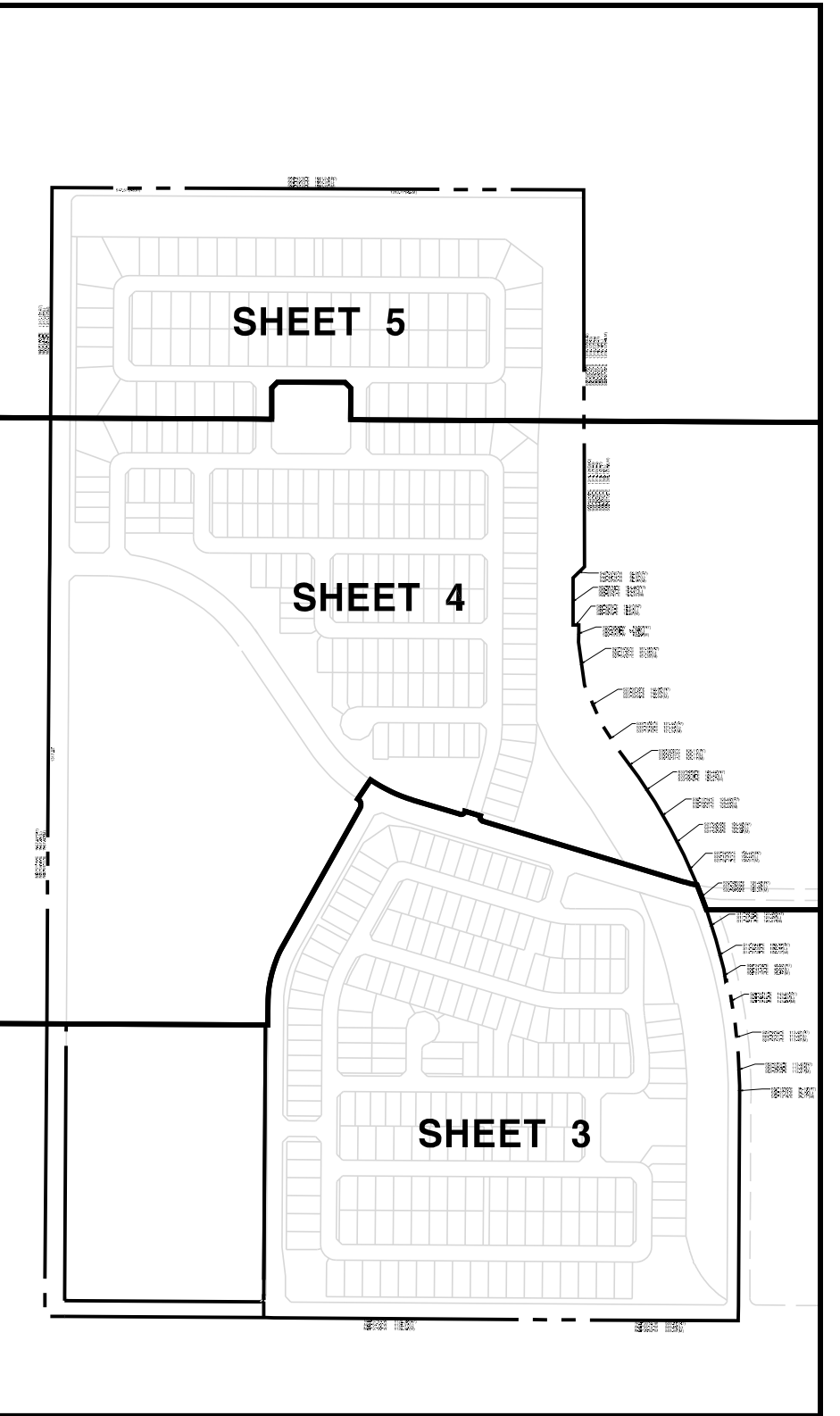
**CVL**  
CONSULTANTS

4550 N. 12th Street  
Phoenix, AZ 85014  
phone 602.264.6831  
fax 602.264.0928  
web www.cvlci.com

SHEET NUMBER  
02 OF 05  
CVL Department: Planning  
CVL Project #: 1-01-0178006  
Case No: FS14-159



## PHASE MAP NTS



## SHEET INDEX NTS

| VERDUGO CENTERLINE CURVE DATA |          |            |          |
|-------------------------------|----------|------------|----------|
| NO.                           | RADIUS   | DELTA      | LENGTH   |
| (1)                           | 0400.00' | 29°01'30"  | 0202.469 |
| (2)                           | 0400.00' | 29°01'12"  | 0202.46' |
| (3)                           | 0400.00' | 343°34'28" | -0114.67 |
| (4)                           | 0400.00' | 352°31'50" | -0052.15 |
| (5)                           | 0400.00' | 7°28'10"   | 0052.15' |
| (6)                           | 0400.00' | 16°25'32"  | 0114.67' |
| (7)                           | 1800.00' | 20°43'58"  | 0651.347 |
| (8)                           | 0600.00' | 7°49'25"   | 0081.93' |
| (9)                           | 0600.00' | 39°12'52"  | 0410.65' |
| (10)                          | 0600.00' | 304°45'30" | -0578.49 |
| (11)                          | 0400.00' | 343°33'29" | -0114.79 |

| SITE DATA                      |             |           |
|--------------------------------|-------------|-----------|
| GROSS AREAS (AC & SF)          | 173.34      | 7,550,561 |
| PARCEL 1 (63' X 120')          | 24.40       | 1,063,065 |
| PARCEL 2 (53' X 120')          | 36.10       | 1,572,679 |
| PARCEL 3 (53' X 125')          | 51.34       | 2,236,178 |
| PARCEL 4 (68' X 130')          | 34.17       | 1,488,476 |
| PARCEL 5 (MEDIUM DENSITY)      | 27.32       | 1,190,173 |
| GROSS DENSITY (AC & SF)        | 3.63        | DUI/AC    |
| TOTAL YIELD & MIX              | 629         | 100%      |
| PARCEL 1 (63' X 120')          | 73          | 12%       |
| PARCEL 2 (53' X 120')          | 117         | 19%       |
| PARCEL 3 (53' X 125')          | 141         | 22%       |
| PARCEL 4 (68' X 130')          | 78          | 12%       |
| PARCEL 5 (MEDIUM DENSITY)      | 220         | 35%       |
| LOCAL ROW AREA (AC & SF)       | 25.54       | 1,112,522 |
| PARCEL 1 (63' X 120')          | 4.89        | 213,008   |
| PARCEL 2 (53' X 120')          | 7.72        | 336,283   |
| PARCEL 3 (53' X 125')          | 7.37        | 321,037   |
| PARCEL 4 (68' X 130')          | 5.56        | 242,194   |
| PARCEL 5 (MEDIUM DENSITY)      | 0.00        | 0.00      |
| COLLECTOR ROW                  | 6.21        | 270,508   |
| PARCEL 1 (63' X 120')          | 0.00        | 0.00      |
| PARCEL 2 (53' X 120')          | 4.51        | 196,456   |
| PARCEL 3 (53' X 125')          | 1.70        | 74,052    |
| PARCEL 4 (68' X 130')          | 0.00        | 0.00      |
| PARCEL 5 (MEDIUM DENSITY)      | 0.00        | 0.00      |
| ARTERIAL ROW                   | 6.77        | 294,901   |
| PARCEL 1 (63' X 120')          | 0.16        | 6,970     |
| PARCEL 2 (53' X 120')          | 0.00        | 0.00      |
| PARCEL 3 (53' X 125')          | 5.35        | 233,046   |
| PARCEL 4 (68' X 130')          | 1.26        | 54,886    |
| PARCEL 5 (MEDIUM DENSITY)      | 0.00        | 0.00      |
| TOTAL LOT AREA (AC & SF)       | 69.50       | 3,027,420 |
| NET ACRES (MINUS ARTERIAL)     | 166.57      | 7,255,660 |
| CURRENT ZONING                 | PAD         |           |
| ASSESSORS PARCEL NUMBER (APN#) | 503-56-003G |           |
| MINIMUM LOT AREA (SF)          | 6,310       |           |
| MAXIMUM LOT AREA LOT AREA (SF) | 22,142      |           |
| AVERAGE LOT AREA (SF)          | 7,416       |           |
| OPEN SPACE PROVIDED (AC)       | 38.00       | 22%       |
| ACTIVE                         | 18.23       | 11%       |
| PASSIVE                        | 19.77       | 11%       |

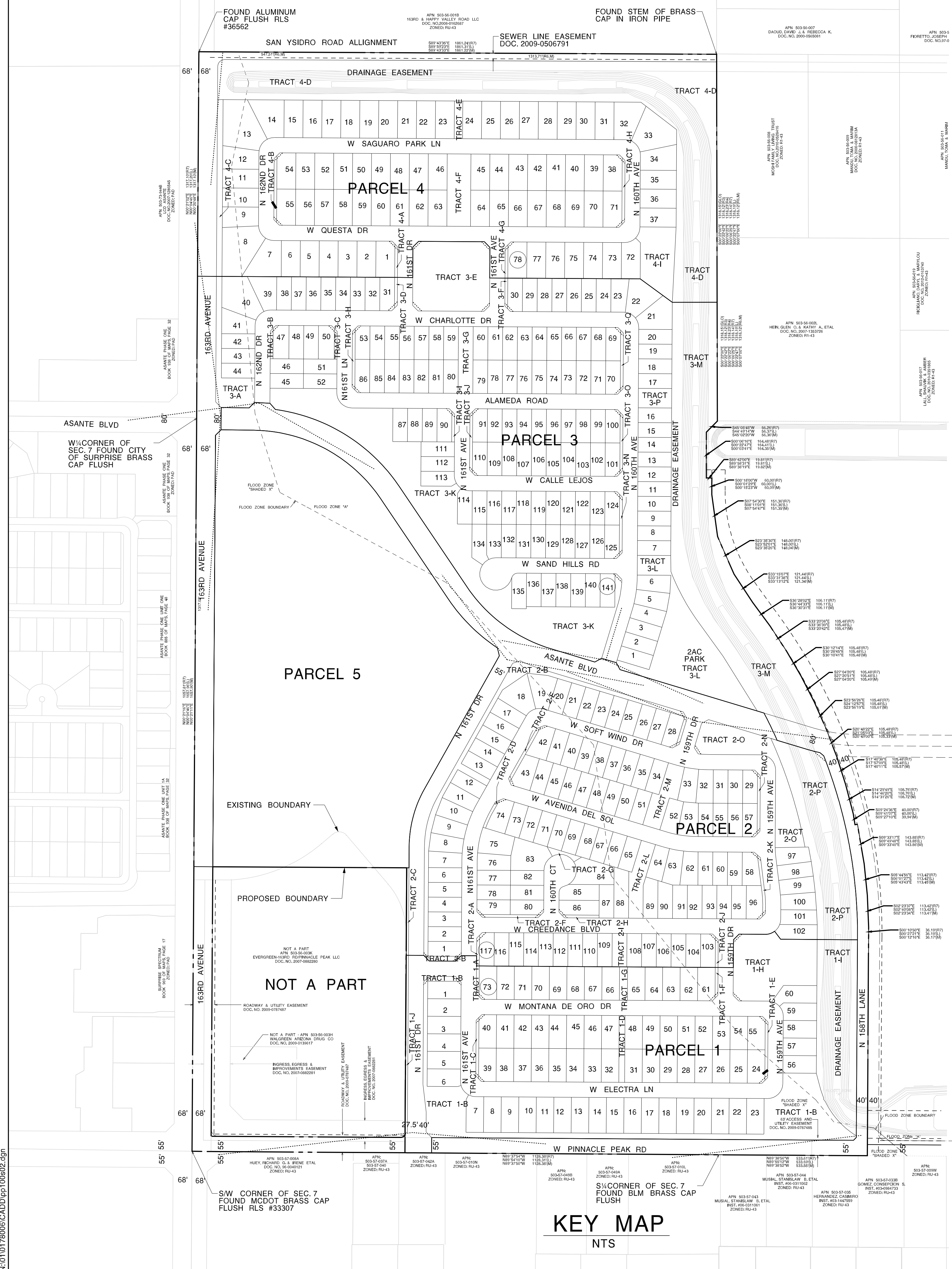
| TRACT TABLE PARCEL 1 |            |            |                                                   |        |         |
|----------------------|------------|------------|---------------------------------------------------|--------|---------|
| TRACTS               | AREA ACRES | S.F.       | DESCRIPTION                                       | ACTIVE | PASSIVE |
| 1-A                  | 0.02       | 871.20     | LANDSCAPE TRACT                                   | 0      | 0.02    |
| 1-B                  | 2.49       | 108,464.40 | OPEN SPACE/LANDSCAPE TRACT/RETENTION              | 1.82   | 0.67    |
| 1-C                  | 0.05       | 2,178.00   | LANDSCAPE TRACT                                   | 0      | 0.05    |
| 1-D                  | 0.12       | 5,227.20   | LANDSCAPE TRACT                                   | 0      | 0.12    |
| 1-E                  | 0.05       | 2,178.00   | LANDSCAPE TRACT                                   | 0      | 0.05    |
| 1-F                  | 0.02       | 871.20     | LANDSCAPE TRACT                                   | 0      | 0.02    |
| 1-G                  | 0.08       | 3,484.80   | LANDSCAPE TRACT                                   | 0      | 0.08    |
| 1-H                  | 1.41       | 61,419.60  | OPEN SPACE/LANDSCAPE TRACT/RETENTION              | 1.41   | 0.00    |
| 1-I                  | 2.09       | 91,040.40  | DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT/TRAIL | 0.6    | 1.49    |
| 1-J                  | 0.12       | 5,227.20   | LANDSCAPE TRACT                                   | 0      | 0.12    |
| TOTAL                | 6.45       | 280,962.00 |                                                   | 3.83   | 2.62    |

| TRACT TABLE PARCEL 2 |            |            |                                                   |        |         |
|----------------------|------------|------------|---------------------------------------------------|--------|---------|
| TRACTS               | AREA ACRES | S.F.       | DESCRIPTION                                       | ACTIVE | PASSIVE |
| 2-A                  | 0.02       | 871.20     | LANDSCAPE TRACT                                   | 0      | 0.02    |
| 2-B                  | 0.84       | 36,590.40  | LANDSCAPE TRACT                                   | 0      | 0.84    |
| 2-C                  | 0.06       | 2,613.60   | LANDSCAPE TRACT                                   | 0      | 0.06    |
| 2-D                  | 0.02       | 871.20     | LANDSCAPE TRACT                                   | 0      | 0.02    |
| 2-E                  | 0.05       | 2,178.00   | LANDSCAPE TRACT                                   | 0      | 0.05    |
| 2-F                  | 0.05       | 2,178.00   | LANDSCAPE TRACT                                   | 0      | 0.05    |
| 2-G                  | 0.04       | 1,742.40   | LANDSCAPE TRACT                                   | 0      | 0.04    |
| 2-H                  | 0.03       | 1,306.80   | LANDSCAPE TRACT                                   | 0      | 0.03    |
| 2-I                  | 0.15       | 6,534.00   | LANDSCAPE TRACT                                   | 0.15   | 0.00    |
| 2-J                  | 0.02       | 871.20     | LANDSCAPE TRACT                                   | 0      | 0.02    |
| 2-K                  | 0.05       | 2,178.00   | LANDSCAPE TRACT                                   | 0      | 0.05    |
| 2-L                  | 0.34       | 14,810.40  | LANDSCAPE TRACT                                   | 0.34   | 0.00    |
| 2-M                  | 0.36       | 15,681.60  | LANDSCAPE TRACT                                   | 0.36   | 0.00    |
| 2-N                  | 0.05       | 2,178.00   | LANDSCAPE TRACT                                   | 0      | 0.05    |
| 2-O                  | 1.10       | 47,916.00  | OPEN SPACE/LANDSCAPE TRACT/RETENTION              | 1.1    | 0.00    |
| 2-P                  | 2.46       | 107,157.60 | DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT/TRAIL | 0.65   | 1.81    |
| TOTAL                | 5.64       | 245,678.40 |                                                   | 2.60   | 3.04    |

| OPEN SPACE TRACT TABLE PARCEL 3 |            |            |                                                   |        |         |
|---------------------------------|------------|------------|---------------------------------------------------|--------|---------|
| TRACTS                          | AREA ACRES | S.F.       | DESCRIPTION                                       | ACTIVE | PASSIVE |
| 3-A                             | 0.50       | 21,780.00  | OPEN SPACE/LANDSCAPE TRACT/RETENTION              | 0.33   | 0.17    |
| 3-B                             | 0.02       | 871.20     | LANDSCAPE TRACT                                   | 0      | 0.02    |
| 3-C                             | 0.02       | 871.20     | LANDSCAPE TRACT                                   | 0      | 0.02    |
| 3-D                             | 0.02       | 871.20     | LANDSCAPE TRACT                                   | 0      | 0.02    |
| 3-E                             | 1.57       | 68,389.20  | OPEN SPACE/LANDSCAPE TRACT/RETENTION/PARK         | 0      | 1.57    |
| 3-F                             | 0.02       | 871.20     | LANDSCAPE TRACT                                   | 0      | 0.02    |
| 3-G                             | 0.29       | 12,632.40  | LANDSCAPE TRACT                                   | 0      | 0.29    |
| 3-H                             | 0.05       | 2,178.00   | LANDSCAPE TRACT                                   | 0      | 0.05    |
| 3-I                             | 0.02       | 871.20     | LANDSCAPE TRACT                                   | 0      | 0.02    |
| 3-J                             | 0.05       | 2,178.00   | LANDSCAPE TRACT                                   | 0.05   | 0.00    |
| 3-K                             | 4.33       | 188,614.80 | OPEN SPACE/LANDSCAPE TRACT/RETENTION              | 4.33   | 0.00    |
| 3-L                             | 1.98       | 86,248.80  | PARK                                              | 1.98   | 0.00    |
| 3-M                             | 6.43       | 280,090.80 | DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT/TRAIL | 1.5    | 4.93    |
| 3-N                             | 0.05       | 2,178.00   | LANDSCAPE TRACT                                   | 0      | 0.05    |
| 3-O                             | 0.05       | 2,178.00   | LANDSCAPE TRACT                                   | 0      | 0.05    |
| 3-P                             | 0.19       | 8,276.40   | OPEN SPACE/LANDSCAPE TRACT/RETENTION              | 0.19   | 0.00    |
| 3-Q                             | 0.05       | 2,178.00   | LANDSCAPE TRACT                                   | 0      | 0.05    |
| TOTAL                           | 15.64      | 681,278.40 |                                                   | 8.38   | 7.26    |

| TRACT TABLE PARCEL 4 |            |            |                                                   |        |         |
|----------------------|------------|------------|---------------------------------------------------|--------|---------|
| TRACTS               | AREA ACRES | S.F.       | DESCRIPTION                                       | ACTIVE | PASSIVE |
| 4-A                  | 0.03       | 1,306.80   | LANDSCAPE TRACT                                   | 0      | 0.03    |
| 4-B                  | 0.05       | 2,178.00   | LANDSCAPE TRACT                                   | 0      | 0.05    |
| 4-C                  | 0.29       | 12,632.40  | LANDSCAPE TRACT                                   | 0      | 0.29    |
| 4-D                  | 8.57       | 373,309.20 | DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT/TRAIL | 2.26   | 6.31    |
| 4-E                  | 0.09       | 3,920.40   | LANDSCAPE TRACT                                   | 0      | 0.09    |
| 4-F                  | 0.51       | 22,215.60  | LANDSCAPE TRACT                                   | 0.51   | 0.00    |
| 4-G                  | 0.03       | 1,306.80   | LANDSCAPE TRACT                                   | 0      | 0.03    |
| 4-H                  | 0.05       | 2,178.00   | LANDSCAPE TRACT                                   | 0      | 0.05    |
| 4-I                  | 0.65       | 28,314.00  | OPEN SPACE/LANDSCAPE TRACT/RETENTION              | 0.65   | 0.00    |
| TOTAL                | 10.27      | 447,361.20 |                                                   | 3.42   | 6.85    |

| VERDUGO TRACT TABLE GRAND TOTALS |       |              |  |       |       |
|----------------------------------|-------|--------------|--|-------|-------|
| TOTAL                            | 38.00 | 1,655,280.00 |  | 18.23 | 19.77 |



## KEY MAP NTS

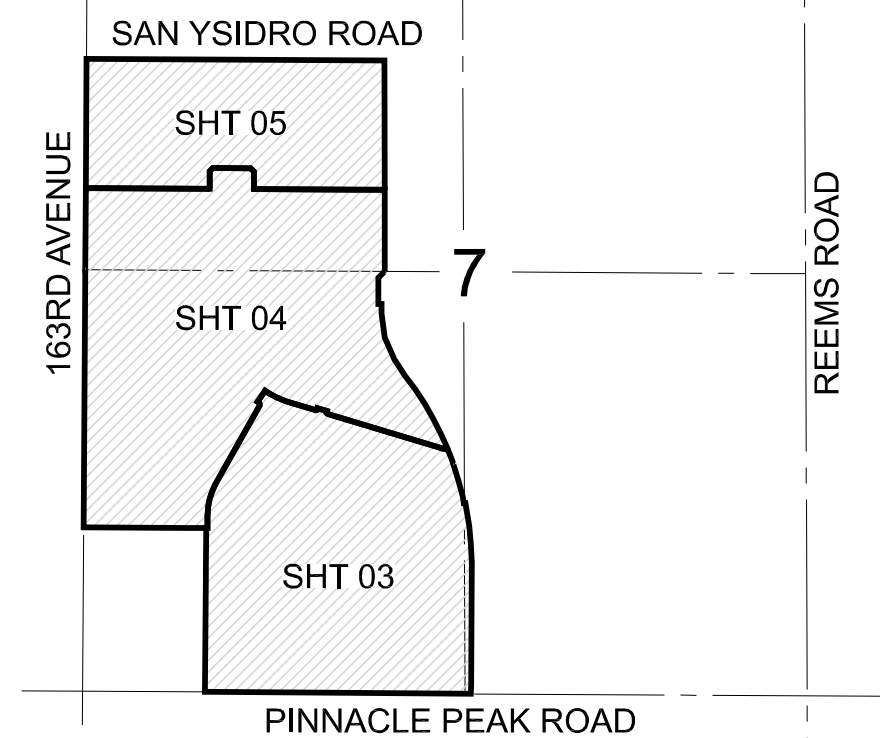
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PHASE 3  
PARCEL 5

PRELIMINARY PLAT  
FOR  
VERDUGO

PART OF SECTION 7, TOWNSHIP 4 NORTH,  
RANGE 1 WEST OF THE GILA AND SALT  
RIVER MERIDIAN SURPRISE,  
MARICOPA COUNTY, ARIZONA



VICINITY MAP  
(NOT-TO-SCALE)

OWNER/DEVELOPER:

VERDUGO AND LLC  
c/o SANDBOX DEVELOPMENT CONSULTANTS  
2375 E CAMELBACK ROAD, SUIT 600  
PHOENIX, AZ 85016  
PHONE: (602) 275-5445  
CONTACT: ANTHONY SUMNER

ENGINEER:

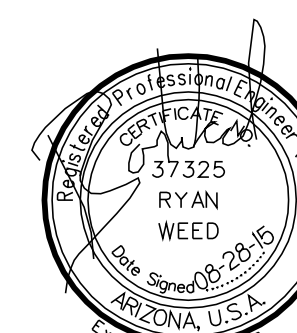
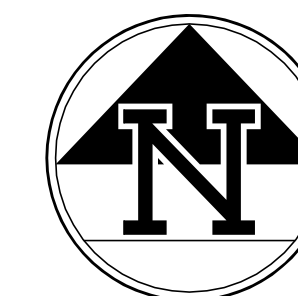
COE & VAN LOO CONSULTANTS INC.  
4550 N. 12TH STREET  
PHOENIX, AZ 85014  
PHONE: (602) 285-4730  
FAX: (602) 285-4731  
CONTACT: RYAN WEED

LEGEND SITE PLAN

- PROPOSED LOT LINE
- PROPOSED ROW LINE
- PROPOSED BOUNDARY LINE
- SIGHT VISIBILITY LINE
- INDICATES VEHICULAR NON-ACCESS EASEMENT
- INDICATES PUBLIC UTILITY EASEMENT
- INDICATES PHASE BREAK
- INDICATES CURVE DATA LABEL SEE SHEET 2

LEGEND WATER & SEWER

- PROPOSED WATER LINE & VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED SEWERLINE & MANHOLE & DIRECTION OF FLOW
- EXISTING WATER
- EXISTING SEWER



200' 100' 0 200'  
SCALE: 1" = 200'  
DATE: 08-28-2015

DESIGN: GC  
DRAWN: AC  
CHECK: BD



4550 N. 12th Street  
Phoenix, AZ, 85014  
phone 602.264.6831  
fax 602.264.0928  
web www.cvlci.com

SHEET NUMBER

03 OF 05

CVL Department: Planning  
CVL Project #: 1-01-0178006  
Case No: FS14-159

NOT A PART

NOT A PART  
APN 503-56-003K  
EVERGREEN-163RD RD/PINNACLE PEAK LLC  
DOC. NO. 2007-0882280

ROADWAY & UTILITY EASEMENT  
DOC. NO. 2009-0787487

NOT A PART - APN 503-56-003H  
WALGREEN ARIZONA DRUG CO  
DOC. NO. 2009-0139617

INGRESS, EGRESS &  
IMPROVEMENTS EASEMENT  
DOC. NO. 2007-0882281

ROADWAY & UTILITY EASEMENT  
DOC. NO. 2009-0787487

INGRESS, EGRESS &  
IMPROVEMENTS EASEMENT  
DOC. NO. 2007-0882281

APN 503-57-008A  
HUEY, RICHARD G. & IRENE ETAL  
DOC. NO. 96-0040121  
ZONED: RU-43

APN:  
503-57-037A  
503-57-040  
ZONED: RU-43

APN:  
503-57-042A  
ZONED: RU-43

APN:  
503-57-010N  
ZONED: RU-43

N89°37'54"W 1128.38'(R7)  
N89°54'10"W 1128.31'(L)  
N89°37'50"W 1128.38'(M)

APN:  
503-57-049B  
ZONED: RU-43

APN:  
503-57-049A  
ZONED: RU-43

S/CORNER OF SEC. 7  
FOUND BLM BRASS CAP  
FLUSH

APN:  
503-57-010L  
ZONED: RU-43

APN 503-57-043  
MUSIAL, STANISLAW B. ETAL  
INST. #06-0311061  
ZONED: RU-43

N89°38'56"W 533.61'(R7)  
N89°55'12"W 533.69'(L)  
N89°38'52"W 533.55'(M)

APN 503-57-044  
MUSIAL, STANISLAW B. ETAL  
INST. #06-0311062  
ZONED: RU-43

APN 503-57-035  
HERNANDEZ, CASIMIRO  
INST. #03-1447559  
ZONED: RU-43

APN 503-57-033B  
GOMEZ, CONCEPCION S.  
INST. #03-0984733  
ZONED: RU-43

APN:  
503-57-009W  
ZONED: RU-43

FLOOD ZONE  
"SHADED X"

FLOOD ZONE "A"

FLOOD ZONE  
"SHADED X"

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"A"

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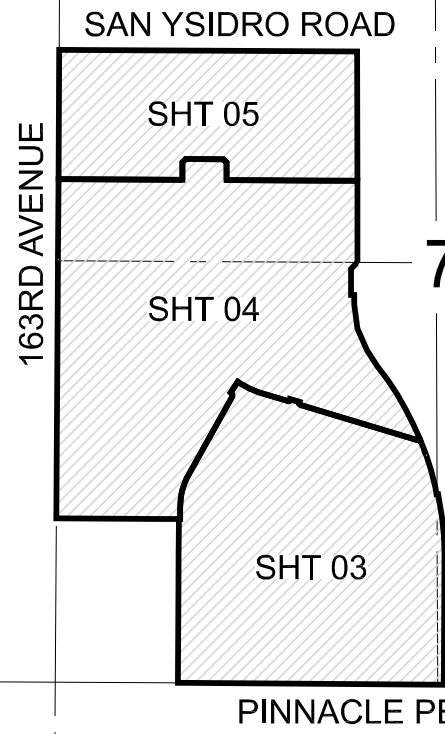


MATCH SHT 5

MATCH SHT 5

# PRELIMINARY PLAT FOR VERDUGO

PART OF SECTION 7, TOWNSHIP 4 NORTH,  
RANGE 1 WEST OF THE GILA AND SALT  
RIVER MERIDIAN SURPRISE,  
MARICOPA COUNTY, ARIZONA



VICINITY MAP  
(NOT-TO-SCALE)

OWNER/DEVELOPER:  
VERDUGO LAND, LLC  
c/o SANDBOX DEVELOPMENT CONSULTANTS  
2375 E CAMELBACK ROAD, SUIT 600  
PHOENIX, AZ 85016  
PHONE: (602) 275-5445  
CONTACT: ANTHONY SUMNER

ENGINEER:  
COE & VAN LOO CONSULTANTS INC.  
4550 N. 12TH STREET  
PHOENIX, AZ 85014  
PHONE: (602) 285-4730  
FAX: (602) 285-4731  
CONTACT: RYAN WEED

| LEGEND | SITE PLAN                               |
|--------|-----------------------------------------|
|        | PROPOSED LOT LINE                       |
|        | PROPOSED ROW LINE                       |
|        | PROPOSED BOUNDARY LINE                  |
|        | SIGHT VISIBILITY LINE                   |
|        | INDICATES VEHICULAR NON-ACCESS EASEMENT |
|        | INDICATES PUBLIC UTILITY EASEMENT       |
|        | INDICATES PHASE BREAK                   |
|        | INDICATES CURVE DATA LABEL              |
|        | SEE SHEET 2                             |

| LEGEND | WATER & SEWER                                    |
|--------|--------------------------------------------------|
|        | PROPOSED WATER LINE & VALVE                      |
|        | PROPOSED FIRE HYDRANT                            |
|        | PROPOSED SEWERLINE & MANHOLE & DIRECTION OF FLOW |
|        | EXISTING WATER                                   |
|        | EXISTING SEWER                                   |



4550 N. 12th Street  
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SHEET NUMBER

04 OF 05

CVL Department: Planning  
CVL Project #: 1-01-0178006  
Case No: FS14-159

SCALE: 1" = 200'  
DATE: 08-28-2015

DESIGN: GC  
DRAWN: AC  
CHECK: BD

ASANTE PHASE ONE  
BOOK 938 OF MAPS, PAGE 32  
ZONED: PAD

ASANTE PHASE ONE  
BOOK 938 OF MAPS, PAGE 32  
ZONED: PAD

ASANTE PHASE ONE UNIT ONE  
BOOK 885 OF MAPS, PAGE 48

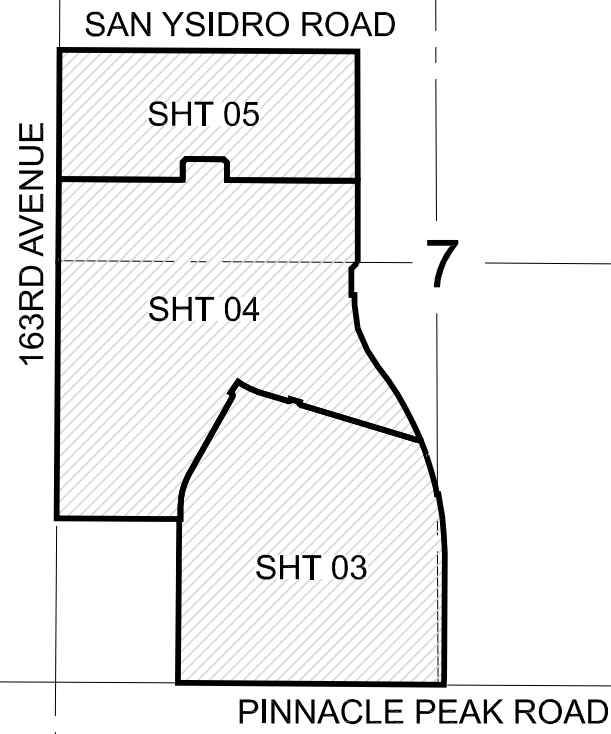
ASANTE PHASE ONE UNIT 1A  
BOOK 938 OF MAPS, PAGE 32

ASANTE PHASE ONE UNIT 1A  
BOOK 938 OF MAPS, PAGE 32



PRELIMINARY PLAT  
FOR  
VERDUGO

PART OF SECTION 7, TOWNSHIP 4 NORTH,  
RANGE 1 WEST OF THE GILA AND SALT  
RIVER MERIDIAN SURPRISE,  
MARICOPA COUNTY, ARIZONA



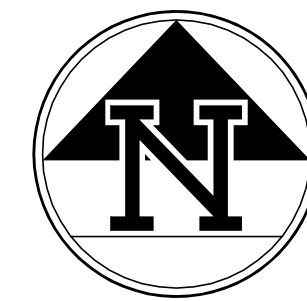
VICINITY MAP  
(NOT-TO-SCALE)

OWNER/DEVELOPER:  
VERDUGO LAND, LLC  
c/o SANDBOX DEVELOPMENT CONSULTANTS  
2375 E CAMELBACK ROAD, SUIT 600  
PHOENIX, AZ 85016  
PHONE: (602) 275-5445  
CONTACT: ANTHONY SUMNER

ENGINEER:  
COE & VAN LOO CONSULTANTS INC.  
4550 N. 12TH STREET  
PHOENIX, AZ 85014  
PHONE: (602) 285-4730  
FAX: (602) 285-4731  
CONTACT: RYAN WEED

| LEGEND | SITE PLAN                                  |
|--------|--------------------------------------------|
|        | PROPOSED LOT LINE                          |
|        | PROPOSED ROW LINE                          |
|        | PROPOSED BOUNDARY LINE                     |
|        | SIGHT VISIBILITY LINE                      |
|        | INDICATES VEHICULAR<br>NON-ACCESS EASEMENT |
|        | INDICATES PUBLIC UTILITY<br>EASEMENT       |
|        | INDICATES PHASE BREAK                      |
|        | SEE SHEET 2                                |

| LEGEND | WATER & SEWER                                       |
|--------|-----------------------------------------------------|
|        | PROPOSED WATER LINE & VALVE                         |
|        | PROPOSED FIRE HYDRANT                               |
|        | PROPOSED SEWERLINE & MANHOLE<br>& DIRECTION OF FLOW |
|        | EXISTING WATER                                      |
|        | EXISTING SEWER                                      |



200' 100' 0 200'  
SCALE: 1" = 200'  
DATE: 08-28-2015

DESIGN: GC  
DRAWN: AC  
CHECK: BD



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Phoenix, AZ, 85014  
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web www.cvlci.com

SHEET NUMBER

05 OF 05

CVL Department: Planning  
CVL Project #: 1-01-0178006  
Case No: FS14-159

MATCH SHT 4

MATCH SHT 4

PARCEL 3  
PHASE 2

APN 503-56-001B  
163RD & HAPPY VALLEY ROAD LLC  
DOC. NO. 2008-0162687  
ZONED: RU-43

APN 503-56-007  
DAOUD, DAVID J & REBECCA K.  
DOC. NO. 2000-0556081

APN 503-  
FIORETTO, JOSEPH  
DOC. NO. 97-

APN 503-56-008  
MOSHI FAMILY TRUST  
DOC. NO. 2010-0528416  
ZONED: R1-43

APN 503-56-009  
MANDU, TOMA & MARIM  
DOC. NO. 2000-0812813A  
ZONED: R1-43

APN 503-56-011  
MANDU, TOMA & MARIM

APN 503-56-002L  
HEIN, GLEN O. & KATHY A., ETAL  
DOC. NO. 2007-1353726  
ZONED: R1-43

APN 503-56-019  
RIGLIANO, DARN & MARYLOU  
DOC. NO. 2010-0163740  
ZONED: R1-43

APN 503-56-017  
LALL, SHAUVIK & AMBER  
DOC. NO. 2010-0351865  
ZONED: R1-43

APN 503-73-944B  
LCD ASANTE  
DOC. NO. 2007-1286545  
ZONED: PAD

ASANTE PHASE ONE  
BOOK 938 OF MAPS, PAGE 32  
ZONED: PAD

ASANTE PHASE ONE  
BOOK 938 OF MAPS, PAGE 32  
ZONED: PAD

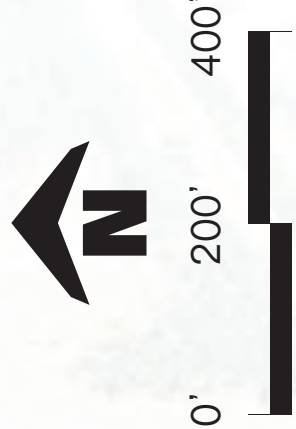
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# Verdugo

## Overall Landscape Plan

Exhibit 10



NOTE: REQUESTED PROPOSED BOUNDARY REVISION MUTUALLY AGREED TO BY THE PROPERTY OWNERS TO BE AMENDED WITH THE PRELIMINARY AND FINAL PLATS



Jamie,

Thank you for the electronic submittal for Verdugo (FS14-159).

Maricopa Water District has reviewed the documents and determined this lies outside the current boundaries of MWD.

Thank you,

**Debbie Trasancos**

Property & Contracts Specialist

Maricopa Water District

14825 W. Grand Ave.

Surprise, AZ 85374

623/546-8266

fax 623/584-2536

[debbiet@mwdaz.com](mailto:debbiet@mwdaz.com)



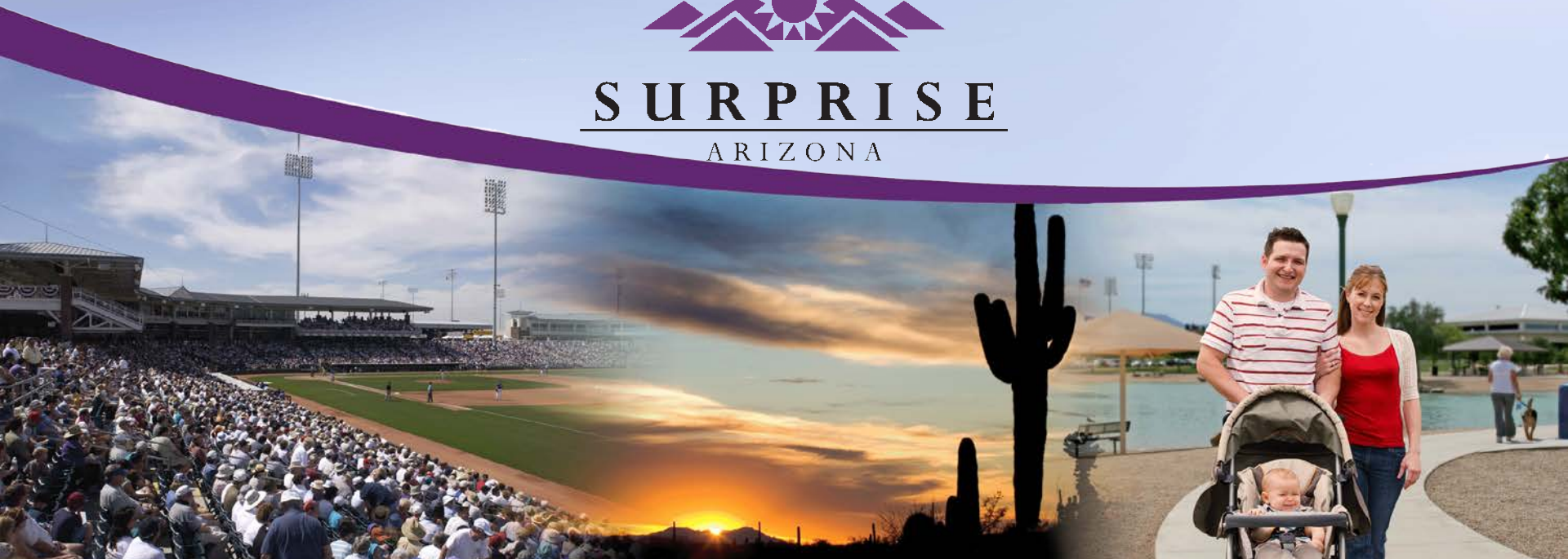
# FS14-159 Verdugo Preliminary Plat

## Planning and Zoning Commission Regular Session

December 3, 2015

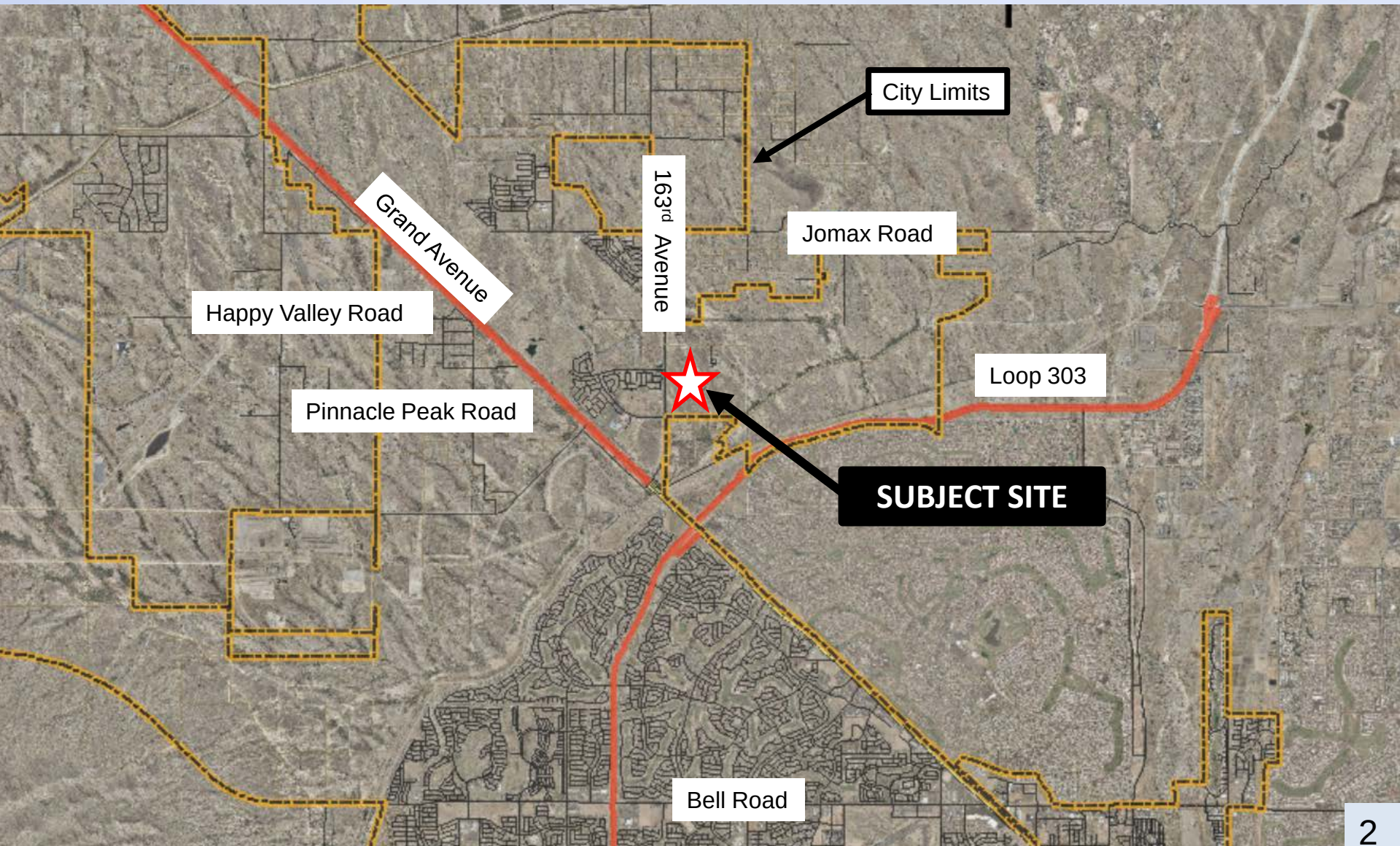


**SURPRISE**  
ARIZONA



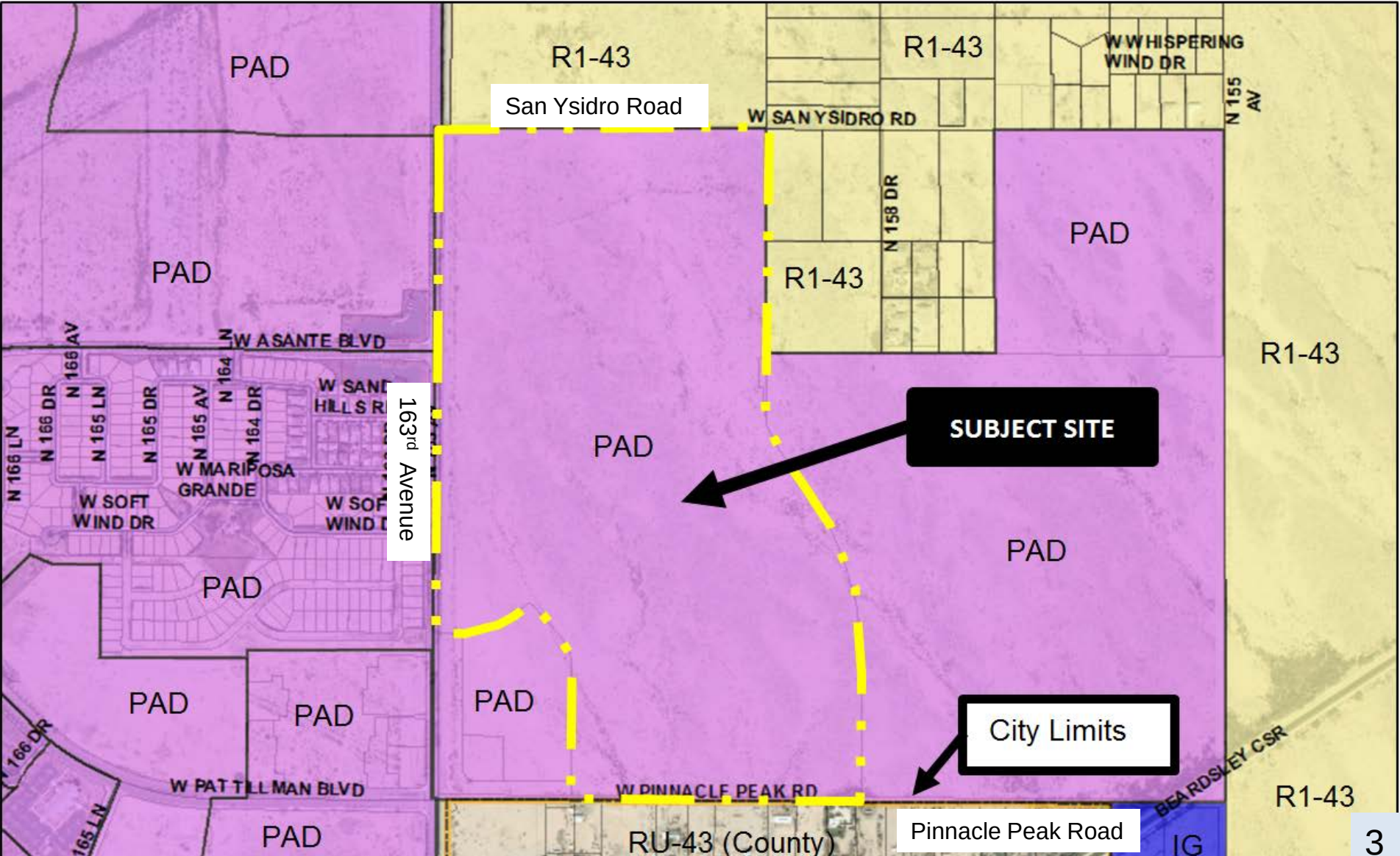


## Vicinity Map





Preliminary Plat Case Map



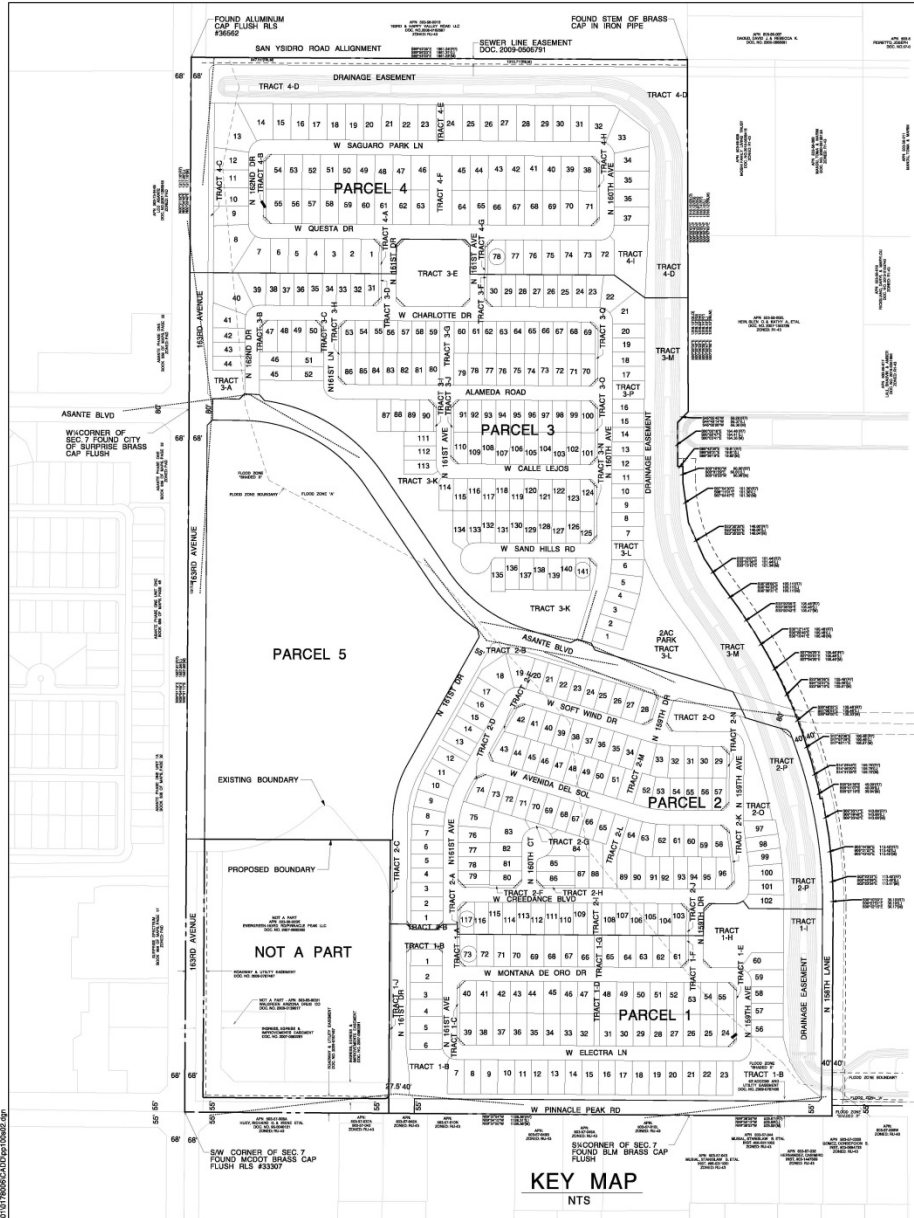




## 4



FS14-159 Verdugo

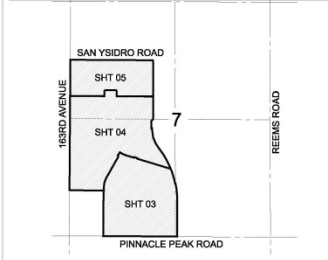


**SITE DATA**

|                                |        |             |
|--------------------------------|--------|-------------|
| CROSS AREAS (AC & SF)          | 170.36 | 7,555,591   |
| PARCEL 1 (83' X 120')          | 24.45  | 1,055,555   |
| PARCEL 2 (53' X 120')          | 36.10  | 1,572,676   |
| PARCEL 3 (53' X 120')          | 36.10  | 1,572,676   |
| PARCEL 4 (88' X 130')          | 54.17  | 2,356,176   |
| PARCEL 5 (MEDIUM DENSITY)      | 27.32  | 1,160,175   |
| GROSS DENSITY (AC & SF)        | 3.83   | 1,630,000   |
| TOTAL YIELD & SF               | 1.29   | 5,320       |
| PARCEL 1 (83' X 120')          | 73     | 12%         |
| PARCEL 2 (53' X 120')          | 117    | 19%         |
| PARCEL 3 (53' X 120')          | 141    | 23%         |
| PARCEL 4 (88' X 130')          | 78     | 12%         |
| PARCEL 5 (MEDIUM DENSITY)      | 220    | 35%         |
| LOCAL ROW AREA (AC & SF)       | 28.54  | 1,232,300   |
| PARCEL 1 (83' X 120')          | 4.82   | 213,009     |
| PARCEL 2 (53' X 120')          | 7.72   | 326,263     |
| PARCEL 3 (53' X 120')          | 7.37   | 303,466     |
| PARCEL 4 (88' X 130')          | 5.56   | 242,354     |
| PARCEL 5 (MEDIUM DENSITY)      | 0.00   | 0.00        |
| COLLECTOR ROW                  | 6.21   | 270,568     |
| PARCEL 1 (83' X 120')          | 0.00   | 0.00        |
| PARCEL 2 (53' X 120')          | 4.51   | 189,498     |
| PARCEL 3 (53' X 120')          | 1.70   | 70,522      |
| PARCEL 4 (88' X 130')          | 0.00   | 0.00        |
| PARCEL 5 (MEDIUM DENSITY)      | 0.00   | 0.00        |
| ARTERIAL ROW                   | 6.77   | 284,501     |
| PARCEL 1 (83' X 120')          | 0.16   | 6,870       |
| PARCEL 2 (53' X 120')          | 0.00   | 0.00        |
| PARCEL 3 (53' X 120')          | 5.35   | 223,466     |
| PARCEL 4 (88' X 130')          | 1.29   | 54,888      |
| PARCEL 5 (MEDIUM DENSITY)      | 0.00   | 0.00        |
| TOTAL LOT AREA (AC & SF)       | 69.55  | 3,027,420   |
| NET ACRES (MINUS ARTERIAL)     | 198.07 | 7,255,680   |
| CURRENT ZONING                 |        | PAD         |
| ASSESSORS PARCEL NUMBER (APN#) |        | 503-68-0003 |
| MINIMUM LOT AREA (AC & SF)     |        | 20,142      |
| AVERAGE LOT AREA (AC & SF)     |        | 7,419       |
| OPEN SPACE (PROVIDED) (AC)     | 38.00  | 1,572,676   |
| ACTIVE                         | 19.23  | 793,176     |
| PASSIVE                        | 18.77  | 779,500     |



**PRELIMINARY PLAT FOR VERDUGO**  
PART OF SECTION 7, TOWNSHIP 4 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER MERIDIAN, SURPRISE, MARICOPA COUNTY, ARIZONA



**TRACT TABLE PARCEL 1**

| TRACTS | AREA ACRES | S.F.       | DESCRIPTION                                          | ACTIVE | PASSIVE |
|--------|------------|------------|------------------------------------------------------|--------|---------|
| 1-A    | 0.02       | 873.20     | LANDSCAPE TRACT                                      | 0      | 0.02    |
| 1-B    | 2.40       | 104,464.40 | OPEN SPACE/LANDSCAPE TRACT/TRENTEND                  | 1.82   | 0.57    |
| 1-C    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 1-D    | 0.12       | 5,297.20   | LANDSCAPE TRACT                                      | 0      | 0.12    |
| 1-E    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 1-F    | 0.02       | 873.20     | LANDSCAPE TRACT                                      | 0      | 0.02    |
| 1-G    | 0.08       | 3,484.80   | LANDSCAPE TRACT                                      | 0      | 0.08    |
| 1-H    | 1.41       | 61,416.80  | OPEN SPACE/LANDSCAPE TRACT/TRENTEND                  | 1.41   | 0.00    |
| 1-I    | 2.09       | 91,040.40  | DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT/TRENTEND | 0.85   | 1.49    |
| 1-J    | 0.12       | 5,297.20   | LANDSCAPE TRACT                                      | 0      | 0.12    |
| TOTAL  | 6.45       | 285,961.00 |                                                      | 3.69   | 2.76    |

**TRACT TABLE PARCEL 2**

| TRACTS | AREA ACRES | S.F.       | DESCRIPTION                                          | ACTIVE | PASSIVE |
|--------|------------|------------|------------------------------------------------------|--------|---------|
| 2-A    | 0.02       | 873.20     | LANDSCAPE TRACT                                      | 0      | 0.02    |
| 2-B    | 0.04       | 17,424.00  | LANDSCAPE TRACT                                      | 0      | 0.04    |
| 2-C    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 2-D    | 0.02       | 873.20     | LANDSCAPE TRACT                                      | 0      | 0.02    |
| 2-E    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 2-F    | 0.09       | 3,771.60   | LANDSCAPE TRACT                                      | 0      | 0.09    |
| 2-G    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 2-H    | 0.03       | 1,306.80   | LANDSCAPE TRACT                                      | 0      | 0.03    |
| 2-I    | 0.15       | 6,534.00   | LANDSCAPE TRACT                                      | 0      | 0.15    |
| 2-J    | 0.02       | 873.20     | LANDSCAPE TRACT                                      | 0      | 0.02    |
| 2-K    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 2-L    | 0.24       | 10,414.40  | LANDSCAPE TRACT                                      | 0      | 0.24    |
| 2-M    | 0.38       | 16,660.80  | LANDSCAPE TRACT                                      | 0      | 0.38    |
| 2-N    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 2-O    | 1.10       | 47,916.00  | OPEN SPACE/LANDSCAPE TRACT/TRENTEND                  | 1.10   | 0.00    |
| 2-P    | 2.46       | 107,167.60 | DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT/TRENTEND | 0.85   | 1.61    |
| TOTAL  | 6.44       | 285,876.40 |                                                      | 2.93   | 3.54    |

**OPEN SPACE TRACT TABLE PARCEL 3**

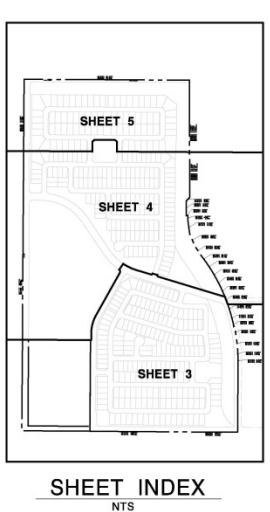
| TRACTS | AREA ACRES | S.F.       | DESCRIPTION                                          | ACTIVE | PASSIVE |
|--------|------------|------------|------------------------------------------------------|--------|---------|
| 3-A    | 0.80       | 34,780.00  | OPEN SPACE/LANDSCAPE TRACT/TRENTEND                  | 0.33   | 0.47    |
| 3-B    | 0.02       | 873.20     | LANDSCAPE TRACT                                      | 0      | 0.02    |
| 3-C    | 0.02       | 873.20     | LANDSCAPE TRACT                                      | 0      | 0.02    |
| 3-D    | 0.02       | 873.20     | LANDSCAPE TRACT                                      | 0      | 0.02    |
| 3-E    | 1.07       | 46,388.40  | OPEN SPACE/LANDSCAPE TRACT/TRENTEND/PARK             | 0      | 1.07    |
| 3-F    | 0.02       | 873.20     | LANDSCAPE TRACT                                      | 0      | 0.02    |
| 3-G    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 3-H    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 3-I    | 0.02       | 873.20     | LANDSCAPE TRACT                                      | 0      | 0.02    |
| 3-J    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 3-K    | 4.33       | 188,814.80 | OPEN SPACE/LANDSCAPE TRACT/TRENTEND                  | 0.33   | 0.00    |
| 3-L    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 3-M    | 4.43       | 193,080.00 | DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT/TRENTEND | 1.15   | 4.65    |
| 3-N    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 3-O    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 3-P    | 0.19       | 8,276.40   | OPEN SPACE/LANDSCAPE TRACT/TRENTEND                  | 0.19   | 0.00    |
| 3-Q    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| TOTAL  | 15.64      | 650,728.80 |                                                      | 8.59   | 7.05    |

**TRACT TABLE PARCEL 4**

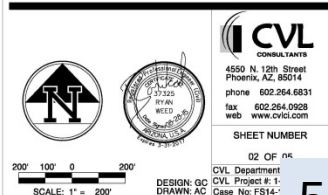
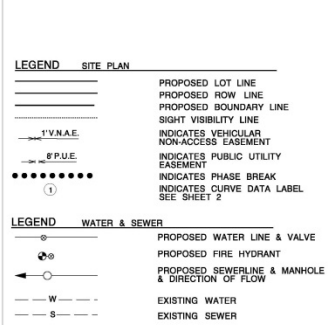
| TRACTS | AREA ACRES | S.F.       | DESCRIPTION                                          | ACTIVE | PASSIVE |
|--------|------------|------------|------------------------------------------------------|--------|---------|
| 4-A    | 0.03       | 1,306.80   | LANDSCAPE TRACT                                      | 0      | 0.03    |
| 4-B    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-C    | 0.29       | 12,632.40  | DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT/TRENTEND | 0      | 0.29    |
| 4-D    | 4.67       | 203,940.00 | OPEN SPACE/LANDSCAPE TRACT/TRENTEND                  | 2.28   | 6.41    |
| 4-E    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-F    | 0.01       | 39,213.60  | LANDSCAPE TRACT                                      | 0      | 0.01    |
| 4-G    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-H    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-I    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-J    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-K    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-L    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-M    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-N    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-O    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-P    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-Q    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-R    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-S    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-T    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-U    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-V    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-W    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-X    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-Y    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| 4-Z    | 0.05       | 2,178.00   | LANDSCAPE TRACT                                      | 0      | 0.05    |
| TOTAL  | 15.27      | 647,367.20 |                                                      | 2.28   | 6.89    |

**VERDUGO TRACT TABLE GRAND TOTALS**

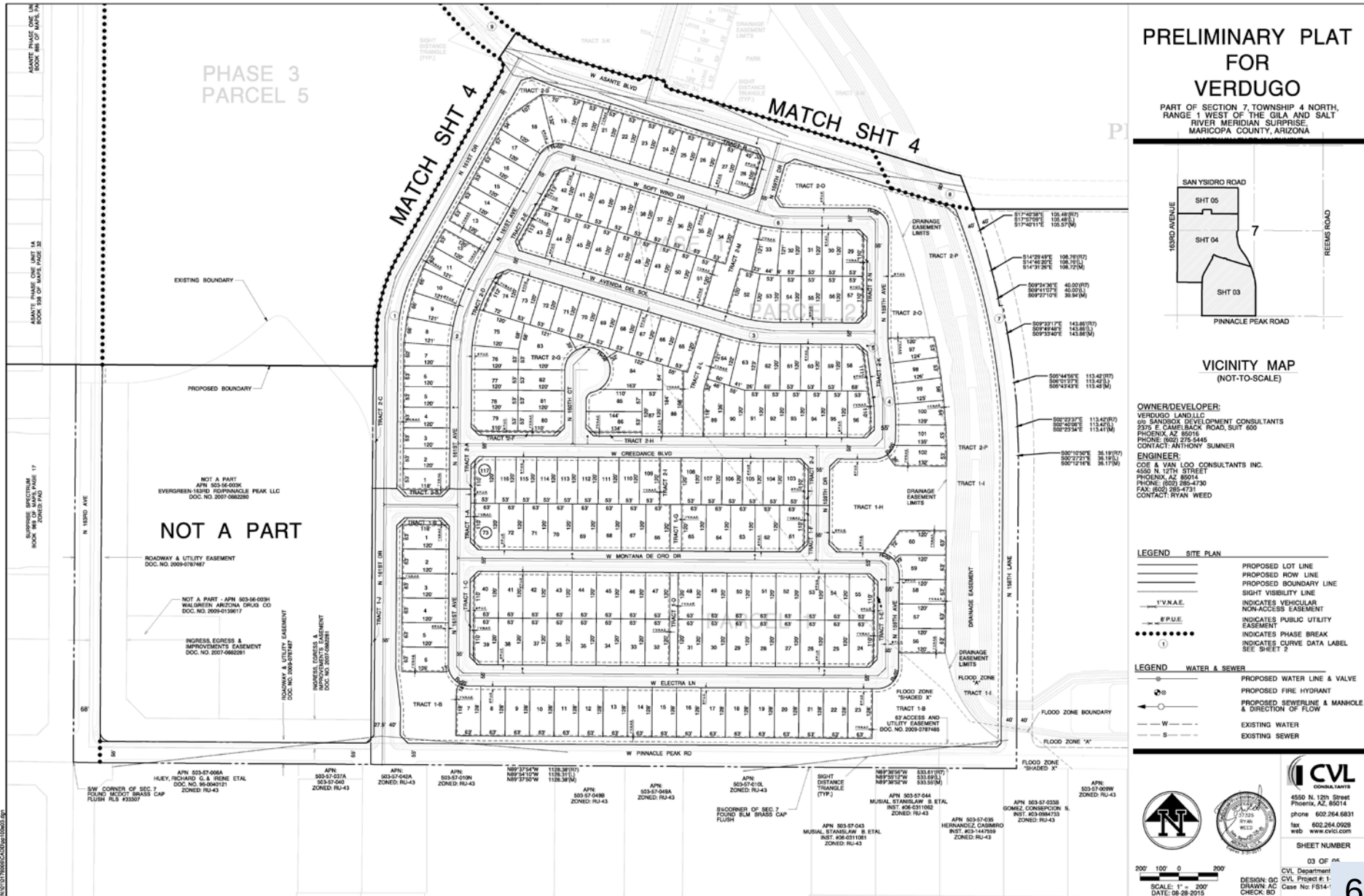
|       |       |              |  |       |        |
|-------|-------|--------------|--|-------|--------|
| TOTAL | 38.00 | 1,600,286.00 |  | 19.23 | 793.77 |
|-------|-------|--------------|--|-------|--------|



**OWNER/DEVELOPER:**  
VERDUGO LAND LLC  
c/o SANDROX DEVELOPMENT CONSULTANTS  
2578 E CAMELBACK ROAD, SUITE 600  
PHOENIX, AZ 85016  
PHONE: (602) 278-5454  
CONTACT: ANTHONY SUMNER  
**ENGINEER:**  
COE & VAN LOO CONSULTANTS INC.  
4550 N. 12TH STREET  
PHOENIX, AZ 85014  
PHONE: (602) 285-4730  
FAX: (602) 285-4731  
CONTACT: RYAN WOOD

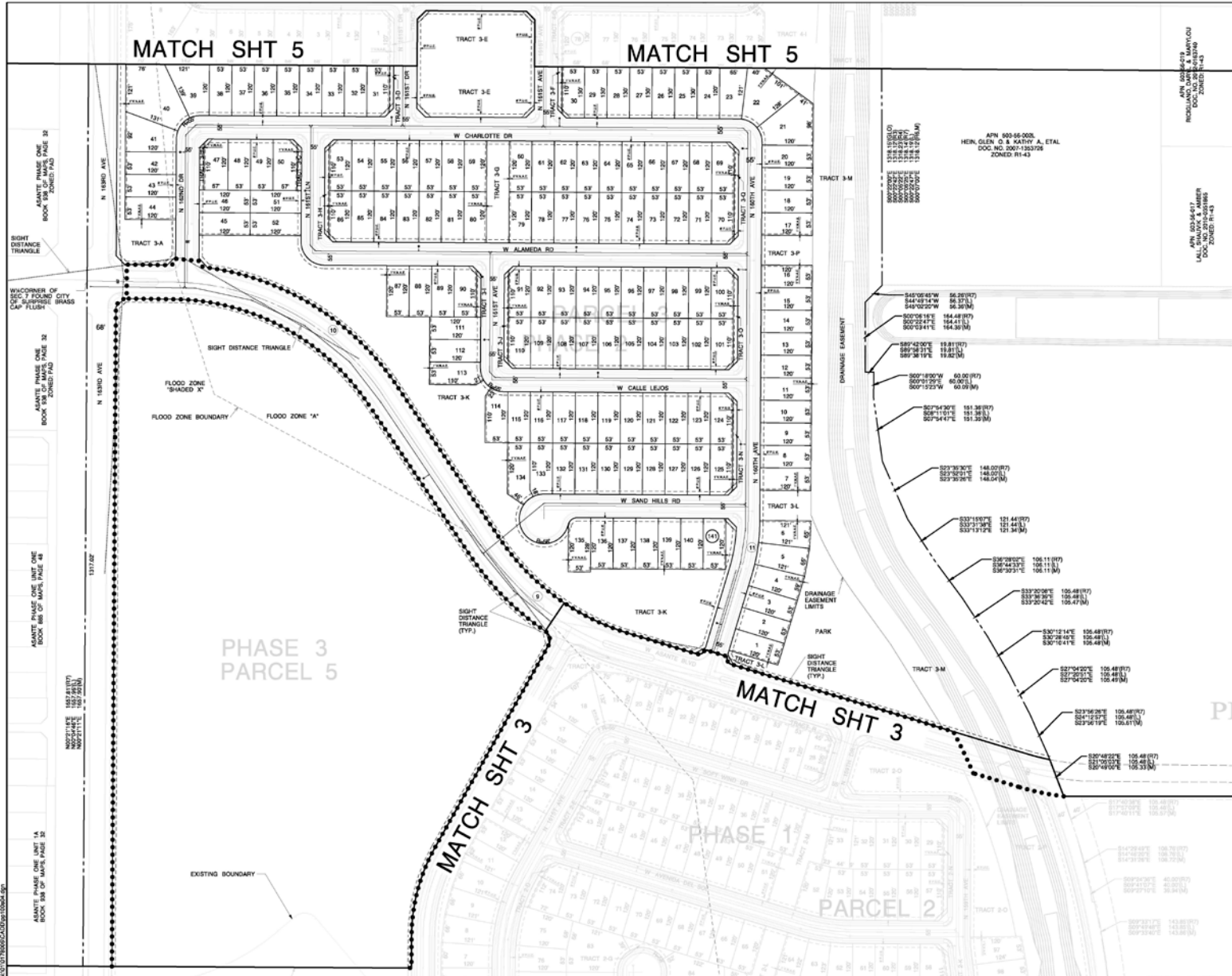






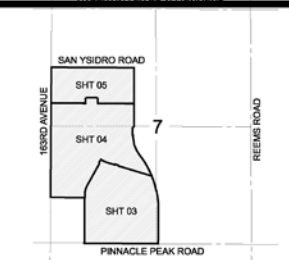


# FS14-159 Verdugo



## PRELIMINARY PLAT FOR VERDUGO

PART OF SECTION 7, TOWNSHIP 4 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER MERIDIAN SURPRISE, MARICOPA COUNTY, ARIZONA



### VICINITY MAP (NOT-TO-SCALE)

**OWNER/DEVELOPER:**  
VERDUGO LAND LLC  
c/o SANDBOX DEVELOPMENT CONSULTANTS  
2375 E. CAMERON ROAD, SUITE 600  
PHOENIX, AZ 85016  
PHONE: (602) 278-5445  
CONTACT: ANTHONY SUMNER

**ENGINEER:**  
COE & VAN LOO CONSULTANTS INC.  
4550 N. 12TH STREET  
PHOENIX, AZ 85014  
PHONE: (602) 264-4730  
FAX: (602) 264-4731  
CONTACT: RYAN WEED

| LEGEND | SITE PLAN                          |
|--------|------------------------------------|
|        | PROPOSED LOT LINE                  |
|        | PROPOSED ROW LINE                  |
|        | PROPOSED BOUNDARY LINE             |
|        | SIGHT VISIBILITY LINE              |
|        | INDICATES VEHICULAR EASEMENT       |
|        | INDICATES PHASE BREAK              |
|        | INDICATES CURVE DATA LABEL SHEET 2 |

| LEGEND | WATER & SEWER                |
|--------|------------------------------|
|        | PROPOSED WATER LINE & VALVE  |
|        | PROPOSED FIRE HYDRANT        |
|        | PROPOSED SEWERLINE & MANHOLE |
|        | DIRECTION OF FLOW            |
|        | EXISTING WATER               |
|        | EXISTING SEWER               |

4550 N. 12th Street  
Phoenix, AZ 85014  
phone 602.264.5831  
fax 602.264.0928  
web www.cvl.com

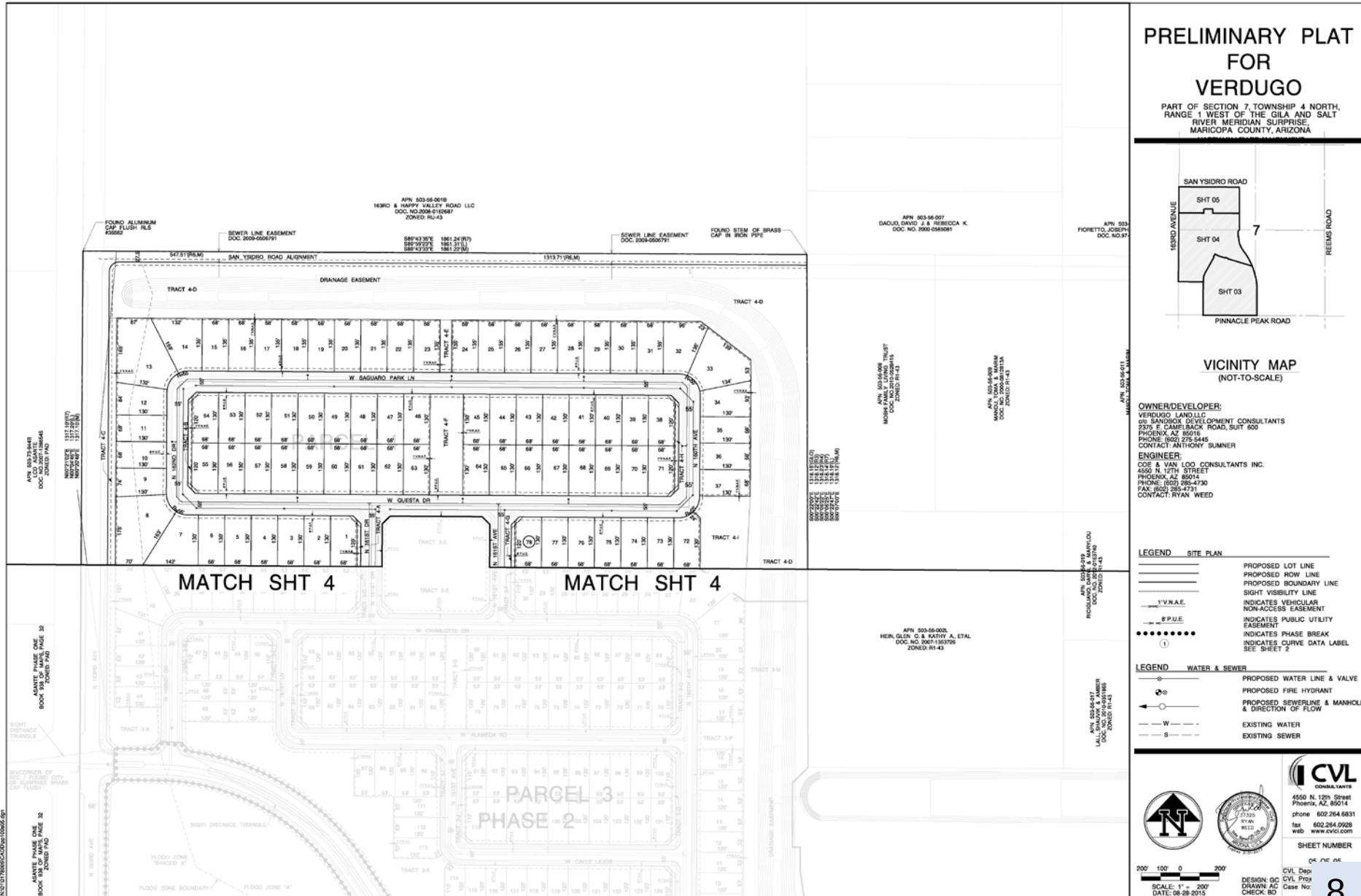
SHEET NUMBER  
04 OF 04

SCALE: 1" = 200'  
DATE: 06-28-2015

DESIGN: GC  
DRAWN: AC  
CHECK: BD

CVL Department  
CVL Project #: 1  
Case No: FS14-159







## Verdugo

### Overall Landscape Plan

Exhibit 10

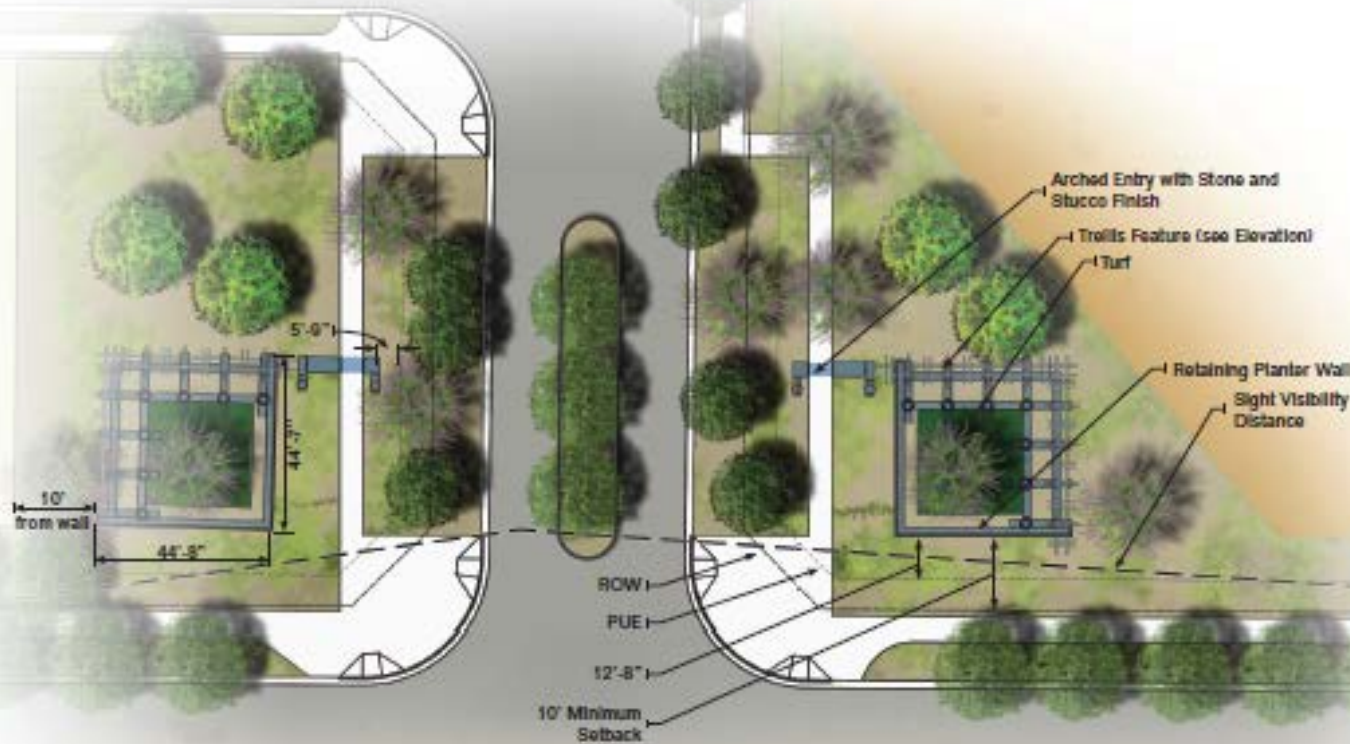




## Verdugo

### Entry Monument Plan View

Exhibit 11



#### Notes:

1. Refer to Overall Landscape Plan for locations
2. Primary Entry shall have monuments on both sides
3. Secondary Entry shall have monument on one side
4. All entry monument structures will be located outside the ROW and PUE
5. The entry monument will be setback a minimum of 10' from the ROW and nearby walls. The location will not obstruct the sight visibility distance.





Entry Monument  
Elevation

**Entry Monument Elevation**  
Exhibit 12

Rustic Wood Arbor  
Smooth Stucco Pedestrian Archway

VERDUGO

15'-3"  
8'-2"  
14'-2"

Painted Stucco Planter  
Eldorado Stone - Rustic Ledge - Saddleback

Decorative Pot Column  
Decorative Stone Cap



## Verdugo

### Bridge Concept Exhibit 13





## Verdugo

### Neighborhood Park with Basketball Court

Exhibit 14

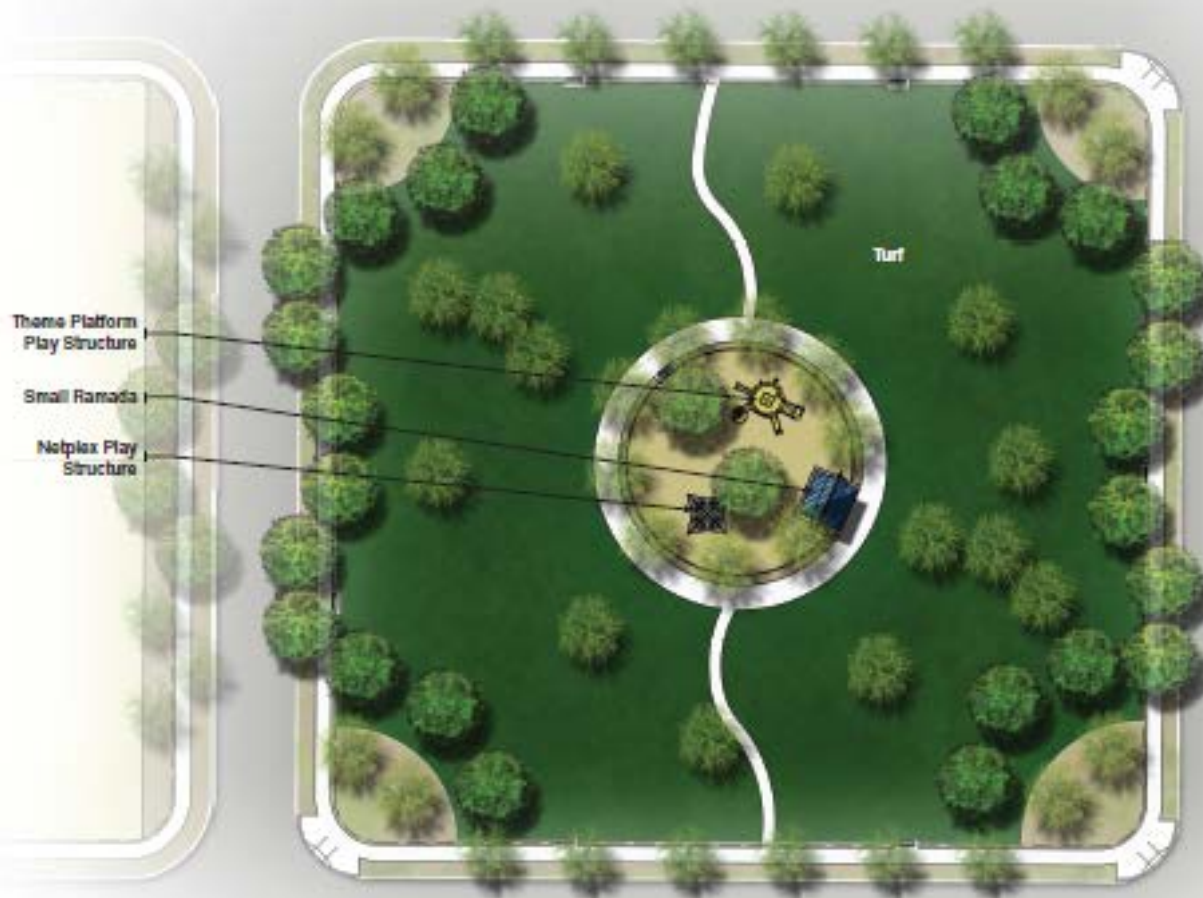




## Verdugo

**Neighborhood Park  
with Tot Lot**

Exhibit 15





Verdugo

Main Park with Trail Connection

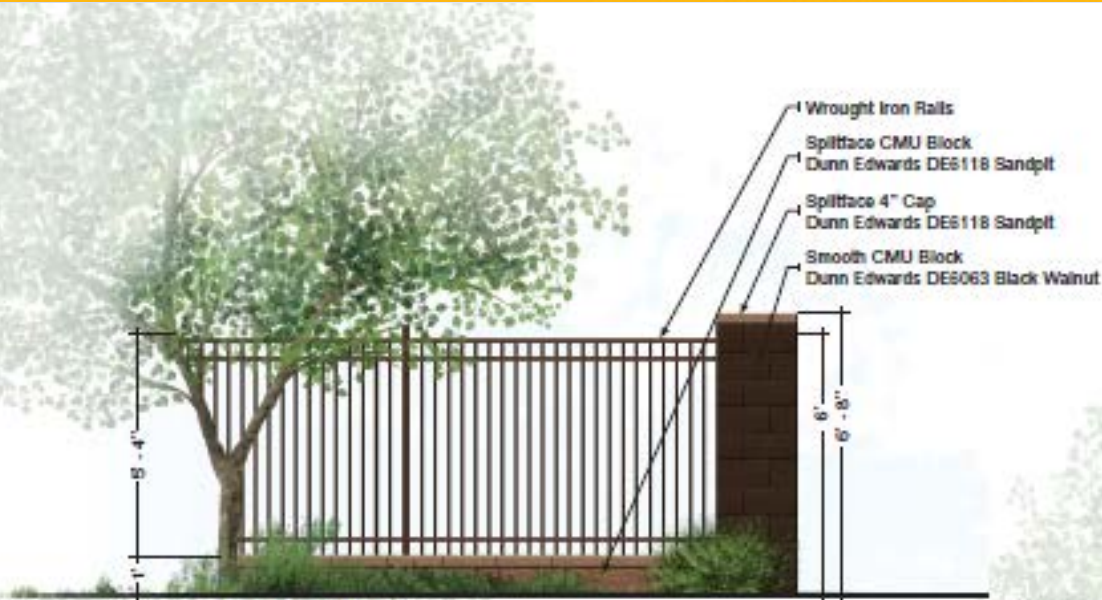
Exhibit 16





## Verdugo

Wall Elevation Exhibit  
Exhibit 17



View Wall



Partial View Wall

Theme Wall

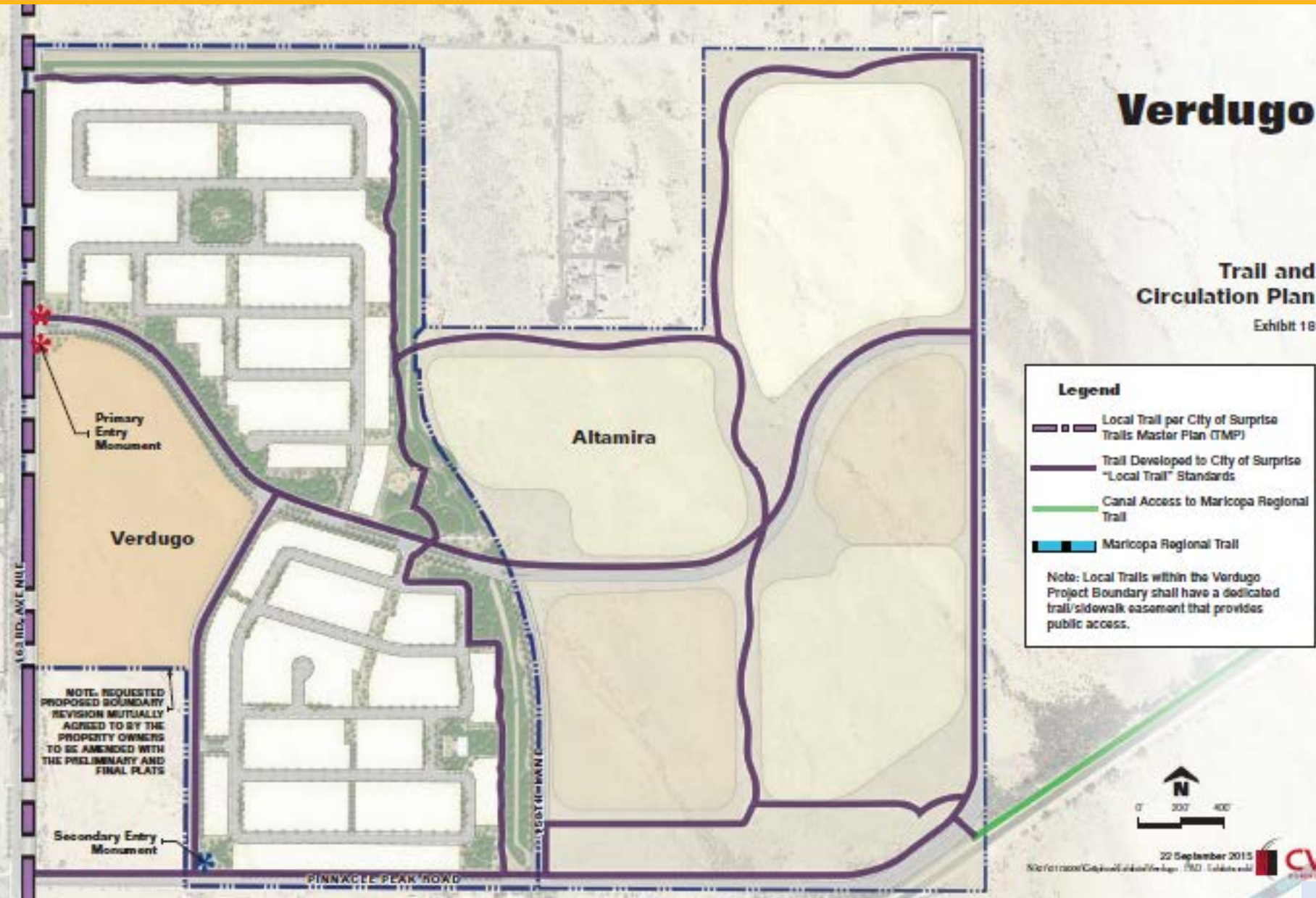


# FS14-159 Verdugo

## Verdugo

### Trail and Circulation Plan

Exhibit 18

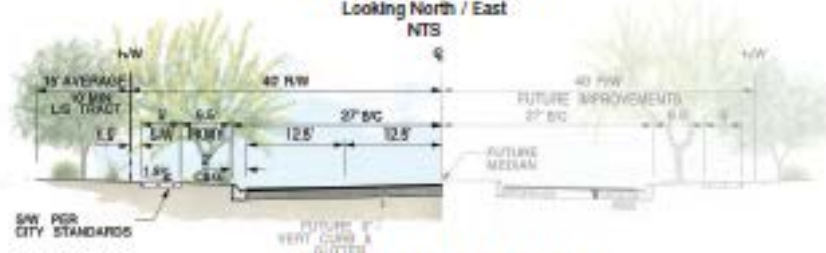
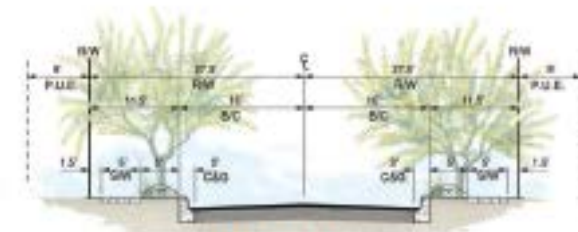
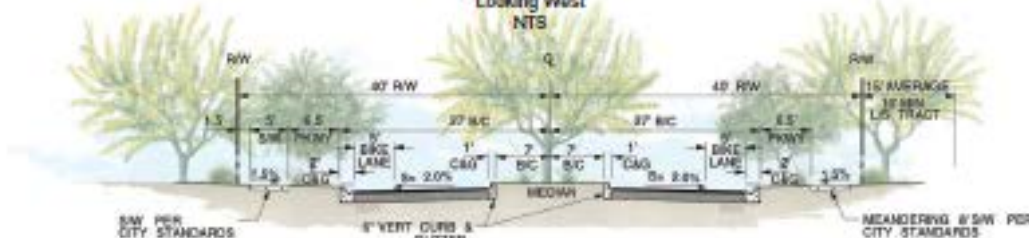
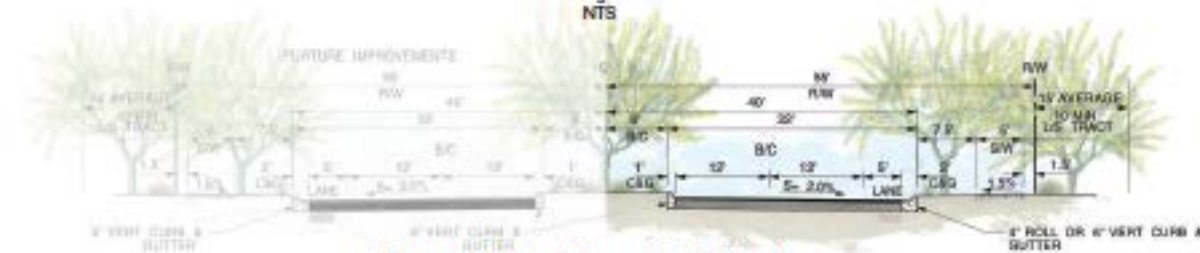




## Verdugo

### Street Sections

Exhibit 19





## Citizen Outreach

- Notification
- Citizen Review meeting August 26, 2015



## Recommendations:

Preliminary Plat:

- ✓ Recommend **approval** to the City Council



## Questions or Comments?







CITY OF SURPRISE  
Planning and Zoning Commission

December 3, 2015 @ 6:00:00 PM

Back Print

Board Meeting Date: December 3, 2015      Contact Person: Eric Fitzer, Community Development  
Submitting Department:      District: Citywide  
Staff Recommendations: Approve

---

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

---

**Agenda Wording:**

Major Amendment to the General Plan. The proposed planning approach focuses on the "Character Area" planning approach and removes the Village Plan requirements from the development process.

---

**Motion:**

I move to approve the Major Amendment to the Surprise General Plan 2035.

---

**Background:**

The foundation of this change lies within the Land Use Element, alongside corresponding text amendments to various supporting Elements. Previous presentations and discussions resulted in directing staff, and the consultant, to prepare a new Land Use Element, with supporting changes throughout the General Plan 2035, utilizing the 'Character Area' planning approach.

---

**Financial Impact Statement:**

N/A

---

**ATTACHMENTS:**

Click to download

- ☐ [00 - FS15-173 - MGPA - Staff Report](#)
- ☐ [01 - FS15-173 - MGPA - Elements Revision Summary Table](#)
- ☐ [02 - FS15-173 - MGPA - Land Use Element](#)
- ☐ [03 - FS15-173 - MGPA - Growth Element](#)
- ☐ [04 - FS15-173 - MGPA - Economic Vitality Element](#)
- ☐ [05 - FS15-173 - MGPA - Housing Element](#)
- ☐ [06 - FS15-173 - MGPA - Rec and Open Space Element](#)



- ☐ [07 - FS15-173 - MGPA - CH 3 Intro and Executive Summary](#)
- ☐ [08 - FS15-173 - MGPA - Roadway Systems Element](#)
- ☐ [09 - FS15-173 - MGPA - Transit Element](#)
- ☐ [10 - FS15-173 - MGPA - Alternate Modes Element](#)
- ☐ [11 - FS15-173 - MGPA - Water Resources Element](#)
- ☐ [12 - FS15-173 - MGPA - Public Utilities Element](#)
- ☐ [13 - FS15-173 - MGPA - CH 6 Implementation](#)
- ☐ [14 - FS15-173 - MGPA - Additional Maps Packet](#)
- ☐ [15 - FS15-173 - MGPA - Glendale LTR GP Boundary](#)
- ☐ [16 - FS15-173 - MGPA - Public Outreach Summary](#)
- ☐ [17 - FS15-173 - MGPA - Stakeholder Summary](#)
- ☐ [18 - FS15-173 - MGPA - LTR from AGFDM](#)
- ☐ [19 - FS15-173 - MGPA - LTR from County Parks Dept.](#)
- ☐ [FS15-173 GPA PZ 12.3.15 Presentation.pdf](#)

---

**External Attachment Links:**

---

**Meeting Requirements:**

Powerpoint    x    Video    x                      White Board    x    Other    x

---

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

**Eric Fitzer, Community Development Director**

**Joshua Mike, Planner – Community Development**

**Kevin Kugler, Consultant, Michael Baker International, LLC**



# GENERAL PLAN AMENDMENT

---

## REPORT TO THE PLANNING AND ZONING COMMISSION

**Case:** FS15-173

**Project Name:** Major General Plan Amendment

**Council District:** City Wide

**Meeting Date:** December 3, 2015

**Planner:** Joshua Mike

---

**Owner/Applicant:** City Staff

**Request:** Amend the General Plan 2035. The foundation of this change lies within the Land Use Element, with corresponding text amendments to various supporting Elements. The planning approach focuses on updating the Land Use Element and Map to reflect the “Character Area” planning approach and remove the Village Plan requirements from the development process. Updated maps also include the addition of two square miles to the Planning Area Boundary.

**Site Location:** Surprise Municipal Planning Area

**Site Size:** 302 square miles

**General Plan Conformance:** The proposal advances the goals of the Surprise General Plan 2035 and provides direction to further enhance additional tools and planning policy.

**Support/Opposition:** Letters of support have been received from stakeholders and government agencies. Concerns were vocalized at the community workshops and staff provided clarity to answer questions.

**Staff Recommendation:** Move to recommend **approval** to the City Council



40 **Project Description:**

41  
42 The current General Plan 2035 Land Use Map contains a representation of existing conditions and  
43 does not contain the appropriate amount of Open Space level of service nor reflect areas with  
44 development regulations; such as the existing Wildlife Linkages or the correct graduated density  
45 concept near Luke Aux 1. In order to develop a complete vision for Surprise's future, this  
46 amendment begins with a focus on revising the Land Use Map and achieving the goals of the  
47 General Plan 2035.

48  
49 A holistic approach to developing a 'One Surprise', while respecting the city's unique character  
50 areas, requires an update to the General Plan 2035. The Planning and Zoning Commission met on  
51 April 16, 2015, and the City Council met on April 21, 2015 and directed staff and the consultant to  
52 utilize the 'Character Area' planning approach in lieu of requiring Village Plans for boundary based  
53 development guidelines. The foundation of this approach requires a new Land Use Element, with  
54 necessary text and map amendments to various supporting Elements throughout the General Plan  
55 2035, including revisions to the Implementation Chapter. The revised policy guidance and  
56 implementation procedures remove the Village Plan template and update the definition of a Major  
57 and Minor Amendment to be consistent with the 'Character Area' planning approach.

58  
59 All maps within the General Plan 2035 will also include the addition of two square miles into the  
60 Planning Area Boundary. Staff received a letter of support from Glendale City Manager to include  
61 the two sections that are generally south of Peoria Avenue, between the White Tank Mountains  
62 Regional Park and Perryville Road.

63  
64 **Background:**

65  
66 **June 28, 2011:** City Council approved Wildlife Corridors under Resolution 2011-68.

67  
68 **June 25, 2013:** The City Council approved the current version of the Surprise General Plan 2035  
69 under Resolution 2013-39.

70  
71 **November 5, 2013:** The Surprise voters ratified the Surprise General Plan 2035.

72  
73 **October 7, 2014:** The City Council approved a Minor Text Amendment to the Implementation  
74 Chapter of the General Plan 2035 under Resolution 2014-101.

75  
76 **November 14, 2014:** Annual General Plan Summit with the Planning and Zoning Commission and  
77 the City Council. Direction was given to explore a more holistic view towards development without  
78 the restrictions of Village plans, which are integrated into the General Plan.

79  
80 **January 13- 15, 2015:** Staff conducted community workshops at 3 different locations throughout  
81 the city to gather identify community desires and growth objectives via "Treasures and Challenges"  
82 exercise.

**February 3, 2015:** Staff presentation updating City Council and Planning and Zoning Commission on the development of the city-initiated Major General Plan Amendment - General Plan Elements Update and summary of community workshops.

**April 16, 2015:** The Planning and Zoning Commission provided direction to pursue the “Character Area” planning approach.

**April 21, 2015:** The City Council provided direction to pursue the “Character Area” planning approach.

**April 28, 2015:** Consecutive presentations to stakeholders and at a community workshop provided information about the “Character Area” planning approach and conduct a visual survey.

**September 9, 2015:** Consecutive presentations to stakeholders and at a community workshop of a detailed update of the proposed Land Use Element as the foundation piece of the Major Amendment to the General Plan 2035.

**September 17, 2015:** Presented to the Planning and Zoning Commission a detailed update of the proposed Land Use Element as the foundation piece of the Major Amendment to the General Plan 2035.

**October 20, 2015:** Presented to the City Council a detailed update of the proposed Land Use Element as the foundation piece of the Major Amendment to the General Plan 2035 (continued from September 15 work session).

#### **Citizen Outreach:**

As noted above, staff and the consultant hosted multiple community workshops at different stages of this timeline. The first workshop was conducted over three days, at three different locations throughout the city. This provided input from citizens and stakeholders on what successes there have been and possible areas of improvement for development within Surprise.

The second round of stakeholder meetings and community workshops was to provide information about the direction from the Planning and Zoning Commission and City Council to develop the “Character Area” planning approach, which includes removing policy requiring a Village Plan prior to development and repealing the Village Plans.

The final stakeholder meeting and community workshop was a presentation of the Land Use Element, which is the foundation piece for the “Character Area” planning approach. Excerpts from the various design guidance and aesthetic descriptions were illustrated to provide context to the vision, implementation, and developer expectations of this planning approach.



A limited number of property owners and representatives have expressed concern with the impact this Major Amendment to the General Plan 2035 will have on their property rights. Parcels of land with entitlements (i.e. zoning, platting, or design approval, etc.) will be allowed to develop according to their existing approvals. Staff will work to meet the needs of the developer, while upholding the goals and policies of the proposed amendment.

A significant component of implementing this amendment will be staff educating the public on the specifics of the “Character Area” planning approach, and how it is applied throughout the City. The objectives and goals within the existing General Plan 2035 will be accomplished with the new tools. Property owners and developers will be asked to work with staff; to understand the expectations and new flexibility in land use and design in order to achieve the vision of Surprise.

**Discussion:**

The ‘Character Area’ approach places a greater emphasis on a common vision of land use concepts and built form for a defined area, rather than assigning traditional land use categories to a specific area. With fewer traditional land use categories, the ‘Character Area’ approach utilizes planning concepts that depend on descriptive Development Types and Sub-Areas to determine appropriate uses and compatibility with adjacent properties, land uses, built form, and neighboring municipal plans. As a result, this new approach to land use planning is represented with a different style and composition to the General Plan 2035 Land Use Element and accompanying Land Use Character Area Map.

This approach is designed to provide more flexibility in determining an area’s or property owner’s land use options. However, the ‘Character Area’ approach still includes guidelines and policies to support and steer what the character and built form will look like, as opposed to a prescriptive application of land uses. The benefit of this planning approach, in conjunction with the Surprise Unified Development Code, is that it creates a hybrid of development priorities that focuses on both form and function – in the current vernacular, a more “form based” approach.

It is further recognized that these changes will also require modifications to the current Surprise Unified Development Code (SUDC). Staff is currently reviewing the SUDC to recommend the appropriate adjustments to support this approach. Changes to the SUDC must be subsequent to this proposal as state law requires that a local zoning ordinance must be in compliance with the municipality’s general plan.

While the Land Use Element is the foundation piece for this Major General Plan Amendment, it is also necessary to amend the text of additional general plan Elements to ensure a consistent vision and policy throughout the General Plan 2035. Consequently, supporting text and mapping changes are included in the Growth, Economic Development, Housing, Roadway Systems, Transit, Alternate Modes, Public Utilities, and Water Resources Elements as well as the Implementation chapter. The Urban Design Element (not required through state statute)

will be removed in order to address these goals and policies holistically within the proposed Land Use Element.

There are many useful concepts and strategies from the Urban Design Elements that overlap the descriptions of the Character Areas and Development Types. Therefore, the Land Use Element incorporates the relevant strategies and provides guidance towards a better built form for Surprise. It ensures that developers are held accountable for higher quality architecture and aesthetics.

Furthermore, changes to the Recreation & Open Space Element are included in this Major Amendment to support the 'Character Area' approach and be consistent with the efforts of Department of Community & Recreation Services (CRS) to update the Parks and Recreation Master Plan.

This course of action is the beginning of a comprehensive land use planning approach, with a complete set of tools that work together to achieve the vision of General Plan 2035 that was approved in 2013; a connected community with higher standards in quality and aesthetics that integrates uses while protecting the desired look and feel of neighborhoods.

#### **Surprise General Plan Amendment Criteria:**

The Implementation Section of the Surprise General Plan 2035 states *"In considering plan amendments, the proposal will be considered in terms of all the elements. A thorough evaluation shall include, but is not limited to the following:"*

- ***Whether the proposed amendment is justified by an error in the Surprise General Plan 2035 as originally adopted.***
  - N/A
- ***Whether the proposed change is generally consistent with goals, objective, and other elements of the Surprise General Plan.***
  - The objective of the Elements within the General Plan 2035 will still be achieved through the guidance of the existing goals and policies. The proposed change in the overall planning approach provides flexible tools to achieve the complete vision for the future development of Surprise.
- ***Whether the proposed change is justified by a change in community conditions or neighborhood characteristics since adoption of the Plan.***
  - Development is occurring and this will help the City adapt to market conditions.
- ***Whether the proposed change creates an adverse impact on public facilities and services, including roads, sewer, water supply, drainage, schools, police, fire, and parks, that cannot be reasonably mitigated.***



- o Additional language has been included to support City departments and address their updated and/or proposed changes to new master plans.
- ***Whether the proposed change creates an adverse impact on landmarks or other historically significant structure or properties that cannot be reasonably mitigated.***
  - o It does not.
- ***Whether development resulting from the proposed change would create an undue adverse impact on surrounding neighborhoods.***
  - o The objective of the “Character Area” planning approach will be to provide guidance and expectations that ensure surrounding developments are protected and considered when the land use and design of a development is proposed.
- ***Whether the proposed change would have a significant adverse impact on the natural environment, including washes, vegetation, slopes, groundwater, and other significant natural resources that could not be easily mitigated.***
  - o Additional language has been added to the Development Type - “Open Space”, as well as adding “Scenic Lands Development” and “Wildlife Corridors” to the Sub Areas sections of the Land Use Element. These enhance the existing language to protect the natural environment within Surprise.
- ***Whether there was a change in city-adopted policies or codes that would justify a change in the Surprise General Plan 2035.***
  - o The experience of having potential development delayed as part of the process to adopt a “Village Plan” compels a change in planning policy.
- ***The impact of the proposed change on the City’s adopted development policies, and the fiscal and operational capacity of the city to provide any services, facilities, or programs that might be required if the change were adopted.***
  - o The objective of the “Character Area” planning approach will be to provide guidance and expectations for developers to protect the interest of City services while at the same time providing greater flexibility to respond to unique proposals, changing market conditions and existing uses in the vicinity of a proposal.

Staff has evaluated the subject request against these criteria and is satisfied the proposed changes to the General Plan 2035 adequately address these issues.

#### **Reviewing Agencies:**

The proposed Major Amendment to the General Plan 2035 included meetings and correspondence with stakeholders, neighboring municipalities, and other government agencies. A full list and correspondence details is attached to this staff report. Support has been received for the efforts within this amendment to support and advance the protection of open space, wildlife corridors,

transportation on a regional and local scale, and economic assets (i.e. Luke Aux 1 and Ford Proving Grounds).

Comments have been received about the impact of current development rights, the increase of Open Space on the Land Use Map, and identifying the Wildlife Linkages Corridor sub area. The concern is that these new features on the Land Use Map will cause undue restrictions and overregulate the possibility to develop the properties directly impacted. Staff met with, received emails from, and had phone conversations with representatives of some of these properties.

Staff explained that current entitlements are not being removed by this amendment to the General Plan 2035. Effort will be made to work with each land owner and developer to meet the needs of the property and achieve the vision of Surprise. Staff provided the background of the Open Space geographies and the history of the existing Wildlife Linkages map. These lands have both geographic and external agency restrictions that led the identification process. The goal of the Land Use Map is to inform the public, through the character areas and sub areas, that there are additional factors to consider when evaluating and researching any given parcel.

#### **Summary:**

Staff believes the proposed amendment to the General Plan 2035 aids in achieving the vision of Surprise and is an improvement to the overall plan. If approved, the proposed amendment will provide direction in the development of additional policy documents and update the Surprise Unified Development Code (SUDC). The “Character Area” planning approach provides design guidance, ensures developer accountability, and helps protect the appeal and charm of existing neighborhoods and entitled developments.

#### **Noted Revisions and Analysis:**

Below is a summary of the content within each Element that was retained, revised, added, and removed. A red line version is available in the Community Development office, but because of the changes in text, maps, and formatting, it may not always be easy to read.

**Land Use Element** – Overall, the Land Use Element is the foundation piece to the Amendment. This Element was NOT amended in the General Plan 2035 that was approved by the voters in 2013. The proposed new Land Use Element is a complete revision in formatting but in some instances merely incorporates old language into the new format.

##### *Items Retained*

##### *Base Information*

- Discussion about existing land use conditions (with updated data)
- Identifying existing land ownership statistics
- Intent and purpose of appropriate goals/policies (rephrased to be consistent with proposed character area approach)

##### *Items Revised*



297 Land Use Map

- 298 • The existing, approved map is not a reflection of the vision of future
- 299 development, as it represents existing/entitled conditions.
- 300 • Updating maps as a visual, geographic representation of the vision of
- 301 Surprise

302 Land Use Definitions

- 303 • Definitions and density ranges are updated to match the Character Area
- 304 planning approach
- 305 • Appropriate language for Uses and Definitions are moved into the
- 306 “Character Areas” and the “Development Types”

307 *Items Added*

308 Character Area Approach

- 309 • Unifies the city with a holistic view to achieve the “One Surprise” philosophy
- 310 • Instead of geographic separation, 4 Character Areas “combine form, density,
- 311 intensity, and development pattern of a defined area that gives it an
- 312 identifiable character”
- 313 • Each Character Area is further defined by Development Types

314 Development Types

- 315 • These preserve existing special features, establish a desired future state, or
- 316 respond to specific, unique development issues.
- 317 • Higher level of detail and guidance within Character Areas; i.e. density range;
- 318 aesthetics and built form; proximity, transition, and buffering; site design
- 319 and orientation; and Typical Uses

320 Sub-Areas

- 321 • Similar to the Special District in the current Urban Design Element, these
- 322 identify unique qualities that need to be preserved with additional planning
- 323 guidance while recognizing the underlying Land Use Character Area.
- 324 • Expressly identifies the city’s vision and design expectations for each
- 325 individual Sub-Area
- 326 • Precursor to additional planning documents for identified Sub-Areas.

327 Compatibility Tables

- 328 • Character Area Table: tool to identify encouraged Character Areas and
- 329 Development Types based on adjacent uses
- 330 • Zoning Table: tool to identify the required zoning for the proposed use
- 331 within a Character Area and Development Types

332 *Items Removed*

333 Goals and Policies

- 334 • Some goals/policies directly relating to Village Planning will be removed
- 335 • Language that was too vague or could not be enforced.

336

337 **Growth Element** – This Element requires a complete revision since the Village Planning

338 approach, originally defined in this element, will be removed from the General Plan 2035.

339 *Items Retained*

- 340 Growth Areas
- 341 • This Element must retain a focus on Growth Areas and identify tools for
- 342 more efficient coordination of land use, transportation, and
- 343 infrastructure development
- 344 Growth Strategies
- 345 • While the planning approach is changing, the purpose and strategies for
- 346 smart growth are still applicable
- 347 *Items Revised*
- 348 General Information
- 349 • Updated data and statistics
- 350 • Background info regarding recent growth and development patterns
- 351 Growth Areas
- 352 Growth Areas
- 353 • Too many growth areas, overextends the focus and tools beyond the
- 354 scope of the General Plan 2035
- 355 Village Planning Strategy
- 356 • Strategies to protect desired characteristics within neighborhoods,
- 357 consistent pedestrian connectivity, and preserve natural resources and
- 358 open space were moved into the Land Use Element
- 359 *Items Added*
- 360 General Information
- 361 • Subsections of Residential, Employment, and Special Districts provide
- 362 descriptions of existing and future development characteristics
- 363 • Areas were relabeled with a priority towards a regional identity as any
- 364 expected growth is prone to change due to outside influences and
- 365 market conditions.
- 366 Growth Map
- 367 • Utilizing updated information, and focusing on growth within the
- 368 timeframe of the General Plan 2035, a simplified visual representation is
- 369 proposed.
- 370 *Items Removed*
- 371 Village Planning Strategy
- 372 • Developed reactive policy docs
- 373 • Implementation resulted in different design standards within the city
- 374 • Impeded development if a Village Plan was not yet adopted
- 375
- 376 **Urban Design Element** – This Element is not required by state statute and will be removed,
- 377 while important details, descriptions, and strategies are moved into the Land Use Element.
- 378 *Items Retained*
- 379 General Info
- 380 • The retained language is consistent with the Character Area approach
- 381 and better suited within the Land Use Element
- 382 Goals and Policies



- Incorporate into other parts of the proposed Major Amendment to add layers of planning policy
- Help create tools to hold developers accountable for higher quality development and improved aesthetics

*Items Revised*

“Character Zoning”

- Intent of this sections is compatible Character Area and/or Development Type
- Descriptions about intensity and transitioning were incorporated into the Land Use Element

*Items Removed*

“Character Zoning”

- The nomenclature is inconsistent with the SUDC concept of zoning districts
- Visual cross-section is an oversimplification of the transition from one zone to the next without context relative to the city’s layout.
- Direction towards Village Planning will be removed

**Economic Development Element** – A paradigm shift within the city’s ED department includes efforts towards updating the Strategic Action Plan. The new Economic Vitality Element is part of that process.

*Items Retained*

Goals and Policies

- All 4 Goals are still applicable
- Many policies are retained

*Items Revised*

General Information

- Update data and statistics
- Background info regarding recent business growth and employment information

Discussion

- Vague language; lacking guidance
- Much of the subsections are just definitions and descriptions

*Items Added*

Sections and Subsections

- Adds more detailed information about Skilled Strategic Employment Centers, Jobs to Housing Balance

Goals and Policies

- Additional policies have been added to each of the 4 goals to provide improved guidance and direction

*Items Removed*

Discussion

- 425                               • Insufficient in the tools and direction in how to achieve economic  
426                               strength and sustainability  
427

## 428 **Housing Element**

### 429 *Items Retained*

#### 430 General Info, Subsections and Definitions

- 431                               • Definitions are retained and expanded  
432                               • Housing Stock  
433                               • Housing Resources  
434                               • Market Forces  
435                               • Housing Strategies  
436                               • Future Needs

#### 437 Goals and Policies

- 438                               • Many of Goals and Policies are still applicable  
439                               • Many policies are retained

### 440 *Items Revised*

#### 441 General Information

- 442                               • Outdated statistics  
443                               • Updated data

#### 444 Special Needs Populations

- 445                               • The existing draft underserves the variety of populations with special  
446                               housing needs  
447                               • Identify the needs and tools available to Surprise to serve to full balance  
448                               of the community

### 449 *Items Added*

#### 450 Household Tenure and Composition: Stability

- 451                               • Expand on the statistics and needs of the various phases of traditional  
452                               single family homes, and common phases  
453                               • Each phase of the residential cycle offers something unique to the  
454                               housing stock/demand

### 455 *Items Removed*

#### 456 General Information

- 457                               • Vague language; simple definitions  
458                               • Outdated statistics  
459

460 **Recreation and Open Space Element** – Updating this Element is part of the process to support  
461 the efforts in updating Parks and Recreation Master Plan.

### 462 *Items Retained*

#### 463 Strategies, Goals and Policies

- 464                               • Even while removing the phrasing “village plan” the strategies in place  
465                               are applicable towards planning for the whole city

### 466 *Items Revised*

#### 467 General Info



- 468                   • Increase language within the “Discussion” section as a better precursor  
469                   the efforts of the Department of Community & Recreation Services

470           *Items Added*

471                   Subcategories

- 472                   • Provide more information for clear descriptions to demonstrate the  
473                   strategies and areas of focus in the proposed Parks and Recreation  
474                   Master Plan  
475                   • Adds language that emphasizes the opportunities and acquisitions for  
476                   Community Parks (25+ acres)  
477                   • Adds subsections of Conservation Areas, Greenbelts, and Natural  
478                   Resources

479                   Goals and Policies

- 480                   • Adds a few policies to enhance tools to achieve recreation targets  
481                   • Strengthens the language in certain policies to better reflect the efforts  
482                   to update the Parks and Recreation Master Plan

483                   Maps

- 484                   • Adds maps to reflect the efforts to update the Parks and Recreation  
485                   Master Plan

486           *Items Removed*

487                   Village Planning

- 488                   • Simple language that referenced the village plans

489                   Maps

- 490                   • 3 maps, not consistent with the proposed Parks and Recreation Master  
491                   Plan

492  
493   **Roadway Systems Element** – Retain focus on a sufficient network of roadways to/from and  
494   throughout Surprise

495           *Items Retained*

496                   General Info and Definitions

- 497                   • Data and statistics

498           *Items Revised*

499                   General Info, Subsections and Definitions

- 500                   • Definitions are retained and expanded  
501                   • Complete Streets  
502                   • Parking  
503                   • Levels of Service  
504                   • Movement of goods/freight

505                   Transportation Map

- 506                   • Roadway alignments are updated based on cited studies  
507                   • Includes recognized Truck Routes and NEV Corridor

508                   Goals and Policies

- 509                   • Many of Goals and Policies are still applicable  
510                   • Many policies are retained

511 *Items Added*

512 General Info and Definitions

- 513 • Table that enhances the descriptions of Levels of Service

514 Functional Classification System

- 515 • Table is added to properly expand the definitions and provide guidance  
516 on how “type” is to be implemented and designed

517 Transportation Studies

- 518 • Table with information about previous and ongoing studies that have  
519 influenced the planning and design of existing and planned roadways.

520 Goals and Policies

- 521 • Additional policies are added to each of the 4 goals to provide improved  
522 guidance and direction

523 *Items Removed*

524 General Information

- 525 • Vague language; simple definitions

526  
527 **Transit Element**

528 *Items Retained*

529 Strategies, Goals and Policies

- 530 • Even while removing the phrasing “village plan” the strategies in place  
531 are applicable towards planning for the whole city

532 *Items Revised*

533 General Info and Definitions

- 534 • Update data and statistics

535 Public Transit Map

- 536 • Correct roadway alignments to be consistent with existing studies

537 *Items Added*

538 General Info and Definitions

- 539 • Provide more specific references to Northwest Valley Local Transit  
540 System Study produced by MAG

541 *Items Removed*

542 Village Planning

- 543 • Simple language that referenced the village plans

544  
545 **Alternate Modes Element**

546 *Items Retained*

547 Strategies, Goals and Policies

- 548 • Even while removing the phrasing “village plan” the strategies in place  
549 are applicable towards planning for the whole city

550 *Items Revised*

551 General Info and Definitions

- 552 • Update data and statistics

553 Non-Motorized Transportation Map



- 554                               • Adjustment to a few trail alignments near Luke Aux 1  
555                               • Correct roadway alignments to be consistent with existing studies

556           *Items Added*

557                   General Info and Definitions

- 558                               • Add language referencing the NEV corridor

559           *Items Removed*

560                   Village Planning

- 561                               • Simple language that referenced the village plans

562  
563   **Water Resources Element**

564           *Items Retained*

565                   Strategies, Goals and Policies

- 566                               • Even while removing the phrasing “village plan” the strategies in place  
567                               are applicable towards planning for the whole city

568           *Items Revised*

569                   General Info and Definitions

- 570                               • Update data and statistics  
571                               • Add language that emphasizes the strategies by our Water Resources  
572                               Management Department  
573                               • Provide more specific references to the adopted Water Resource  
574                               Management Policies

575           *Items Added*

576                   Goals and Policies

- 577                               • Amend language of certain Goals to better reflect the ambitions for a  
578                               sustainable water management  
579                               • Add policies that allow staff to hold future developers accountable for  
580                               water rights  
581                               • Establish a variety of tools to obtain and manage the city’s water  
582                               portfolio

583           *Items Removed*

584                   Village Planning

- 585                               • Simple language that referenced the village plans

586                   General Info

- 587                               • Language that is inconsistent with the new Water Resources  
588                               Management Policies

589  
590   **Public Utilities Element**

591           *Items Retained*

592                   General Info

- 593                               • All other language, strategies, goals, and policies are retained

594           *Items Added*

595                   Map

- Add a Power Corridor Map to illustrate and identify the various power corridors within the Surprise Planning Area.

*Items Removed*

Village Planning

- Simple language that referenced the village plans

**Chapter 6: Implementation** – This chapter required a complete rewrite since the Village Planning approach, with the formatting standard defined in this element, is being removed from the General Plan 2035.

*Items Retained*

General Plan Summary Report

- Details the efforts of the General Plan for the previous and upcoming year Amendment procedures
- Surprise will still conform to the state statutes that regulated community outreach, applications, and public hearings requirements
- Amendment evaluation criteria

*Items Revised*

General Plan Summary Report

- Details the efforts of the General Plan for the previous and upcoming year

Amendment Procedures

- Language about Major vs. Minor amendments has shown to be inflexible when the Land Use Element and Map was a reflection of existing conditions instead of a vision of the future

*Items Added*

Major Amendments - defined

- Any change in the Character Area Land Use designation from Neighborhood to Commerce & Office or Employment on 640 or more acres.
- Any change in the Character Area Land Use designation from Commerce & Office or Employment to Neighborhood.
- An increase or decrease in the planned number of acres designated for Open Space Character Area Land Use of 160 acres or more.
- Revisions to the text of the General Plan 2035 “not purely technical in nature.”

Minor Amendments - defined

- All amendments that are not defined as Major Amendments are considered Minor Amendments

Development proposal review criteria

- Depending on the project’s size, location, and use, the review may address the project’s impacts in a variety of areas

*Items Removed*

Village Planning Strategy



- By removing the village planning approach throughout the General Plan, the template will be removed from the Implementation chapter Restrictive language to future development
- Certain development projects have been hindered or been setback since the current General Plan 2035 was ratified

**Additional Maps Packet** – The following maps include the addition of two square mile into the Planning Area Boundary, generally located south of Peoria Avenue, between White Tank Mountains Regional Park and Perryville Road. The only proposed changes are exclusive to the Planning Area Boundary. These maps are within Elements of the General Plan 2035 not otherwise part of this amendment and contain no other revisions.

- Schools and School Districts Map (Education Element)
- Wildlife Linkages (Conservation Element)
- Fire Stations (Public Buildings and Service Element)
- City Services and Recreation Map (Public Buildings and Service Element)

#### **60-day Review Comments/Edits**

The required 60-day review period, required by state statute, began on September 18, 2015. Community Development staff distributed copies of all proposed revisions to the General Plan 2035 to stakeholders, neighboring municipalities and government agencies, and interdepartmental staff for their review. Some comments and suggestions were received and incorporated into the final draft of each Element included in this request. Full redline copies of each Element are available within the Community Development Department records.

**Roadway Systems Element** – Transportation planning staff made a correction to Goal 3, Policy 2 to correct the readability of the policy and match the road alignments within the current studies for Jomax Road from US60 to Happy Valley Road and the future interchange with Loop-303.

**Recreation and Open Space Element** – Staff received a letter of support from the Maricopa County Park and Recreation Department (MCPRD), which also included suggested revisions to the some mapping features near the White Tank Mountain Regional Park. Within this element, there is a regional trail shown on the Parks and Recreation Master Plan Map near the northeast area of the regional park. This location is inconsistent with the White Tank Mountain Park Master Plan 2014-2034 and the MCPRD requested realignment. In an effort to ensure consistency with our regional partners, and protect the park from illegal entry and the creation of rouge trails, staff has revised the location of the trail to the 243<sup>rd</sup> Avenue alignment.

**Alternate Modes Element** – This element, while being consistent with the other trails and open space alignments in the General Plan 2035, showed an equestrian friendly regional path near the northeaster boundary of the White Tank Mountain Regional Park. The alignment was revised the location of the trail to the 243<sup>rd</sup> Avenue alignment to protect the regional park from illegal entry and the creation of rouge trails.

In order to maintain a good relationship with Ford Proving Grounds, a few roadway and trail alignments across the proving grounds were amended. The commitment of that land as an economic driver to the region and the development restrictions within the Luke Aux 1 noise contours support the revisions to road and trail alignments.

The draft presented as part of the 60-day review included an additional final paragraph to the Neighborhood Electric Vehicle (NEV) subsection, identifying a “dedicated lane” within a NEV Corridor along Bullard Avenue. During the 60-day review period, the Bullard Avenue Task Force reached a consensus to remove the “dedicated lane” and restore two travel lanes in each direction. The paragraph describing the Bullard Avenue NEV Corridor was revised to coordinate the efforts of the Bullard Avenue Task Force with the strategies of the General Plan 2035.

**Water Resources Element** – The Water Resources Management Department suggested changes to a few subsections of this Element. Revised language provides consistency to the phrases and key words used in the updated Water Resource Management Policies. There are no suggested changes to the Goals and Policies section.

**Public Utilities Element** – The Water Resources Management Department suggested changes to a few subsections of this Element. Revised language provides consistency to the phrases and key words used in the updated Water Resource Management Policies. There are no suggested changes to the Goals and Policies section.

#### **Next Steps:**

**December 15, 2015:** City Council – consideration and action

**Next Year:** If this Major Amendment to the General Plan 2035 is adopted by City Council, staff will begin the process of updating the Surprise Unified Development Code (SUDC) as directed by this update. One of the first steps of that update will be to focus on the Surprise Heritage District sub area. Research and development of draft language has been prepared and discussed with members of the Original Townsite (OTS).

Additional direction within this amendment is to develop Planning and Engineering Design Standards (PEDS) that will be a tool for staff, the Planning and Zoning Commission, and City Council to ensure higher quality design and focus on the built form. Working with the Engineering Development Services Division, this policy document will be the standard for improved aesthetics throughout Surprise.

#### **Recommendation:**

Based on the analysis provided in this report, staff recommends the Commission move to recommend **approval** of case FS15-173 to the City Council.



|     |                                                                    |
|-----|--------------------------------------------------------------------|
| 725 | <b><u>Attachments:</u></b>                                         |
| 726 |                                                                    |
| 727 | 01 Element Revisions Summary Table (4 page)                        |
| 728 | 02 Proposed Land Use Element (45 pages)                            |
| 729 | 03 Proposed Growth Element (7 pages)                               |
| 730 | 04 Proposed Economic Vitality Element (11 pages)                   |
| 731 | 05 Proposed Housing Element (10 pages)                             |
| 732 | 06 Proposed Recreation and Open Space Element (14 pages)           |
| 733 | 07 Proposed Chapter 3 Introduction and Executive Summary (8 pages) |
| 734 | 08 Proposed Roadway Systems Element (19 pages)                     |
| 735 | 09 Proposed Transit Element (5 pages)                              |
| 736 | 10 Proposed Alternate Modes Element (7 pages)                      |
| 737 | 11 Proposed Water Resources Element (7 pages)                      |
| 738 | 12 Proposed Public Utilities Element (9 pages)                     |
| 739 | 13 Proposed Chapter 6: Implementation (6 pages)                    |
| 740 | 14 Additional Map Packet (4 pages)                                 |
| 741 | 15 Letter From Glendale City Manager (1 page)                      |
| 742 | 16 Public Outreach Packet (8 pages)                                |
| 743 | 17 Stakeholder Packet (19 pages)                                   |
| 744 | 18 Letter from AZ Game and Fish (7 pages)                          |
| 745 | 19 Letter from Maricopa County Parks and Recreation (3 pages)      |
| 746 | 20 Power Point Presentation                                        |

Element Revisions Summary Table

|                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Element        | <b>Land Use Element</b><br><i>Overall, the Land Use Element is the foundation piece to the Amendment. It was a complete rewrite that incorporated old language into the new format.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>Growth Element</b><br><i>This Element required a complete rewrite since the Village Planning approach, originally defined in this element, is being removed from the General Plan 2035.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Items Retained | <u>Base Information</u> <ul style="list-style-type: none"><li>Discussion about existing land use conditions (with updated data)</li><li>Identifying existing land ownership statistics</li><li>Intent and purpose of appropriate goals/policies (rephrased to be consistent with proposed character area approach)</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <u>Growth Areas</u> <ul style="list-style-type: none"><li>This Element must retain a focus on Growth Areas and identify tools for more efficient coordination of land use, transportation, and infrastructure development</li></ul> <u>Growth Strategies</u> <ul style="list-style-type: none"><li>While the planning approach is changing, the purpose and strategies for smart growth are still applicable</li></ul>                                                                                                                                                                                                                                                                                                                                                               |
| Items Revised  | <u>Land Use Map</u> <ul style="list-style-type: none"><li>The existing, approved Land Use Map is not a reflection of the vision of future development, as it represents existing/entitled conditions.</li><li>Updating maps as a visual, geographic representation of the vision of Surprise</li></ul> <u>Land Use Definitions</u> <ul style="list-style-type: none"><li>Definitions, density ranges, and definitions are updated to match the Character Area planning approach</li><li>Appropriate language for Uses and definitions are moved in the “Character Areas” and the “Development Types”</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <u>Growth Areas</u> <ul style="list-style-type: none"><li>Too many growth areas, overextends the focus and tools beyond the scope of the General Plan 2035</li></ul> <u>Village Planning Strategy</u> <ul style="list-style-type: none"><li>Strategies to protect desired characteristics within neighborhoods, consistent pedestrian connectivity, and preserve natural resources and open space were moved into the Land Use Element.</li></ul>                                                                                                                                                                                                                                                                                                                                    |
| Items Added    | <u>Character Area Approach</u> <ul style="list-style-type: none"><li>Unifies the city with a holistic view to achieve the “One Surprise” philosophy</li><li>Instead of geographic separation, 4 Character Areas “combine form, density, intensity, and development pattern of a defined area that gives it an identifiable character”</li><li>Each Character Area is further defined by Development Types</li></ul> <u>Development Types</u> <ul style="list-style-type: none"><li>These preserve existing special features, establish a desired future state, or respond to specific, unique development issues.</li><li>Higher level of detail and guidance within Character Areas; i.e. density range; aesthetics and built form; proximity, transition, and buffering; site design and orientation; and Typical Uses</li></ul> <u>Sub-Areas</u> <ul style="list-style-type: none"><li>Similar to the Special District in the Urban Design Element, these identify unique qualities that need to be preserved with additional planning guidance while recognizing the underlying Land Use Character Area.</li><li>Expressly identifies the city’s vision and design expectations for each individual Sub-Area</li><li>Precursor to additional planning documents for identified Sub-Areas.</li></ul> <u>Compatibility Tables</u> <ul style="list-style-type: none"><li>Character Area Table: tool to identify encouraged Character Areas and Development Types based on adjacent uses</li><li>Zoning Table: tool to identify the required zoning for the proposed use within a Character Area and Development Types</li></ul> | <u>General Information</u> <ul style="list-style-type: none"><li>Updated data and statistics</li><li>Background info regarding recent growth and development patterns</li></ul> <u>Growth Areas</u> <ul style="list-style-type: none"><li>Subsections of Residential, Employment, and Special Districts provide descriptions of existing and future development characteristics</li><li>Areas were relabeled with a priority towards a regional identity as any expected growth is prone to change due to outside influences and market conditions.</li></ul> <u>Growth Map</u> <ul style="list-style-type: none"><li>Utilizing updated information, and focusing on growth within the timeframe of the General Plan 2035, a simplified visual representation is proposed.</li></ul> |
| Items Removed  | <u>Goals and Policies</u> <ul style="list-style-type: none"><li>Some goals/policies directly relating to Village Planning will be removed</li><li>Language that was too vague or could not be enforced.</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <u>Village Planning Strategy</u> <ul style="list-style-type: none"><li>Developed reactive policy docs</li><li>Implementation resulted in segregated sections of the city</li><li>Impeded development if a Village Plan was not yet adopted</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |



Element Revisions Summary Table

| Element        | Urban Design Element<br><i>The Element is not required by state statute. Important details, descriptions, and strategies are being moved into the Land Use Element</i>                                                                                                                                                                                                                                                                                                         | Economic Development Element<br><i>A paradigm shift within the city’s ED department includes efforts towards updating the Strategic Actin Plan. The new Economic Vitality Element is the first step in that process.</i>                                                                                                                                            | Housing Element                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Items Retained | <u>General Info</u> <ul style="list-style-type: none"><li>The retained language is consistent with the Character Area approach and better suited within the Land Use Element</li></ul> <u>Goals and Policies</u> <ul style="list-style-type: none"><li>Incorporate into other parts of the proposed Major Amendment to add layers of planning policy</li><li>Help create tools to hold developers accountable for higher quality development and improved aesthetics</li></ul> | <u>Goals and Policies</u> <ul style="list-style-type: none"><li>All 4 Goals are still applicable</li><li>Many policies are retained</li></ul>                                                                                                                                                                                                                       | <u>General Info, Subsections and Definitions</u> <ul style="list-style-type: none"><li>Definitions are retained and expanded</li><li>Housing Stock</li><li>Housing Resources</li><li>Market Forces</li><li>Housing Strategies</li><li>Future Needs</li></ul> <u>Goals and Policies</u> <ul style="list-style-type: none"><li>Many of Goals and Policies are still applicable</li><li>Many policies are retained</li></ul> |
| Items Revised  | <u>“Character Zoning”</u> <ul style="list-style-type: none"><li>Intent of this sections is compatible Character Area and/or Development Type</li><li>Descriptions about intensity and transitioning were the incorporated into the Land Use Element</li></ul>                                                                                                                                                                                                                  | <u>General Information</u> <ul style="list-style-type: none"><li>Update data and statistics</li><li>Background info regarding recent business growth and employment information</li></ul> <u>Discussion</u> <ul style="list-style-type: none"><li>Vague language; lacking guidance</li><li>Much of the subsections are just definitions and descriptions</li></ul>  | <u>General Information</u> <ul style="list-style-type: none"><li>Outdated statistics</li><li>Updated data</li></ul> <u>Special Needs Populations</u> <ul style="list-style-type: none"><li>The existing draft underserves the variety of populations with special housing needs</li><li>Identifies the needs and tools available to Surprise to serve to full balance of the community</li></ul>                          |
| Items Added    | <ul style="list-style-type: none"><li></li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                               | <u>Sections and Subsections</u> <ul style="list-style-type: none"><li>Adds more detailed information about Skilled Strategic Employment Centers, Jobs to Housing Balance,</li></ul> <u>Goals and Policies</u> <ul style="list-style-type: none"><li>Additional policies have been added to each of the 4 goals to provide improved guidance and direction</li></ul> | <u>Household Tenure and Composition: Stability</u> <ul style="list-style-type: none"><li>Expands on the statistics and needs of the various phases of traditional single family homes, and common phases</li><li>Each phase of the residential cycle offers something unique to the housing stock/demand</li></ul>                                                                                                        |
| Items Removed  | <u>“Character Zoning”</u> <ul style="list-style-type: none"><li>The nomenclature is inconsistent with the SUDC concept of zoning districts</li><li>Visual cross-section is an oversimplification of the transition from one zone to the next.</li></ul> <u>Goals and Policies</u> <ul style="list-style-type: none"><li>Direction towards Village Planning will be removed</li></ul>                                                                                           | <u>Discussion</u> <ul style="list-style-type: none"><li>Insufficient in the tools and direction in how to achieve economic strength and sustainability</li></ul>                                                                                                                                                                                                    | <u>General Information</u> <ul style="list-style-type: none"><li>Vague language; simple definitions</li><li>Outdated statistics</li></ul>                                                                                                                                                                                                                                                                                 |

## Element Revisions Summary Table

| Element        | <b>Recreation and Open Space Element</b><br><i>Updating this Element is the first step in the process to support the efforts in updating Parks and Recreation Master Plan.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>Roadway Systems Element</b><br><i>Retain focus on a sufficient network of roadways to/from and throughout Surprise</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Transit Element                                                                                                                                                                                                                                                | Alternate Modes Element                                                                                                                                                                                                                                                                                                                     |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Items Retained | <u>Strategies, Goals and Policies</u> <ul style="list-style-type: none"> <li>Even while removing the phrasing “village plan” the strategies in place are applicable towards planning for the whole city</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <u>General Info and Definitions</u> <ul style="list-style-type: none"> <li>Data and statistics</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <u>Strategies, Goals and Policies</u> <ul style="list-style-type: none"> <li>Even while removing the phrasing “village plan” the strategies in place are applicable towards planning for the whole city</li> </ul>                                             | <u>Strategies, Goals and Policies</u> <ul style="list-style-type: none"> <li>Even while removing the phrasing “village plan” the strategies in place are applicable towards planning for the whole city</li> </ul>                                                                                                                          |
| Items Revised  | <u>General Info</u> <ul style="list-style-type: none"> <li>Increase language within the “Discussion” section as a better precursor the efforts of Community Recreation Services</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <u>General Info, Subsections and Definitions</u> <ul style="list-style-type: none"> <li>Definitions are retained and expanded</li> <li>Complete Streets</li> <li>Parking</li> <li>Levels of Service</li> <li>Movement of goods/freight</li> </ul> <u>Transportation Map</u> <ul style="list-style-type: none"> <li>Roadway alignments are updated based on cited studies</li> </ul> <u>Goals and Policies</u> <ul style="list-style-type: none"> <li>Many of Goals and Policies are still applicable</li> <li>Many policies are retained</li> </ul>                                                                                                                                                                                                                      | <u>General Info and Definitions</u> <ul style="list-style-type: none"> <li>Update data and statistics</li> </ul> <u>Public Transit Map</u> <ul style="list-style-type: none"> <li>Correct roadway alignments to be consistent with existing studies</li> </ul> | <u>General Info and Definitions</u> <ul style="list-style-type: none"> <li>Updated data and statistics</li> </ul> <u>Non-Motorized Transportation Map</u> <ul style="list-style-type: none"> <li>Adjustment to a few trail alignments near Luke Aux 1</li> <li>Correct roadway alignments to be consistent with existing studies</li> </ul> |
| Items Added    | <u>Subcategories</u> <ul style="list-style-type: none"> <li>Provided more information for clear descriptions to demonstrate the strategies and areas of focus in the proposed Parks and Recreation Master Plan</li> <li>Added language that emphasizes the opportunities/acquisitions for Community Parks (25+ acres)</li> <li>Added subsections of Conservation Areas, Greenbelts, and Natural Resources</li> </ul> <u>Goals and Policies</u> <ul style="list-style-type: none"> <li>Adds a few policies to enhance tools to achieve recreation targets</li> <li>Strengthen the language in certain policies to better reflect the efforts to update the Parks and Recreation Master Plan</li> </ul> <u>Maps</u> <ul style="list-style-type: none"> <li>Adds new maps to reflect the efforts to update the Parks and Recreation Master Plan</li> </ul> | <u>General Info and Definitions</u> <ul style="list-style-type: none"> <li>Table that enhances the descriptions of Levels of Service</li> </ul> <u>Functional Classification System</u> <ul style="list-style-type: none"> <li>Table is added to properly expand the definitions and provide guidance on how is “type” is to be implemented and designed</li> </ul> <u>Transportation Studies</u> <ul style="list-style-type: none"> <li>Table with information about previous and ongoing studies that have influenced the planning and design of existing and planned roadways.</li> </ul> <u>Goals and Policies</u> <ul style="list-style-type: none"> <li>Additional policies are added to each of the 4 goals to provide improved guidance and direction</li> </ul> | <u>General Info and Definitions</u> <ul style="list-style-type: none"> <li>Provide more specific references to Northwest Valley Local Transit System Study produced by MAG</li> </ul>                                                                          | <u>General Info and Definitions</u> <ul style="list-style-type: none"> <li>Added language referencing the NEV corridor</li> </ul>                                                                                                                                                                                                           |
| Items Removed  | <u>Village Planning</u> <ul style="list-style-type: none"> <li>Simple language that referenced the village plans</li> </ul> <u>Maps</u> <ul style="list-style-type: none"> <li>3 maps, not consistent with the updated Parks Master Plan</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <u>General Information</u> <ul style="list-style-type: none"> <li>Vague language; simple definitions</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <u>Village Planning</u> <ul style="list-style-type: none"> <li>Simple language that referenced the village plans</li> </ul>                                                                                                                                    | <u>Village Planning</u> <ul style="list-style-type: none"> <li>Simple language that referenced the village plans</li> </ul>                                                                                                                                                                                                                 |



Element Revisions Summary Table

| Element        | Water Resources Element<br><i>Updating this Element supports the efforts in new Water Resources Management Policy that better supports the long terms development needs for Surprise</i>                                                                                                                                                                       | Public Utilities Element                                                                                                                                                        | Chapter 6: Implementation<br><i>This Element required a complete rewrite since the Village Planning approach, with the formatting standard in this element, is being removed from the General Plan 2035.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Items Retained | <u>Strategies, Goals and Policies</u> <ul style="list-style-type: none"><li>Even while removing the phrasing “village plan” the strategies in place are applicable towards planning for the whole city</li></ul>                                                                                                                                               | <u>General Info</u> <ul style="list-style-type: none"><li>All other language, strategies, goals, and policies are retained</li></ul>                                            | <u>General Plan Summary Report</u> <ul style="list-style-type: none"><li>Details the efforts of the General Plan for the previous and upcoming year Amendment procedures</li><li>Surprise will still conform to the state statutes that regulated community outreach, applications, and public hearings requirements</li><li>Amendment evaluation criteria</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Items Revised  | <u>General Info and Definitions</u> <ul style="list-style-type: none"><li>Update data and statistics</li><li>Add language that emphasizes the strategies by our Water Resources Department</li><li>Provide more specific references to the adopted Water Resource Management Policies</li></ul>                                                                |                                                                                                                                                                                 | <u>General Plan Summary Report</u> <ul style="list-style-type: none"><li>Details the efforts of the General Plan for the previous and upcoming year</li></ul> <u>Amendment Procedures</u> <ul style="list-style-type: none"><li>Language about Major vs. Minor amendments has shown to be inflexible when the Land Use Element and Map was a reflection of existing conditions instead of a vision of the future</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Items Added    | <u>Goals and Policies</u> <ul style="list-style-type: none"><li>Amend language of certain Goals to better reflect the ambitions for a sustainable water management</li><li>Add policies that allow staff to hold future developers accountable for water rights</li><li>Establish a variety of tools to obtain and manage the city’s water portfolio</li></ul> | <u>Map</u> <ul style="list-style-type: none"><li>Added a Power Corridor Map to illustrate and identify the various power corridors within the Surprise Planning Area.</li></ul> | <u>Major Amendments - defined</u> <ul style="list-style-type: none"><li>Any change in the Character Area Land Use designation from Neighborhood to Commerce &amp; Office or Employment on 640 or more acres.</li><li>Any change in the Character Area Land Use designation from Commerce &amp; Office or Employment to Neighborhood.</li><li>An increase or decrease in the planned number of acres designated for Open Space Character Area Land Use of 160 acres or more.</li><li>Revisions to the text of the General Plan 2035 “not purely technical in nature.”</li></ul> <u>Minor Amendments - defined</u> <ul style="list-style-type: none"><li>All amendments that are not defined as Major Amendments are considered Minor Amendments</li></ul> <u>Development proposal review criteria</u> <ul style="list-style-type: none"><li>Depending on the project’s size, location, and use, the review may address the project’s impacts in a variety of areas</li></ul> |
| Items Removed  | <u>Village Planning</u> <ul style="list-style-type: none"><li>Simple language that referenced the village plans</li></ul> <u>General Info</u> <ul style="list-style-type: none"><li>Language that is inconsistent with the new Water Resources Management Polices</li></ul>                                                                                    | <u>Village Planning</u> <ul style="list-style-type: none"><li>Simple language that referenced the village plans</li></ul>                                                       | <u>Village Planning Strategy</u> <ul style="list-style-type: none"><li>By removing the village planning approach throughout the General Plan, the template will be removed from the Implementation chapter</li></ul> <u>Restrictive language to future development</u> <ul style="list-style-type: none"><li>Certain development projects have been hindered or been setback since the current General Plan 2035 was ratified</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

# Alternate Modes Element

## INTRODUCTION

A complete transportation system is designed and operated to enable safe access for all users. While streets and motorized vehicles do account for the majority of a transportation system, they are not the only components. Broadly speaking, a transportation system can be defined as any means used to move people and/or products. Taken together individual transportation options create the community's transportation system. For this reason it is critical that the transportation element addresses each of these choices, as applicable to the community. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across streets. An incomplete system fails to serve the pedestrians, cyclists, transit, individuals with disabilities, and both the youngest and oldest members of our communities. A complete transportation system also includes consideration for the environment by promoting "green" building concepts while beautifying streets and making them inviting places to be.

## DISCUSSION

### Pedestrians

The most basic transportation option is walking. Walking is the most popular form of exercise in the United States and can be performed by people of all ages and income levels; however, it is not often considered as a means of travel. This is mainly because pedestrian facilities are generally an afterthought and not planned as an integral part of the transportation system.

The City's pedestrian network consists of sidewalks, trails, and street crossings. Surprise has many areas that seem especially conducive to walking for recreation and transportation, particularly within the planned character areas, within its neighborhoods, and along the washes that traverse the City. In the past the City of Surprise has established policies to encourage improvement of the pedestrian network in those areas, through pedestrian connections between neighborhoods and other areas. Some parts of the City are well served by an extensive sidewalk network and pleasant walking conditions. However, pedestrian connectivity along washes and canals is lacking and must be given signifi-

cant attention.

The Alternative Modes Plan includes multi-purpose paths, and a variety of trail corridors for pedestrian activity. Trails include local routes and also corridors included in the Maricopa County Regional Trails Plan. The Non-Motorized Transportation map is on page 105.

### ***Pedestrian Improvement Priorities***

Barriers to pedestrian movement limit the viability of walking as a form of transportation in some parts of the City. Specific pedestrian issues raised during discussions undertaken as part of the new Surprise General Plan 2035 preparation include the lack of pedestrian crossings at intersections, the lack of sidewalks along some streets, difficult crossings on certain intersections, difficulty accessing adjacent alternative roadways and train crossings at a number of locations.

In addition, measures may be required in special areas to reduce vehicle speed and induce traffic calming. The Surprise General Plan 2035 seeks to promote walking within Surprise by improving pedestrian connections, increasing pedestrian safety and creating a land use context



## Alternate Modes Element



supportive of pedestrian travel

### ***Minimizing conflict between transportation modes***

Pedestrians face obstacles and conflicts with motorists when roadways and developments are designed primarily for the automobile. Even if pedestrian facilities are provided, high-speed, high volume roadways with large intersections create barriers for pedestrians. In designing roadways, the impact that the different modes have on each other must be balanced. A large number of public comments received during the general plan development process have indicated a strong need for better pedestrian connectivity throughout the city, especially the need to address major pedestrian barriers. In addition, the need to create a more pedestrian friendly environment (with amenities, traffic calming, and safer intersections) has been extensively noted, particularly within high activity centers and nearby neighborhoods.

### ***Facility Improvements***

The City of Surprise requires sidewalks along all public streets as part of new developments. Additionally, every attempt should be made to retrofit existing developed areas to add sidewalks and/or curb ramps. This issue has been noted extensively in public comments related to pedestrian-oriented transportation and access.

### ***Design for pedestrian facilities for persons with special needs***

Limitations experienced by the elderly, children, and persons with a disability should be considered in the design of pedestrian and other transportation facilities. "Accessible" design is required by the Americans with Disabilities Act (ADA) and can benefit able-bodied users as well. Numerous public comments received during the general plan process have stressed the need for better pedestrian facilities, especially

for the residents with disabilities who rely on them most.

Maintenance of pedestrian facilities Continued maintenance efforts are needed to assure that pedestrian areas, including bus stops are in a usable state of repair. This is especially important for the elderly and persons with a disability in order to maintain their mobility.

### **Bikeway System**

Like pedestrians, bicyclists are often overlooked when considering transportation facilities. The size, topography, and climate of Surprise make it an ideal city for bicycling. Cycling is a very efficient mode of travel. Bicycles take up little space on the road or when parked. They do not contribute to air or noise pollution and offer relatively higher speeds than walking. Bicycling should be encouraged to decrease the use of automobiles for short trips in order to reduce some of the negative aspects of urban growth. Linked trips using bicycles and transit are possible since all Valley Metro regional buses have bike racks on the front. Noise, air pollution, and traffic congestion could be mitigated if more short trips were taken by bicycle or on foot. Riding a bike for short distances between residences and transit stops helps reduce vehicle impacts during peak travel hours. Typically, a short trip that would be taken by bicycle is two miles. According to the United States Department of Transportation, one-quarter of all trips in this country are under one mile; about 40 percent of all trips are two miles or shorter. Recreational bicycling is also gaining popularity as an essential need of the bikeway system in Surprise especially along Sun Valley Parkway.

According to the 2000 census, less than one percent of Surprise residents commute to work by bicycle. The bikeway network has not been developed as a viable commute alternative in Surprise. Bicycle lanes and support facilities

## Surprise General Plan 2035: Foundation for the Future

such as bicycle parking are lacking in most areas. Construction of a comprehensive citywide bikeway network and support facilities, such as bicycle parking at employment locations and other destinations, could greatly increase the mode share of bicycling. Reducing local vehicle trips into retail centers by shifting those trips to bicycling or walking would help alleviate circulation and parking concerns. Development of a bicycle path along the canal systems is also an opportunity to provide alternative cross-town linkages. The Alternative Modes Plan is intended to support both commuter and recreational bicyclists with local and regional links.

There are three types of bike path designations:

**Bike lanes:** Bike lanes are within the roadway, next to the curb. Bike lanes are proposed for collector streets and minor arterial roadways with or without on-street parking.

**Multi-purpose paths:** Multi-purpose paths are behind the curb and sized to accommodate both bicyclists and pedestrians. Multi-purpose paths are proposed for major arterials and parkway cross sections.

**Bike Routes:** Bicycles are allowed to operate on all Arizona roadways where they are not prohibited by the State Engineer (currently only the Valley Freeway System and Interstate-10 between Phoenix and Tucson). Bicycle routes are roadways which have no bike lane designated within the roadway but which are accepted recreational bicycle corridors of regional significance, such as Sun Valley Parkway, which see significant recreational use.

### Bicycle Routes and Support Facilities

There are two important components to consider in bicycle planning—the availability of safe routes and the support facilities that are offered at the end of the trip.

Issues of concern related to bicycle routes include barriers (i.e. freeways), hazards (i.e. rail crossings), lack of bicycle accommodations on

existing major roadways, lack of alternatives on heavily used major roadways due to inadequate street connectivity, and lack of traffic control devices that accommodate bicyclists. Maintenance of bicycle routes is also a concern due to debris accumulation and surface deterioration.

Support or “end-of-trip” facilities are what cyclists use when they reach their destinations, and can include short and long-term bicycle parking, showers, lockers, and adequate lighting. Inadequate facilities can be one of the largest deterrents to cycling for many riders. The City should encourage businesses to partner with each other in order to provide support facilities for bicyclists in their work force.

There are different types of support facilities just as there are different levels of bike path designations. Bicycle support facilities fall into one of four main categories:

**Short-term bicycle parking:** Bicycle racks are low cost devices that provide a location to secure a bicycle. Ideally, bicyclists can lock both their bicycle frame and wheels. The bicycle rack should be in a highly visible location secured to the ground, preferably within 50 feet of a main entrance to a building or facility. Short-term bicycle parking is commonly used for short trips, when cyclists are planning to leave their bicycles for a few hours.

**Long term bicycle parking:** Bicycle lockers are covered storage units that can be locked individually, providing secure parking for one bicycle. Bicycle cages are secure areas with limited access roads. Occasionally they are attended. Each of these means is designed to provide bicyclists with a high level of security so that they feel comfortable leaving their bicycles for long periods of time. They are appropriate for employees of large buildings and at transit stations.

**Shower and locker facilities:** Lockers provide a secure place for bicyclists to store their helmets or other riding gear. Showers are important for bicycle commuters with a rigorous com-



## Alternate Modes Element



mute and/or formal office attire.

**Bicycle stations:** Bicycle stations provide free all day attended bicycle parking. Bicycle stations usually provide bicycle tune ups, repairs, and rentals in order to sustain their operation. They are intended to serve locations with larger numbers of bicycle commuters needing long-term bicycle parking and are an excellent means of facilitating the inter-modal connections between bicycles and transit.

### Public Education

To be responsible bicyclists, riders should learn their rights and responsibilities and safe riding techniques. This knowledge is also necessary for motor vehicle drivers sharing the road with bicyclists. There is a continuous need to provide education for bicyclists and motorists including development and distribution of bicycle maps and other informational materials and conducting safety and training programs.

### Neighborhood Electric Vehicles (NEV)

The neighborhood electric vehicle is a small, electric car designed for low-speed, local trips in neighborhoods and urban areas. These vehicles are designed for short trips on surface streets to carry small loads, and generally for one or two people, although they might be designed for additional passengers. The popularity of NEVs is growing at an incredible rate. NEVs are similar to golf carts and some even double as golf carts, but they are street legal in most areas. They are not intended to be free-way capable, allowing for a dramatic reduction in energy and power needs. NEVs would serve those trips that consumers find too long for walking and bicycling but do not require the use of full-size automobiles. They have become incredibly popular in many places such as retirement communities, resort areas, campgrounds, and golf course communities.

NEVs are usually a little faster and safer than a standard golf cart and they will normally carry

four passengers. NEVs have been growing in popularity among all age groups especially among the numerous adult communities that have been developed in the Surprise planning area during the past twenty years. These communities provide amenities that encourage the use of NEVs and golf carts as a means of transportation.

During the development of the Surprise General Plan 2035 several issues concerning current and future conflicts between NEVs, golf carts, and automobiles were identified. Concerns include increased traffic on major streets, the increasing difficulty for NEV and golf cart drivers to cross these streets, and safe access for golf cart users to shopping areas and grocery stores. The City of Surprise supports the use of electric vehicles, but has emphasized that the vehicles must be operated in accordance with existing Arizona law. Arizona law provides the following restrictions (ARS 28-966):

- A neighborhood electric vehicle shall not be operated at a speed of more than twenty-five miles per hour (25 MPH).
- A neighborhood electric vehicle shall not be driven on a highway that has a posted speed limit of more than thirty-five miles per hour (35 MPH). This section does not prohibit a neighborhood electric vehicle from crossing a highway that has a posted speed limit of more than thirty-five miles per hour at an intersection.
- A neighborhood electric vehicle shall have a notice of the operational restrictions applying to the vehicle permanently attached to or painted on the vehicle in a location that is in clear view of the driver.

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The need for NEVs to reach destinations by crossing major arterials creates problems. The use of NEVs to cross over into areas that are not signed or built to accommodate them may result in safety hazards. To accommodate NEVs safely on existing roads designed for large vehicles and fast-moving traffic, infrastructure standards and designs may need to be modified. The type and scale of NEV infrastructure could vary across communities, depending in part on which vehicles prevail. On streets that carry heavy traffic, NEVs should be allowed only if the posted speed meets state requirements and if the drivers of other vehicles are made aware of the presence of such vehicles in the area.

Any NEV used on the City streets should be equipped and insured in the manner prescribed by state law. Improvement in safety for these low-polluting and energy efficient vehicles is a significant concern in the City of Surprise.

The City has designated Bullard Avenue, from Greenway Road to Peoria Avenue as a NEV Corridor. Although NEVs may travel on any roadway signed for 35 mph or slower, this three-mile stretch of Bullard Avenue is designated as a NEV Corridor because of the number of nearby destinations that may be conducive to the use of NEVs. Those destinations include seven schools, churches, Surprise civic center, the Surprise Stadium, Northwest Regional Library, parks and the recreation campus. Signs and/or pavement markings may be installed along the NEV Corridor alerting motor vehicle drivers to the possible presence of NEVs and to share the road with NEVs. NEV drivers should be especially cautious at major street intersections as motor vehicle drivers may not see them due to their smaller size. All NEVs shall be operated in accordance with all State laws.

### GOALS AND POLICIES

#### Goal 1: Bicycles and Pedestrians

Develop and promote safe bicycle and pedestrian systems, and provide connectivity throughout Surprise.

##### Policies

1. Facilitate the integration of bicycle facilities on collector, arterial and parkway streets to meet or exceed the national average.
2. Develop a safe and convenient network of sidewalks, crossings and paths for walking and bicycling that provides connections between schools, recreation facilities, residential areas, transit stops and business centers.
3. Develop, monitor and update a Citywide Bicycle Development Plan.
4. Promote bicycle programs that encourage education, safety and enforcement.
5. Identify opportunities to improve safety for bicycling and walking such as grade separations, mid-block crossings, and multimodal intersections.
6. Encourage businesses and employers to provide bicycle support facilities such as locking bicycle parking areas, lockers, and showers at commercial and industrial facilities.
7. Ensure businesses are providing adequate bicycle parking for their patrons.

#### Goal 2: Neighborhood Electric Vehicles

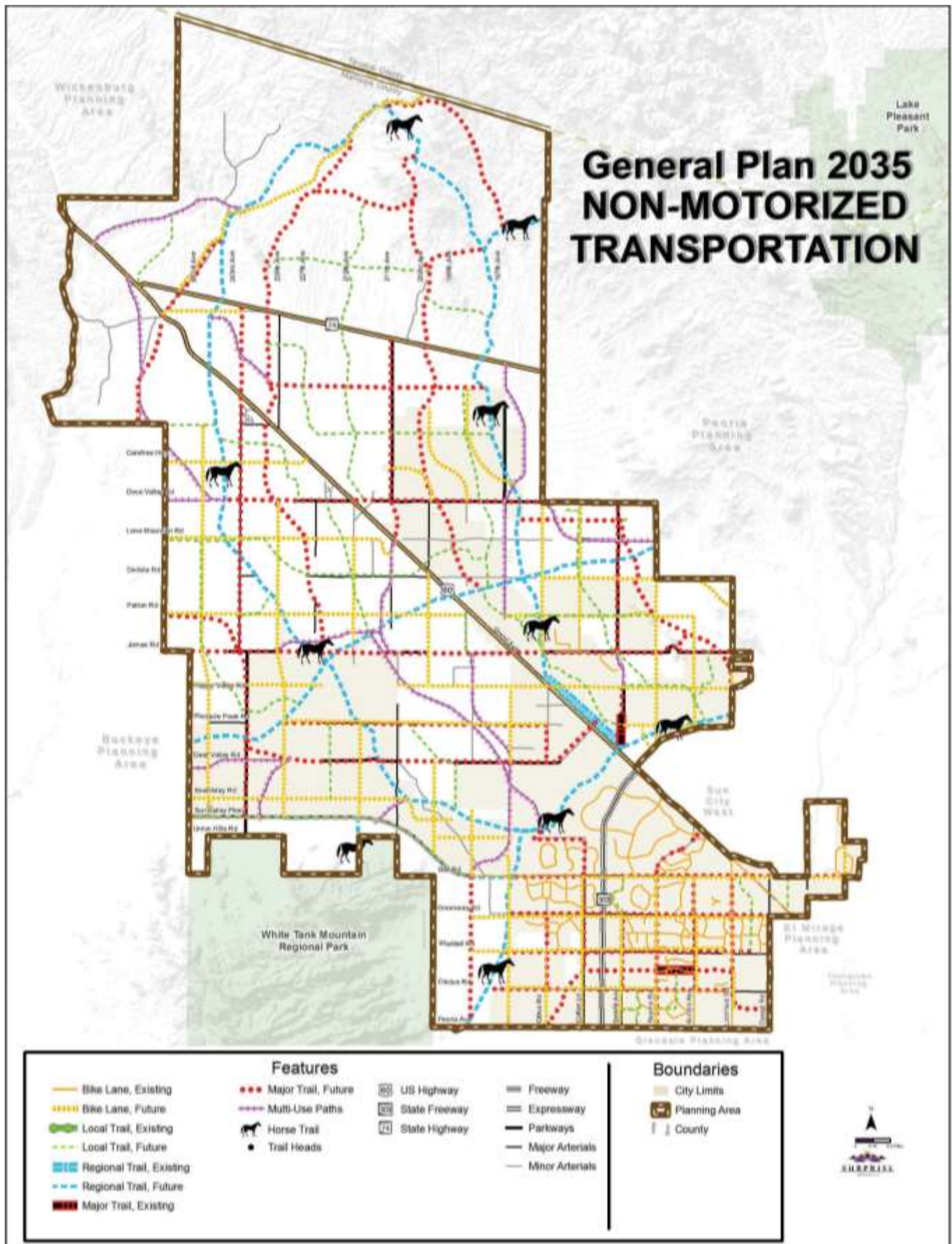
Provide for the safe and convenient use of Neighborhood Electric Vehicles (NEVs) in Surprise.

##### Policies

1. Provide preferential parking for alternative fuels vehicles, including NEVs.
2. Develop safe and convenient connections for NEVs throughout the City.
3. Enforce laws regulating the use of NEVs.









# Water Resources Element

## INTRODUCTION

The water supply and quality within the City is one of the key elements for maintaining sustainable growth and allowing the City to achieve its development goals. By assessing the water demands that will be needed in the future and identifying and acquiring adequate water resources, the City will be able to plan for and meet the demands of future development. Water is a challenging and complex issue, unconstrained by jurisdictional boundaries and requires regional cooperation and long term planning to be sustainable. The water resources and quality section of the natural resources element presents a plan for providing Surprise's residents and businesses with a safe, reliable, and high quality source of water through 2035.

## DISCUSSION

### Water Resources

Water supply within the City is one of the key factors for maintaining sustainable growth and allowing the City to achieve its development goals. An important goal of the region is the attainment of safe yield, where the amount of water removed from the aquifer equals the amount of water that is replenished. Strong water management policies and practices, focusing on building a strong portfolio, new water supplies, and a community-wide emphasis on conservation are needed to achieve and maintain this goal. Maintenance of a dependable supply of good quality groundwater will continue to be an essential factor in defining Surprise's future health and prosperity.

There are properties within the Surprise Planning Area that are not presently served by City water or sewer systems. Some of these properties are served by private water providers or are not served by either the city or private water providers. This general plan is intended to govern the provision of City water and sewer services within the general planning area.

The City of Surprise Water Resource Management Department is responsible for management of the City's drinking water, wastewater, and reclaimed water systems, as well as the associated long range master planning documents and efforts.

To prepare for future population growth in Surprise, the City has developed a series of Water Resource Management Policies focusing on Conservation, the Use of Reclaimed Water, Water Acquisition and Water Funding, as well as an Integrated Water Master Plan (IWMP) which addresses water resource and water infrastructure planning for the future. These documents serve as the City's guiding principles when considering future water resource and infrastructure needs. These documents consider current and future land use data in an effort to stay ahead of the demand curve.

### **Water Rights**

The City currently has an allocation of 10,249 acre-feet per year of Central Arizona Project (CAP) water. This allocation is secured through agreements with the Central Arizona Water Conservation District (CAWCD) and the U.S. Bureau of Reclamation (USBOR). Additionally, the City has rights to

# Water Resources Element



groundwater through the City's Designation of Assured Water Supply and extinguished irrigation water rights. The City maintains various water permits for the use and storage of these rights and allocations from the Arizona Department of Water Resources (ADWR). As a water service provider, the City also receives four percent of the annual water delivered to its customers as incidental recharge.

Another renewable source of water that the City uses is reclaimed effluent from its Water Reclamation Facilities. These facilities are permitted as Underground Storage Facilities, after obtaining a Water Storage Permit, by the ADWR to recharge reclaimed water. Recharged water is critical for the City's future water supply and considered the top strategy priority of the City's use of reclaimed water in accordance with Water Resource Management Policies.

## **Water Supply**

Surprise draws its public water supply from the West Salt River Valley sub-basin, through several well fields.

Acquisition of new water rights is fundamental to future development and growth. In the City's Water Resource Management Policies, the City will acquire additional water rights as they become available. Currently, and in the near future, all of the water pumped by the City's wells shall be recovered recharged water. This recharged water consists of Central Arizona Project and reclaimed effluent. All water that is recharged and not recovered in a calendar year is banked as future water needs for the City. Banked water is a necessary component in managing the City's water portfolio and ensuring water availability in the future. Recovered water is the predicted main source of water for the **Surprise General Plan 2035: Foundation for the Future**

City. Direct delivery of renewable sources will continually be analyzed to supplement existing and future water supplies in order to achieve a diverse, resilient, and sustainable water supply.

Promotion of a continuing and escalating water conservation ethic will enhance the future water supply. Conservation is the most economical water savings source for both provider and user, and in some cases can reduce operating and capital costs. Water rates, conservation programs, and community education will be the primary elements to further conservation efforts.

## **Water System**

As a municipal water service provider, the City has allocations and rights to groundwater and surface water supplies. Ten other water companies have rights to serve within the Surprise Planning Area; including EPCOR Water Company, Beardsley Water Company, Circle City Water Company, Chaparral Water Company, the City of El Mirage, Morristown Water Company, Puesta Del Sol Water Company, Saguaro Acres, Saguaro View, and West End Water Company.

The City currently has two public water systems within Special Planning Areas 1 and 2. The supply for these water systems is comprised of 16 wells and 5 water supply facilities. The City's water supply systems may require additional treatment facilities and other infrastructure should the City elect to use surface water from the CAP canal. These modifications may include construction of a water diversion facility on the CAP, a state-of-the-art water treatment system, and a network of large water distribution pumps and pipelines.

In addition to providing clean and safe water



## Surprise General Plan 2035: Foundation for the Future

for drinking purposes, the City water system is an important element in fire suppression, directly related to public safety. System reliability for fire suppression requires water facilities be kept in a state of good repair.

### ***Water Demand***

Even though Surprise draws its public water supply from an abundant underground aquifer, it is prudent to conserve such an important resource. Demand for water based on quantity billed is 65 percent residential and 35 percent commercial. Demand has been steadily increasing since 2001.

### ***Water Analysis and Documentation***

Water is one of the most important issues facing the region, and it has received much attention in the last decade. New legislation, numerous studies, and new programs have generated a significant amount of new information. It is important to document the details of these programs and studies to provide a basis for analysis and comparison. The public and various agencies need to be able to access reliable data and track the decision-making process for the greatest understanding and community consensus. It is also important to standardize methods and record keeping as much as possible to facilitate comparisons.

Many important decisions which will determine the future course for water programs are made by the Arizona Department of Water Resources (ADWR) and other state and federal agencies. These issues include the quantification of safe yield, the development of safe yield strategies, and federal water quality standards. Water interest associations, such as the Western Urban Water Coalition, WestCAS, and WestCAPS, will have a significant impact on the final outcome of federal regulations.

### **Water Quality**

Water quality is the physical, chemical, and

biological characteristics of water usually in respect to its suitability for three particular purposes: drinking water, non-potable uses, and recharging the aquifer. The primary basis for such characterization is parameters which relate to safety for human consumption, bodily contact and for the health of ecosystems. The City's potable water system meets all National Primary Drinking Water Regulations (NPDWRs). The City uses various treatment processes to meet the required rules, regulations, and permit requirements to use, store and serve water. Our goal is to maintain water quality that meets or exceeds the NPDWR and the Safe Drinking Water Act (SDWA) requirements to maintain high quality drinking water for the residents of Surprise. Another water quality factor is the expense and expertise required to comply with the increasingly stringent federal standards for drinking water and Source Water Protection. Regulations, rules, standards, and other requirements will continue to change while water quality itself varies greatly due to well depth, groundwater surface, and activities that may affect the aquifer.

### ***Variations due to human activity***

Anthropogenic activities including septic tanks, agricultural activities, petroleum handling and distribution facilities, solid waste disposal sites, illegal and illicit discharges, dumping, industrial facilities, and other such activities can have a negative impact on groundwater and other sources of water.

It is important to identify the sources of these activities, quantify their effects, initiate remedial action where appropriate, and take steps to prevent future contamination. Pesticides, Total Dissolved Solids (TDS), Volatile Organic Carbons, and nitrates are the most common results of human-related groundwater pollution in Surprise.

Most of the unincorporated Maricopa County area was developed without sanitary sewer

# Water Resources Element



lines, and groundwater cumulatively has been affected by low density development relying on domestic wells and on-site disposal system. The continued absence of sanitary sewer lines in the unincorporated areas and the newly incorporated areas will result in shallow soil degradation due to higher wastewater volume flowing through on-site disposal systems.

As urban development gets closer to these unincorporated areas, line extensions may minimize the negative impacts on the shallow groundwater. Some groundwater quality problems are a consequence of leaking underground storage tanks which housed petroleum products or other hazardous materials. Currently there is no evidence as to the leaking of any underground storage tanks in the Surprise Planning Area.

## ***Variations due to well depth***

Groundwater for drinking water purposes requires deep wells and new state-of-the-art water treatment to meet regulatory requirements. The natural quality of deep or confined aquifers tends to be less variable than shallow groundwater. The quality changes typically reflect the geochemical reactions that occur naturally as water migrates through layers of the aquifers from recharge areas, including re-charge from natural stormwater runoff, to the well's point of use. The presence of arsenic, fluorides, radiochemicals, nitrates, and dissolved solids in the water are the result of variations in depth and the natural geology of the soils. Arizona is among a handful of western states whose soil naturally contains levels of arsenic and fluoride that are slightly above the NPDWR's standards but are not considered an unreasonable health risk.

Protection Agency (USEPA) established the Safe Drinking Water Act (SDWA) to protect public health by regulating the nation's public drinking water. The law has been amended over the years and requires stringent actions to protect drinking water and its sources. The SDWA has established enforceable standards for several contaminants. The NPDWRs are legally enforceable standards that apply to community and public water systems. These standards protect public health by limiting the level of the following contaminants: microorganisms, disinfectants, disinfection byproducts, inorganic chemicals, organic chemicals, and radionuclides.

## ***Stormwater***

The Clean Water Act (CWA) is the cornerstone of surface water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to reduce discharge of pollutants into waterways, to finance municipal wastewater treatment facilities, and to manage polluted runoff. Based on CWA, the Phase II National Pollutant Discharge Elimination System (NPDES) rules, adopted by the EPA and administered by the Arizona Department of Environmental Quality (ADEQ), require operators of small municipal separate storm sewer systems (MS4) to obtain a NPDES permit, or coverage under the state MS4 permit, and implement programs and activities to reduce pollutants in stormwater runoff. The City of Surprise, as an operator of a municipal storm drain system, prepared a Stormwater Management Plan and began implementation of this plan in 2003. In order to comply with the Phase II NPDES requirements, the plan acts as the City's permit, describing actions that include best management practices, measurable goals, and timetables for implementation of six minimum control measures as follows:



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- Public education and outreach.
- Public participation/involvement.
- Illicit discharge detention and elimination.
- Construction site stormwater runoff control.
- Post construction stormwater management.
- Pollution prevention for municipal operations. The City also maintains Storm Drain Design and Construction Standards and Specifications. These include guidance for design and construction of manholes, detention/retention basins, sidewalk under-drains, and other items appurtenant to storm drainage systems. These standards are found within the City of Surprise Engineering Development Standards.

### GOALS AND POLICIES

#### Goal 1: Regional Cooperation

Support efforts to improve regional cooperation and communications among appropriate agencies and communities.

##### Policies

1. Support ADWR efforts to assure all water providers and users in the Phoenix Active Management Area (AMA) participate equally in the attainment of a safe yield.
2. Assist the private water companies in conservation, long-range planning, and identification of their roles as water suppliers for the region.
3. Maintain a 100-year Assured Water Supply designation from the ADWR.
4. Work cooperatively with state of Arizona agencies to refine existing water legislation and achieve the adoption of plans, policies, and regulations.
5. Expand processes to communicate current and planned water programs to the public.

#### Goal 2: Water Conservation

Continue to promote water conservation in accordance with the adopted Water Resource Management Policies.

##### Policies

1. Implement conservation programs that meet Arizona Department of Water Resources conservation requirements.
2. Support conservation and efficient water use to minimize the need for new water sources.
3. Expand programs and regulations to reduce water waste.
4. Make information about water-conserving landscaping and water harvesting methods and resources available for property managers, designers, and homeowners.
5. Pursue water plans and policies that protect and benefit natural ecological systems.

#### Goal 3: Enhance Water Portfolio

Continue to develop and implement programs to enhance the City's water portfolio in accordance with adopted Water Resource Management Policies.

##### Policies

1. Work with ADWR and local agencies to pursue new water sources and the means to convey these waters throughout the region.
2. Research and implement programs to recharge CAP water in the Area of Hydrologic Impact.
3. Invest in acquisition of all forms of water assets, including long-term water and extinguishment credits, water rights, additional CAP allocation, and other water sources.
4. Pursue acquisition of new water supplies.
5. Leverage existing portfolio assets to grow resources.

# Water Resources Element



6. Standardize data collection and methods for economic comparison of alternative water supplies and programs.

## Goal 4: Growth

Work closely with new development to ensure proper balance between available resource water supplies, demand, and growth in Surprise.

### Policies

1. Include conservation of water resources in area plans to guide land use decisions.
2. Require large water demand developments to provide the City with water rights associated with the land being developed.
3. Ensure new developments possess water resources to serve future residents.
4. Pursue programs and procedures that require application of xeriscape concepts for all landscape, limit turf to active recreation areas, and keep washes in their natural state.

## Goal 5: Drinking Water System

Continue to invest in water treatment, storage, and distribution systems to ensure reliable delivery of high quality water to meet daily and emergency needs.

### Policies

1. Develop a plan for future plants, such as surface water treatment plants, to satisfy the city's potable water needs.
2. Provide all future water service in areas that are not currently covered by an existing water franchise. The City should not allow additional water service franchises into the Surprise Planning Areas.
3. Encourage continued development of the City's water supply and distribution system

to meet established system pressure and fire flow standards (including reservoirs, mains, and hydrants).

4. Work with regional agencies to provide and improve emergency measures to ensure adequate water, storage, and distribution during supply interruptions.

## Goal 6: Reclaimed Water

Promote the use of reclaimed water in accordance with adopted Water Resource Management Policies.

### Policies

1. Maximize the use of effluent as a source of recharge water and integrate effluent management plans.
2. Continue to research and implement programs that increase the use of reclaimed water and secondary effluent.
3. Support the extension of reclaimed water distribution infrastructure throughout the areas of hydrologic impact.

## Goal 7: Water Quality

Protect and enhance the quality of Surprise's water sources.

### Policies

1. Analyze and mitigate the potential for contamination of groundwater supplies from proposed industrial or commercial land uses.
2. Locate landfills or other groundwater polluting land uses to minimize the potential for the contamination of groundwater.
3. Pursue programs and funds to mitigate groundwater pollution caused by existing and historic land uses which may pose a threat to water resources.
4. Develop plans, policies, and procedures



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and identify funding sources to comply with federal and state water quality programs as they are developed.

### Goal 8: Stormwater

Continue to invest in best management practices of stormwater to ensure health and safety of residents.

#### Policies

1. Due to potential impact for increased water discharge, all development activities will be constructed and maintained in accordance with federal, state, and local stormwater rules and regulations.
2. Preserve and enhance the design conveyance capacity of the storm water drainage system.
3. Invest in the maintenance, repair, and replacement of the water utility infrastructure.
4. Preserve and improve water quality through enhancement and expansion of the stormwater program including education, policies, and procedures to improve runoff quality.
5. Implement programs to reduce stormwater runoff.

## Public Utilities Element

### INTRODUCTION

The Public Utilities element of the Surprise General Plan 2035 provides an overview of the various utilities and infrastructure located within the Surprise planning area. It is crucial that the City of Surprise has the necessary public utilities and services to support new and existing growth and development, as well as adequate policies in place to determine what role the public sector plays in financing public services and facilities.

Growth in the City of Surprise and the Phoenix metro area requires expansion of facilities and infrastructure to serve the needs of the public. The City of Surprise will use various funding mechanisms to help in the creation of new and expanded services as well as in maintenance of existing services. The cost of maintenance is always the responsibility of the municipality; the cost of new services must have its “fair share” paid for by new development. To ensure City services are provided to all residents, the City must define goals and policies that determine what services will be required, the cost of those services, and if they can be paid for without undue burden on the taxpayer.

State laws require municipalities to review and report on the coordinated programs of public works for the ensuing fiscal year. For the City of Surprise, the review will be accomplished through an annual Capital Improvement Project (CIP) report to the City Council. This report will address ongoing public works and their compliance with the adopted Surprise General Plan 2035. The report is to include public real property acquisitions or dispositions, public construction, or vacation of public streets. Acquisitions or abandonment for street widening or alignment projects of a minor nature are excluded from such review. All CIP projects shall be in conformance with the Surprise General Plan 2035.

### DISCUSSION

#### Utilities

The provision of infrastructure, utilities, and services, both private and public, is key to the continuing success of Surprise. Water, wastewater, stormwater, waste, energy, and telecommunications systems must be expanded to meet current and new development needs as well as the creation of sustainable villages in the future. In the process of expanding these systems it is the city’s desire to make the systems as efficient, environmentally friendly, and visually unobtrusive as possible. To achieve this it will be necessary to work with private providers to plan for the needs of future technology.

#### *Efficient Utility Planning*

Efficient utility planning is an important component of becoming a sustainable community. Well planned utility facilities can provide high quality service at affordable rates, lower construction costs, and reduced maintenance problems. The City has outlined concepts to aid in planning for effective utility coverage with minimal infrastructure. As with any service being provided by the City it is important to analyze all the factors involved in providing the service and ensuring it is sustainable over time. Many of the services have the same initial factors; cost of construction, timing, demand for service, etc. Utility provision also considers a density to cost ratio to determine if there will be



# Public Utilities Element



enough users to justify the expansion or construction of a new utility. In some cases the density of population may be correct for the area but the provision of utilities may be too costly to provide to residents of the area without special consideration.

## ***Density to Cost Ratio***

Provision of services to more customers with fewer infrastructures makes a more efficient utility service. This is displayed by a density to cost ratio. Each service ratio will be different depending on costs associated to the service but the effect on all utilities is the same. As a neighborhood increases in density more people will require utilities. With the customers living closer to each other, or in a single building, utilities may need to provide fewer feet of cable, pipes, or wires although it may be at a larger size. This reduction in footage of installed utilities combined with the number of customers makes the cost of providing a utility lower at higher densities. For public entities the savings is a direct benefit to the public through better use of tax dollars, with private industries it affects their bottom line which makes a more profitable company and may affect their service rates.

## **Local Utilities—Water**

Water service is provided by 11 water service providers in the Surprise planning area, and one of those providers is the City. Operation of water service providers is under the jurisdiction of the State of Arizona Departments of Water Resources (ADWR) and Environmental Quality (ADEQ). The City of Surprise strives to work cooperatively with these providers to see that the needs of Surprise residents are met.

## ***Coordination of water providers***

Due to the number of different water service providers in the Surprise Planning Area, variability in their service standards can create confusion for City residents. The City's goal is to see that all service providers provide a level of

service that meets the needs of the resident. When practical, the City may seek to consolidate services in order to maintain consistent service to its citizens. The City may also provide educational materials to inform the public of service conditions and goals.

## ***Supply Locations***

Water supply facilities and well sites must be constructed for the City to grow. Typically, these facilities are provided by the developer for the development being built. With proper planning, sites can identified for an expanded area requiring fewer facilities to be constructed. Sites must consider aquifer levels and the quality of the water supplied. The Surprise Planning Area has several locations that will require treatment, such as arsenic, that may increase the size and cost of well sites.

## ***Economic Development***

For many smaller companies and businesses the development of utilities is not something they are knowledgeable about or prepared for. By providing utilities to vacant lots the City can remove one of the fears corporations or developers locating in the City may have.

Some companies and employers require a larger amount of water provided to their location. To target locations for economic development, the city will seek to work in concert with development to upgrade or provide water service prior to development. By providing the needed water infrastructure, a potential company is guaranteed the utility is available and may assist in the process of selecting Surprise as a location over other cities locally, nationally, and worldwide. By combining the desires of large companies (large tracts of land, water, power) into one location it makes Surprise a more attractive place to locate a new business.

## **Local Utilities—Sewer**

Wastewater services in the City of Surprise are

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provided by both the City and EPCOR. Rural residences outside of sewer service areas will generally use septic systems until infrastructure is developed. The City of Surprise currently has two operating wastewater treatment plants. As the city develops, there will be a growing need for wastewater treatment. New treatment plants being built will need funding either through a city bond issue, or started through developer funding of the project.

### ***Reclaimed Water***

City Council established Water Resource Management Policies pertaining to the use of Reclaimed Water. By using reclaimed water as a supply to recharge the aquifer first, the City can almost guarantee water for the future. The City also recognizes opportunities to utilize reclaimed water as a source for parks and lakes which will reduce the amount of water removed from the aquifers and treated to drinking water standards.

### ***Sizing Infrastructure***

With infill development in older parts of the City, there may be a need to resize sewer pipes to carry an increased capacity to handle higher densities of development. In areas of the city that are experiencing new growth, sewer lines should be sized to handle the ultimate capacity of the area to reduce the need for resizing at a later date.

### **Local Utilities—Stormwater**

Currently, the City of Surprise requires on site retention of stormwater runoff that is created by new development and allows for historic stormwater flows to pass through these site. This adequately protects property against flood hazards created by development but also reduces negative impacts downstream that relies on the nature or historic flows.

### ***Preserving Washes***

As cities in the region have developed over time using onsite water retention, the area washes are slowly drying up. By retaining the water on site, the amount of water that has traditionally

flowed through the washes has been reduced. By reducing this water amount, we are reducing the amount of plants and wildlife that can be sustained by the washes. By returning some amount of water back into the washes, the city can protect both property from flood hazards and prevent the washes from drying out.

### ***Urban Areas***

To create more urbanized areas within the city it will become necessary to retain water off site. The density required to build an urban area does not allow for above ground retention of water. Underground retention of the water becomes difficult when it comes time to dig up a street or parking lot to repair the retention. Storm drains can easily direct the flow of the water to a master retention area or return the water to washes to protect multiple properties from flooding hazards.

### **Local Utilities—Power**

Electrical power in the City of Surprise is provided by Arizona Public Service (APS), Electric District 7 and Maricopa Water District. APS provides power to Arizona from power plants throughout the state. These plants operate on: nuclear, coal, natural gas, hydroelectric, combustion engine, and some solar. Surprise can acquire its power through the electric grid supplied by any of these means. Power from these main plants provides the daily energy we use. During peak hours or spikes in demand, APS has many local power plants that operate through combustion engine generators. These plants turn on when needed to cover the excess demand. The most visible APS operations in Surprise are the power lines and occasional substations.

### ***Location***

Planning and integrating utility stations and the larger power lines must be a combined effort between the city and APS. Power line locations are planned first with the Arizona Corporation Commission which provides a large corridor (not an exact route) in which the power line route may be placed. The Corporation Commis-



# Public Utilities Element



sion looks at the need of the power line and other possible routes (through large corridors). Once the corridor is decided upon, the city can work with APS to aid in providing rights-of-way or easements to minimize the effect the power lines will have on access and visibility.

### ***Environment: Peak hour consumption***

One of the immediate ways to save fossil fuels used for generating energy is by changing personal energy use to off-peak hours. APS recommends running appliances such as washers and dryers during these off-peak hours. By reducing the energy use during peak hours, APS can reduce the amount of time combustion generators must be used to cover the excess energy requirements. These generators only operate to cover peak energy loads, and so by reducing personal use, the fuel use for these generators can be reduced. The City of Surprise can lead by example, and partner with APS for more awareness of this issue.

### ***Creation of renewable energy plants***

Renewable energy in the form of solar, wind, and water power is the direction being taken by many power providers to become more environmentally friendly and reduce United States dependence on fossil fuels. With its constant sun, Arizona is a prime location to develop solar power. The largest issue with developing solar energy is the initial cost of the infrastructure and the amount of land needed to provide enough energy to make the project feasible. The City of Surprise can work with APS to reserve locations for future solar or other power plants.

### ***Economic Development***

Just like water, power is a utility that large companies desire before they locate to a city. To aid in the development of large vacant lots or the creation of an employment park the city of Surprise should work with APS to site local power plants or substations as needed to provide for the potential energy needs of these future companies.

### **Local Utilities—Telecommunications**

Telecommunications in Surprise is supplied by Cox and Qwest. These companies provide the privately owned infrastructure and fiber optics that supply phone, cable, and wireless access to the area. Other long distance and phone providers (except cell) lease service space from the company that owns the actual utility to provide service to their customers.

Cellular service is provided by several companies through cell towers. These towers can stand alone (like a utility pole), be disguised in the form of a mono palm, can be hidden within a tall structure (a church steeple), or can be located with other equipment such as the stadium lighting at a local school.

### ***Cell Tower Location***

As growth occurs, more cell towers will be required throughout the City and planning area. To minimize the visual impact and number of towers, the City can work with cell providers to co-locate on existing towers and plan in advance for siting new towers.

### ***Economic Development***

Without a telecommunications network that can handle the computer and phone traffic required by a large company the City of Surprise will not be able to attract corporations to our city. Companies today look for communications networks not only for their immediate needs where they locate, but also for wireless services around the area for potential telecommuters and meetings outside of the office. The City can assist in attracting business by reviewing the latest technologies and determining what should be pursued. The City can also partner with communications providers to build needed infrastructure.

### **Technology**

The rapid advance of technology has created many benefits for society. It allows faster and more efficient work, better management of in-

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formation, wireless communication, and more. Modern technology can no longer be viewed as just a tool. Cities with higher technology bases have advantages in economic development, draw more of the “creative” class to the community, can provide better education to its residents, and have a more informed citizenry. The potential benefits of technology can be compromised if it is used merely to entrench old processes rather than used creatively to explore new and redesigned methods of providing services.

### ***Economic Development***

To take advantage of the benefits provided by technology infrastructure the City must become a leader in its development and deployment. This will be accomplished by mobilizing both public and private sector investment to develop programs and incentives to create the technology that is in demand. This will bring employers and can create opportunities for other technology related development in the form of technology education, retailers, and service providers. The business and investors that will create and locate in Surprise will look not only at how technology can enhance their business, but how technology will improve the quality of life of their employees.

### ***Quality of Life***

Technology today improves the quality of life of everyone by connecting people, providing information, and making lives easier. The advent of cell phones has made it easier for people to stay in touch with friends and family no matter where they are in the City. By improving on this

technology and working to place infrastructure for more communication technology the residents of Surprise will be able to collaborate with each other, businesses, and the City through phones, computers, and the next new technology, no matter where they are in the city. This same network can provide people with information about events in the City, warnings of road closures, detours, and emergency information.

Technology not only will be able to provide better communication, but technology built into city systems such as streets will be able to provide real time data to allow for a smoother commute to work or immediately report traffic accidents. Finally technology placed in homes and businesses can be used to make life easier by providing better mobility for individuals with disabilities, increasing safety through fire prevention systems, and reducing crime with better monitoring systems.

### **Roadways**

Street maintenance is currently scheduled through the city public works department. Maintenance of streets is not only repair of potholes, but also includes upgrading, resealing, and cleaning. In Surprise not all streets are maintained by the City. Private streets are maintained by the organization or group in charge of them. In cases where these private streets are not maintained and become a hazard to residents, these streets should be reviewed by the City to have the maintenance taken over or remove the hazard through other means.

### ***Scallop Streets***

Scallop streets are roads that change the number of available lanes, often reducing to one or two lanes for several miles and then returning to a wider roadway. This occurs when only half the street is built by the developer of a property. This presents many issues for the City in the form of traffic flow, street maintenance, and timing of street construction. The reduction of lanes is not only an annoyance to the motorist; it also reduces the capacity of the street in the same manner a funnel reduces water flow. With the increased traffic on the few existing lanes the street will wear faster than normal and require more frequent maintenance. To resolve the issue the City can wait for a developer to build the neighboring parcel or build the road with municipal funds. If the road is built with city funding, methods of repayment should be considered.



# Public Utilities Element



## ***Longer Street Life***

To prolong the life and reduce maintenance costs on streets, the City should review construction methods and techniques. This can potentially be done through seal methods, initial construction practices, and new surfaces such as rubberized asphalt. These initial construction practices and maintenance techniques can also be carried over to private streets to help reduce maintenance costs and the potential for future hazards when roads are not maintained.

## **Solid Waste**

Surprise's growth will increase the quantities of both non-hazardous and hazardous solid wastes generated in the area. An effective and comprehensive long-range waste management plan for the region will ensure that storage, collection, disposal, and recycling of wastes occur in an environmentally and economically acceptable manner. Solid waste transfer and disposal facilities for Surprise are owned and operated by Waste Management while residential solid waste pickup and disposal are the responsibilities of the City. Currently, commercial and industrial waste is handled by private haulers, Parks and Sons. Hazardous waste is handled by a private contractor who is certified to handle hazardous material. At this time Waste Management owns and operates the Northwest Regional landfill and contracts the operation of waste transfer stations that provide service to Surprise residents.

The Arizona Department of Environmental Quality regulates solid waste and disposal including:

- Assuring the proper handling, storage, treatment and disposal of wastes
- Promoting pollution prevention and recycling
- Responding to environmental emergencies
- Reviewing and approving construction plans for landfills and special waste facilities
- Investigating complaints and violations for

Arizona's solid and hazardous waste laws.

## ***Landfill Lifespan***

On average, Surprise produces approximately 365,000 tons of waste every year. With a capacity of 92,000,000 tons, the Northwest Regional landfill has sufficient volume to serve Surprise until approximately 2090.

To promote the lifespan of the landfill the City should educate residents to increase recycling and lower the amount of waste deposited in the landfill. By reducing the recyclable waste the landfill can use the extra space for waste that cannot be recycled.

## ***Recycling***

Recycling not only reduces the solid waste taken to landfills, but provides a source of raw materials for companies that can use it without using natural resources like trees. Surprise annually contributes 7,000 tons of recyclable waste which is only about 2% of the total solid waste generated. Currently Surprise only offers the curbside recycling program. Since increasing recycling is a major goal for the City Surprise is looking at the possibility of drop-off sites as well.

## ***Expansion of Service***

The collection routes are currently managed through manpower, vehicles, and number of routes that can be accomplished on different days. With future development, the City of Surprise will need to expand its fleet of collection vehicles and manpower to allow for more routes.

## **GOALS AND POLICIES**

### **Goal 1: Infrastructure Investment**

Maximize City investment in infrastructure.

#### **Policies**

1. Coordinate with private utility companies

## Surprise General Plan 2035: Foundation for the Future

and other public services to plan infrastructure, facilities, and services in undeveloped parts of the planning area.

2. Provide affordable water, wastewater collection, treatment, and water reuse.
3. Research locations and scope for future technology based infrastructure.
4. Create an efficient service network through collocation of cellular providers.

### Goal 2: Solid Waste Disposal

Ensure Surprise's solid waste disposal needs are met while maximizing opportunities for waste reduction and recycling.

#### Policies

1. Actively pursue and support programs and activities that reduce the amount of waste that must be landfilled.
2. Encourage/require new or remodeled multi-family residential and all non-residential development to incorporate attractive and convenient interior and exterior storage areas for recyclables.
3. Continue to encourage waste reduction and recycling at home and in businesses through public education programs, such as informational handouts on recycling, yard waste, wood waste, and hazardous waste.
4. Consider development of a residential and commercial food waste composting program.
5. To the extent possible, purchase goods containing recycled materials for City use.

### Goal 3: Solid Waste Recycling

Surprise should encourage solid waste recycling systems that reduce the volume of waste.

#### Policies

1. Encourage marketing of containers which are biodegradable or recyclable; support legislation which prohibits distribution and sale of beverages in non-recyclable cans or non-returnable bottles.
2. Undertake educational programs promoting voluntary collection of recyclable items and

educate customers to accept products made from reclaimed material.

3. Encourage businesses to take a more active role in recycling and cogeneration techniques.
4. Periodically evaluate the feasibility of a recovery plant to reutilize valuable materials from municipal solid waste and to generate energy for local use or sale.

### Goal 4: Utility Corridors

Land use decisions in and adjacent to utility corridors should be fiscally and environmentally responsible and aesthetically acceptable to the community.

#### Policies

1. Coordinate with other jurisdictions when utility corridors cross jurisdictional boundaries.
2. Encourage utility providers to fully utilize existing corridors before planning alignments for new corridors.
3. Planning and alignment selection for new corridors should be done in full cooperation between utility companies, local jurisdictions and area stakeholders.
4. Encourage various utility providers to share existing corridors before developing new corridors.
5. Develop and maintain resource maps that indicate the general location of existing and proposed utility corridors.
6. Notify utility providers of potential inconsistencies between proposed system plans and existing or proposed land uses; and work with them to find acceptable solutions when inconsistencies exist.
7. Encourage new utility corridors to be located near major roadways rather than locations internal to Surprise neighborhoods.
8. Notify utility providers of any potential negative environmental impacts of proposed new utility corridors.
9. Encourage utility providers to preserve or relocate native plants located in the corridor and re-vegetate any areas that were cleared for construction of the corridor.
10. Ensure utility providers to grant reasonable



## Public Utilities Element



easements within and across corridors.

11. Allow for passive and non-motorized recreational use of utility corridors, when practical.
12. Encourage utility providers to minimize corridor width.
13. Promote corridors that are located in areas with lessened visual impact.
14. Allow for residential land use density transfers away from locations within 1/8 mile of utility corridors.
15. Research and provide opportunities along corridors that enhance the corridor.
16. When corridors traverse State Lands, intensify and/or increase development potential in other areas to ensure fiscally responsible planning.

### Goal 5: Technological Innovation

Surprise should be a leader in technological innovation.

#### Policies

1. Create regulations and incentives to provide resources for advanced technology and communication.
2. Promote government and private sector programs for digital democracy to expand citizen participation in decision making.
3. Encourage innovation in public and private sectors.
4. Research technologies place in building codes to provide a safer community.
5. Foster innovations in technology to enhance

## Surprise General Plan 2035: Foundation for the Future





# IMPLEMENTATION



## INTRODUCTION

This Section identifies specific Administration Procedures and Implementation Initiatives that are necessary to ensure the overall vision and diverse goals of the Surprise General Plan 2035 are carried out effectively. These procedures and initiatives include the development of an annual monitoring report to review the General Plan's various policies and assess their effectiveness in achieving desired plan outcomes. Conversely, this chapter also identifies an Implementation Strategy Matrix that clearly defines those ordinance and/or code changes, additional planning studies, and other programs that are needed to carry-out the long-term goals and policy recommendations made throughout the Plan.

Beyond the direct guiding aspects of this chapter, much of the General Plan implementation occurs on a case-by-case basis through review of proposed zoning applications, site plans, conditional uses, plats, public improvements, and facilities. Implementation also occurs on a daily basis within the City administration through an ongoing system of analysis, studying of changes in the marketplace, and reaching rational conclusions about community needs and the best courses of city action within the framework established by the Surprise General Plan 2035.

Overall, Surprise General Plan 2035 encourages consistent community and individual landowner based decisions that will result in logical, desirable and sustainable development. To accomplish this, the General Plan relies on a comprehensive planning perspective that incorporates progressive Character Area Land Use implementation techniques with strategic economic, cultural, and infrastructure values.

## Administration Procedures

To ensure ongoing implementation of Surprise General Plan 2035 as an important, practical, up-to-date, and consistent statement of city policy, the following actions should occur.

### **General Plan Monitoring Report**

Arizona Revised Statutes mandates all Cities to provide an annual status report to their City Council on the progress of enacting the defined elements of their General Plan.

During each monitoring cycle, a "State of the Surprise General Plan 2035" report will be prepared to determine whether implementation of the plan is occurring in an anticipated fashion and whether it is achieving desired results, such as developing the housing and employment the City needs.

On a yearly basis implementation monitoring will provide qualitative information on the specific steps that the city and its partner agencies are taking to carry out the plan (for example, the adoption of new policies and regulations, or the investment in specified infrastructure).

More quantitative performance monitoring data will be tracked and detailed on five-year increments to measure changes in vital indicators such as jobs and housing growth, transportation behavior and performance, changes to the landscape, changes to assessed property values, fluctuations in building permits issued, and variation in retail sales tax revenue.

This overall monitoring approach will ultimately allow City staff and elected officials to determine how policies and strategies are influencing and promoting the type of growth and investment that is necessary to achieve the desired vision for Surprise.

### General Plan Amendments

#### Major Amendments to the General Plan

A Major Amendment to the Surprise General Plan 2035 is any proposal that would result in a change to the Character Area Land Use Plan that would substantially alter the city's planned mixture or balance of uses. It is important to examine the implications of the project on the cumulative impact on the entire planning area. The criteria for categorizing a proposed amendment to the Surprise General Plan 2035 as a major amendment includes determining the relative size and amount of the proposed change. Additionally, the relationship with surrounding land uses and its impact upon major public infrastructure is considered. The following are criteria for determining a major amendment to the Surprise General Plan 2035:

- Any change in the Character Area Land Use designation from Neighborhood to Commerce & Office or Employment on 640 or more acres.
- Any change in the Character Area Land Use designation from Commerce & Office or Employment to Neighborhood.
- An increase or decrease in the planned number of acres designated for Open Space Character Area Land Use of 160 acres or more.
- Revisions to the text of the General Plan 2035 that are "not purely technical in nature."

#### Minor Amendments to the General Plan

"Minor Amendments" to the Surprise General Plan 2035 are considered minor text changes and corrections that do not impact substantive portions of the Character Area Land Use plan's mixture or balance. All amendments to the City of Surprise General Plan that are not defined as Major Amendments are considered Minor Amendments. Minor Amendments may be considered by the Surprise Planning and Zoning

Commission and City Council at any time during the calendar year.

#### **General Plan Amendment Procedures**

Per Arizona Revised Statutes (ARS) 9-461.06, the City of Surprise will consider major amendments to the Surprise General Plan 2035 once each year at a single public hearing. The major amendment applications must be submitted within the same year they are heard and a two-thirds majority vote of the City Council is needed to approve them. In addition, all major amendments must meet the public involvement criteria outlined in ARS 9-461.06 that reads, "effective, early, and continuous public participation in the development and major amendment of the (Surprise General Plan 2035) from all geographic, ethnic, and economic areas of the municipality."

#### General Plan Amendment Evaluation Criteria

In considering plan amendments, the proposal will be considered in terms of all the General Plan Elements. A thorough evaluation shall include, but is not limited to the following:

- Whether the proposed change is generally consistent with goals, objectives, and other elements of Surprise General Plan 2035.
- Whether the proposed change is justified by a change in community conditions or neighborhood characteristics since adoption of the Plan.
- Whether the proposed change creates an adverse impact on public facilities and services, including roads, sewers, water supply, drainage, schools, police, fire, and parks, that cannot be reasonably mitigated.
- Whether the proposed change creates an adverse impact on landmarks or other culturally significant structures or properties that cannot be reasonably mitigated.
- Whether development resulting from the proposed change would create an undue



adverse impact on surrounding neighborhoods.

- Whether the proposed change would have a significant adverse impact on the natural environment, including washes, vegetation, slopes, groundwater, and other significant natural resources that could not be reasonably mitigated.
- Whether there was a change in city adopted policies or codes that would justify a change in Surprise General Plan 2035.

### Development Proposal Review Criteria

On a routine basis the Planning & Zoning Department is tasked with the review of development proposals for compliance with the Surprise General Plan 2035. To evaluate the quality and appropriateness of a development proposal, City staff shall utilize the goals, policies, recommendations and guidelines outlined within each element of this plan.

Depending on the project's size, location, and use, the review may address the project's impacts in a variety of areas including (but not limited to):

- Does the proposed development carry forward the vision and relevant goals and policies expressed in the General Plan or adopted Sub-Area plans as applicable?
- Does the proposed development adhere to the design guidelines of the applicable Character Area(s) and/or Development Type(s)?
- Does the proposed development strengthen or compromise the character of the area by adding to the mixture of uses?
- Does the proposed development maintain compatibility with or contribute to the quality of existing land uses in the surrounding area?

- Does the proposed development offer a range of mobility options and promote connectivity to adjacent or future development?
- Does the proposed development preserve natural systems (i.e. washes, wildlife corridors) and/or promote environmentally conscious practices (i.e. protect natural terrain, vegetation, viewsheds)?
- Does the proposed development improve and/or expand the existing infrastructure to the surrounding area?
- Does the proposed development further the provision of jobs in the surrounding area or the City as a whole?

Based on the outcome of the review, the City may work with the applicant to modify the project's size, density, land use mix or design, or take other measures to ensure compliance with the General Plan.

While many elements of the General Plan largely define the appropriateness of a development proposal, it is recognized that some specific conditions relating to the application of Character Areas and their associated Development Types (as defined in Chapter 1: Land Use Element) require the following additional implementation and review criteria.

### Greenfield Development

The City's large supply of vacant land both within the city limits and its planning area provide significant opportunities for development on previously undeveloped land — in fact most growth in Surprise will likely occur on vacant land. This is commonly referred to as greenfield development. Greenfield development on land that has no preexisting adjacent development represents an opportunity (as the initial development proposal for a given area) to define the type of neighborhoods, commercial nodes and job centers, or in other words the "Character" of an area, that does not exist today.

## Surprise General Plan 2035: Foundation for the

Greenfield development that in essence “sets the character” of an area should be reviewed over a larger geographic area and against key planning and infrastructure documents (i.e. Sub-Area plans, Transportation Master Plan, and Water and Sewer Infrastructure Plans) in order to measure long term impacts to the surrounding region and in turn assess its compliance with the overarching vision and goals of the General Plan 2035.

### Non-Conforming Development

Existing development, land uses or structures that are found to be non-conforming per the SUDC, shall not be considered an existing use as it relates to determining the existing Character and/or Development Type of said development.

### Approved Planned Area Developments

The City of Surprise has a large number of approved Planned Area Developments (PAD's) that are all in various stages of implementation. The following criteria has been developed to assist with the incorporation of these PAD's into the Surprise General Plan 2035:

- By virtue of their existing zoning entitlements, these PAD's are permitted to maintain their density and intensity of land use.
- To the greatest extent possible, each PAD shall provide open space areas and/or corridors that are consistent with those shown on the Character Area Land Use Plan. In the event that these open space areas and/or corridors are not consistent with the land use plan of the approved PAD, the development rights of the impacted areas shall be allowed to be transfer to alternate locations within the designated PAD
- Development of the PAD's shall meet or exceed the design guidelines of the applicable Character Area(s) and/or Development Type(s).

## Implementation Initiatives

### **Summary of Implementation Tools**

The City of Surprise can use a variety of regulatory mechanisms and administrative procedures to implement the General Plan 2035. The summary below outlines the general tools and strategies that Surprise can use to implement the vision, goals, and policies of this Plan:

- Surprise Unified Development Code
- Sub-Area Plans
- Infrastructure Master Plans
- Planning and Design Guidelines
- Overlay Districts
- Engineering Development Standards
- Capital Improvement Program (CIP)
- Development Agreements
- Public Agencies (MAG, FCDMC, ADOT)
- Local Associations (WESTMARC, Chambers, HOA)

### **Implementation Strategy Matrix**

The Implementation Strategy Matrix identifies specific actions that Surprise intends to take during the 20-year implementation period of this Plan. The matrix first identifies the relevant Goal and/or Policy and then defines the corresponding implementation strategy, the department or agency charged with executing the strategy, and a timeframe for implementation.

It is important to note that the ability to implement the strategies outlined in the following matrix is dependent upon revenue, staffing, and other resource capabilities of the City of Surprise.



## Surprise General Plan 2035: Foundation for the

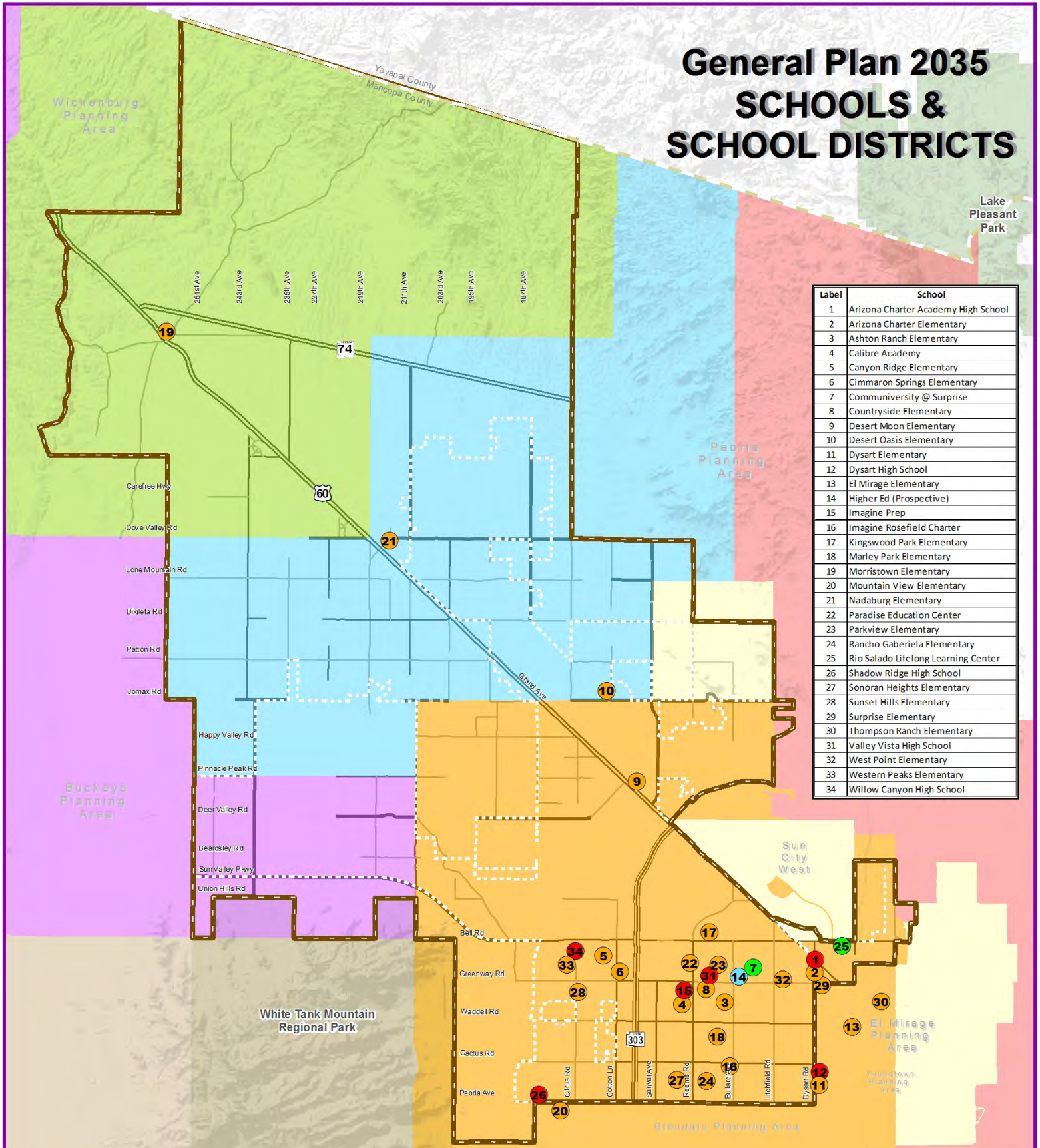
| Implementation Strategy Matrix |                                                                                                                                                                      |                                  |                        |                          |                         |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------|--------------------------|-------------------------|
| Goal and Policy                | Implementation Strategy                                                                                                                                              | Responsible Party                | Short-Term (0-5 Years) | Medium-Term (5-10 Years) | Long-Term (10-20 Years) |
| LU-1                           | Update the SUDC to be consistent with the General Plan 2035                                                                                                          | Community Development Department | •                      |                          |                         |
| LU-1                           | Prepare and adopt Sub-Area plans as defined in the General Plan 2035                                                                                                 | Community Development Department | •                      | •                        |                         |
| EV-1-3                         | Periodically update the Economic Positioning Framework to assist in encouraging job growth                                                                           | Economic Development Department  | •                      | •                        | •                       |
| LU-5                           | Adopt a new Parks and Trails Master plan to be consistent with the new Character Area Land Use Plan                                                                  | Community Development Department | •                      |                          |                         |
| LU-1                           | Update Subdivision code to enhance park dedication standards/requirements                                                                                            | Community Development Department | •                      |                          |                         |
| LU-5                           | Begin to acquire/preserve desired open space as identified on the Character Area Land Use plan                                                                       | Community Development Department |                        | •                        | •                       |
| LU-6                           | Maintain the City's GIS data base to include development statistics to assist in monitoring the performance of the General Plan                                      | Community Development Department | •                      | •                        | •                       |
| LU-1-7, EV-1-3                 | Work with other City departments to promote quality of life enhancements that make the area attractive to new residents and corporations                             | Community Development Department | •                      | •                        | •                       |
| RS-4                           | Continuously review the Surprise Capital Improvement Plan (CIP) to ensure each element of the General Plan 2035 is being implemented to the greatest degree possible | Community Development Department | •                      | •                        | •                       |
| EV-1-3, RS-3-4                 | Stay involved in regional discussions and cooperative                                                                                                                | Community Development &          | •                      | •                        | •                       |

## Surprise General Plan 2035: Foundation for the

| Implementation Strategy Matrix |                                                                                                           |                                                 |                        |                          |                         |
|--------------------------------|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------|------------------------|--------------------------|-------------------------|
| Goal and Policy                | Implementation Strategy                                                                                   | Responsible Party                               | Short-Term (0-5 Years) | Medium-Term (5-10 Years) | Long-Term (10-20 Years) |
|                                | planning efforts (i.e. ADOT, MAG, MCDOT, FCDMC, WESTMARC)                                                 | Public Works Department                         |                        |                          |                         |
| RS-5                           | Review and update the Planning and Engineering Design Guideline and development standards, as appropriate | Community Development & Public Works Department | •                      |                          |                         |
| RS-1-5                         | Review and update the Transportation Master Plan to be consistent with the General Plan 2035              | Community Development & Public Works Department | •                      |                          |                         |
| RS-2                           | Develop and adopt a Complete Streets Plan and Policy document                                             | Community Development & Public Works Department | •                      |                          |                         |
| RS-1-5                         | Implement transportation system improvements as described in Chapter 3: Transportation                    | Public Works Department                         |                        | •                        | •                       |
| LU-8                           | Develop new and expand existing programs to educate of the benefits of sustainable practices              | Community Development Department                | •                      | •                        |                         |
| ??                             | Review and update the Surprise Integrated Water Master Plan to be consistent with the General Plan 2035   | Water Resources Management Department           | •                      |                          |                         |



# General Plan 2035 SCHOOLS & SCHOOL DISTRICTS



| Label | School                              |
|-------|-------------------------------------|
| 1     | Arizona Charter Academy High School |
| 2     | Arizona Charter Elementary          |
| 3     | Ashton Ranch Elementary             |
| 4     | Calibre Academy                     |
| 5     | Canyon Ridge Elementary             |
| 6     | Cimmaron Springs Elementary         |
| 7     | Communiunity @ Surprise             |
| 8     | Countryside Elementary              |
| 9     | Desert Moon Elementary              |
| 10    | Desert Oasis Elementary             |
| 11    | Dysart Elementary                   |
| 12    | Dysart High School                  |
| 13    | El Mirage Elementary                |
| 14    | Higher Ed (Prospective)             |
| 15    | Imagine Prep                        |
| 16    | Imagine Rosefield Charter           |
| 17    | Kingswood Park Elementary           |
| 18    | Marley Park Elementary              |
| 19    | Morristown Elementary               |
| 20    | Mountain View Elementary            |
| 21    | Nadaburg Elementary                 |
| 22    | Paradise Education Center           |
| 23    | Parkview Elementary                 |
| 24    | Rancho Gabriela Elementary          |
| 25    | Rio Salado Lifelong Learning Center |
| 26    | Shadow Ridge High School            |
| 27    | Sonoran Heights Elementary          |
| 28    | Sunset Hills Elementary             |
| 29    | Surprise Elementary                 |
| 30    | Thompson Ranch Elementary           |
| 31    | Valley Vista High School            |
| 32    | West Point Elementary               |
| 33    | Western Peaks Elementary            |
| 34    | Willow Canyon High School           |

## Features

- Elementary
- High School
- Higher Ed Prospective
- Continuing Education
- Dysart (89)
- Nadaburg (81)
- Peoria (11)
- Saddle Mountain (90)
- Unorganized
- Wickenburg (9)
- Morristown (75)
- Freeway
- Expressway
- Parkway
- Major Arterials
- Minor Arterials

## Boundaries

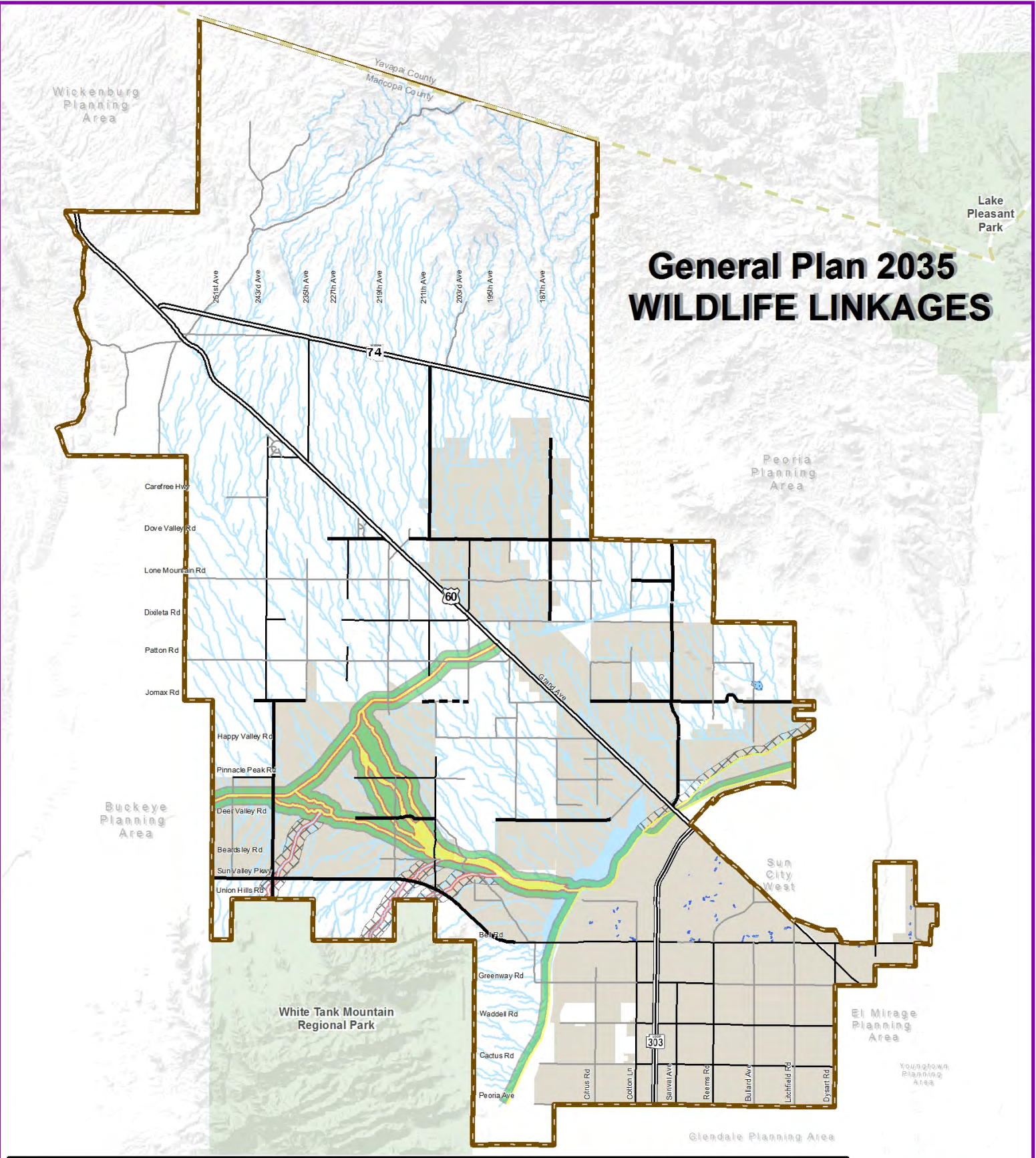
- County
- Planning Area Boundary
- Surprise Corporate Limits
- US Highway 60
- State Freeway 303
- State Highway 74



Last Updated: 10/30/2015



# General Plan 2035 WILDLIFE LINKAGES



## Features

- Wildlife Corridor, Wash or Floodway
- 100 Foot Buffer
- 900 Foot Wildlife Friendly Regulations
- Wildlife Friendly Regulations \*
- Lakes
- Washes
- Parks

- Freeway
- Expressway
- Parkways
- Major Arterials
- Minor Arterials

- US Highway
- State Freeway
- State Highway

## Boundaries

- County
- Planning Area Boundary
- Surprise Corporate Limits



**SURPRISE**  
ARIZONA

N



0 1 2  
Miles



Last Updated: 10/30/2015

\* Wildlife friendly development regulations for this area will be determined at the time of development.



Lake Pleasant  
Park

# General Plan 2035 FIRE STATIONS

Peoria  
Planning  
Area

Sun  
City  
West

El Mirage Planning  
Area

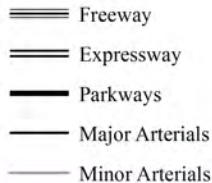
Youngtown  
Planning  
Area

Glendale Planning Area

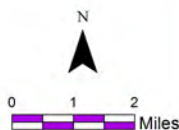
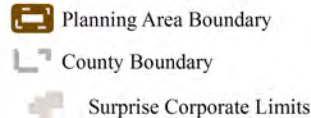
Buckeye  
Planning  
Area

White Tanks  
Regional Park

## Features



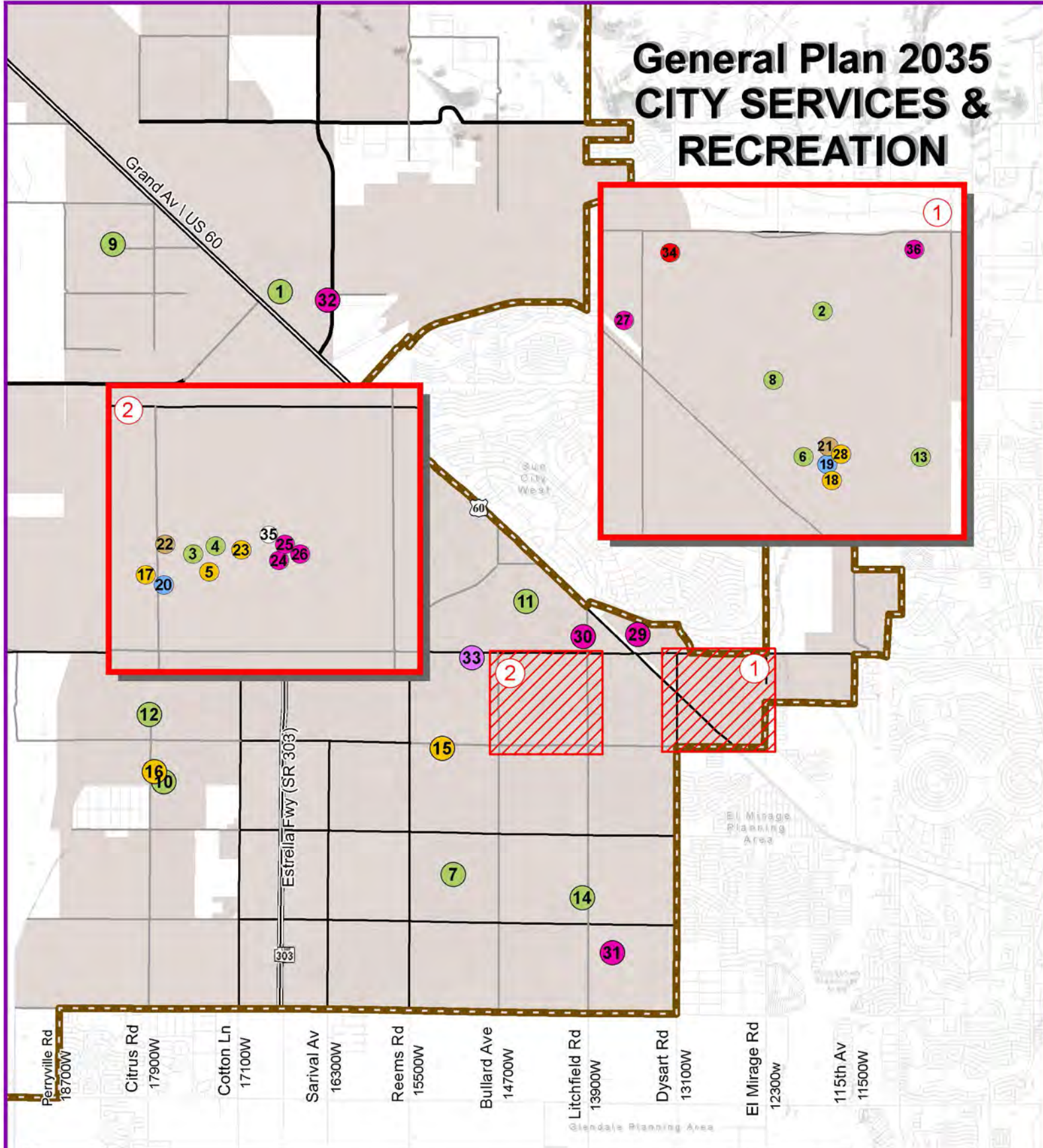
## Boundaries



Last Updated: 10/28/2015



# General Plan 2035 CITY SERVICES & RECREATION



## Features

- City Facility
- Library
- Museum
- Park
- Recreation
- Aquatics
- Post Office
- County Facility
- Other

| DESCRIPTION                                 | Label |
|---------------------------------------------|-------|
| Asante Community Park                       | 1     |
| Bicentennial Park                           | 2     |
| Surprise Community Park                     | 3     |
| Surprise Dog Park                           | 4     |
| Dreamcatcher Park                           | 5     |
| Games Park                                  | 6     |
| Heritage (Malley Park)                      | 7     |
| Johnson Townhomes Park/Habitat for Humanity | 8     |
| Section 10 / Pocket Park                    | 9     |
| Sierra Montana Park                         | 10    |
| Stonemont Park                              | 11    |
| Surprise Farms Community Park               | 12    |
| Three Star Park                             | 13    |

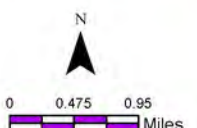
| DESCRIPTION                         | Label |
|-------------------------------------|-------|
| Vernonville Park                    | 14    |
| Courtside Recreation Center         | 15    |
| Sierra Montana Recreation Center    | 16    |
| Surprise Recreation Campus          | 17    |
| Villanova Recreation Center         | 18    |
| Hollyhook Pool                      | 19    |
| Surprise Aquatic Center             | 20    |
| Hollyhook Library                   | 21    |
| Surprise Regional Library           | 22    |
| Surprise Tennis and Racquet Complex | 23    |
| Surprise City Hall                  | 24    |
| City Courts                         | 25    |
| Public Safety Building              | 26    |

| DESCRIPTION                              | Label |
|------------------------------------------|-------|
| Vehicle Maintenance Yard                 | 27    |
| Senior Center                            | 28    |
| Public Works Yard                        | 29    |
| Public Works Facility                    | 30    |
| Waste Water Treatment Plant              | 31    |
| Desert Oasis Waste Water Treatment Plant | 32    |
| Post Office                              | 33    |
| Macopa County Sheriff's Department       | 34    |
| Northwest Valley Chamber of Commerce     | 35    |
| Techcenter                               | 36    |

- Freeway
- Expressway
- Parkways
- Major Arterials
- Minor Arterials
- 60 US Highway
- 303 State Freeway
- 74 State Highway

## Boundaries

- Surprise Corporate Limits
- Planning Area Boundary
- County Boundary



Last Updated: 10/29/2015





May 18, 2015

Mr. Bob Wingenroth, City Manager  
City of Surprise  
16000 North Civic Center Plaza  
Surprise, AZ  
85374-7470

**RE: General Plan Boundary Discussion**

Dear Mr. Wingenroth,

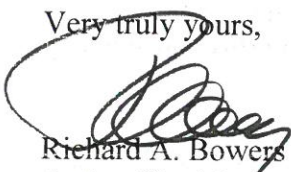
Thank you for your April 15<sup>th</sup> letter regarding your efforts to expand the general planning area for the City of Surprise by adding two sections.

I have had my staff review your plans and the two sections: Township 3 North Range 2 West Sections 28 and 29 are not contiguous to the Glendale Municipal Planning Area. As such, the City of Glendale would not be interested in expanding our MPA at this location.

We support the efforts of the City of Surprise to expand your general planning area. Good luck to you on your planning efforts.

Please contact me at (623) 930-2870 if you have any questions regarding this matter. Thank you.

Very truly yours,



Richard A. Bowers  
Acting City Manager

**Case:** FS15-173

**Project Name:** Major General Plan Amendment

**Council District:** City Wide

**Attachment:** Public Outreach Packet

### Community Workshop – Round 1

The first workshop was conducted over three days, at three different locations throughout the city. This provided input from citizens and stakeholders on what successes there have been and possible areas of improvement for development within Surprise.

January 13, 2015 – Marley Park Heritage Club (16 attendees)

January 14, 2015 – Nadaburg Elementary School Gym (6 attendees)

January 15, 2015 – Willow Canyon High School (6 attendees)



**Your Input is Needed!**  
**HELP MAKE YOUR COMMUNITY MORE LIVABLE**

Please plan to attend a community workshop at one of the locations shown below to help determine how to make the City of Surprise a more attractive place to live, work, and recreate!

Your input will help the City identify how to amend the Surprise General Plan 2035 to better:

- **Grow** a strong, diverse economy
- **Create** an enhanced quality of life
- **Develop** a unique character that supports the lifestyles you desire

**1** January 13th, 6pm-8pm  
Marley Park - Heritage Club  
15210 West Sweetwater Avenue  
Surprise, AZ 85379

**2** January 14th, 6pm-8pm  
Nadaburg Elementary School - Gym  
21410 West Dove Valley Road  
Wittmann, AZ 85361

**3** January 15th, 6pm-8pm  
Willow Canyon High School - Lecture Hall  
17901 West Landberg Street  
Surprise, AZ 85388

Residents were given a survey based on 2 main points, treasures and challenges.

1. What are the things features amenities that make your neighborhood great?
2. What changes or improvements would you make to your neighborhood?
3. What are we good at, what employment sectors are established?
4. What types of jobs/industries do we want to attract and what challenges do we face?

### **“NEIGHBORHOODS”**

| TREASURES            | CHALLENGES                      |
|----------------------|---------------------------------|
| Parks/Open Spaces    | Sense of Community/Diversity    |
| Diverse Architecture | Homogeneous Architecture        |
| Safety               | Ambient Lighting/Dark Skies     |
| Good Streets         | Lack of Pedestrian Connectivity |
| Pride in City        | Arts/Culture/Entertainment      |

### **“JOBS & ECONOMIC VITALITY”**

| TREASURES                                       | CHALLENGES                    |
|-------------------------------------------------|-------------------------------|
| Access to Healthcare                            | Higher Quality/Paying Jobs    |
| Industrial Job Base                             | Technology or “Green” Jobs    |
| Small Business Incubator Corporate Headquarters |                               |
| Retail/Shopping Choices                         | Lack Mom/Pop Restaurants      |
| Public Sector Job Base                          | Transportation Infrastructure |



### Community Workshop – Round 2

The second round of stakeholder meetings and community workshops was held on April 28, 2015 in the Sun City Grand Cimarron Center with 14 attendees. The purpose of this meeting was to provide information about the direction from the Planning and Zoning Commission and City Council to develop the “Character Area” planning approach, which includes removing policy requiring a Village Plan prior to development.



**SURPRISE**  
ARIZONA

**Your input is needed!**  
**HELP MAKE YOUR COMMUNITY MORE LIVABLE**

**WHERE:** Agua Fria Room - Cimarron Center  
Sun City Grand  
17100 W. Clearview Blvd.  
Surprise, AZ 85387

**WHEN:** April 28th, 6pm-8pm

Please plan to attend a community workshop to learn about and give input on the future approach to Land Use Planning in Surprise!

**ALSO:**  
Take Part in a VISUAL PREFERENCE SURVEY to help us select preferred design concepts for:

- Neighborhood Design
- Parks and Open Space
- Housing Types
- Architectural Styles

Your input will help the City identify how to amend the Surprise General Plan 2035 to better:

- **Grow** a strong, diverse economy
- **Create** an enhanced quality of life
- **Develop** a unique character that supports the lifestyle you desire

A power point presentation was used to convey the new Land Use Map, the “Character Area” planning approach, and descriptions of several Land Use Character Areas. The consultant then conducted a Visual Preferences Survey to focus on different types of residential neighborhood design, architecture, and neighborhood character.

The community members present were keen to give their input on design styles. It became evident that the group did not like the “traditional”, prevailing types of development that have been built in the City. Several members of the group repeatedly stated that any type of design was better than the garage-dominated landscape that currently exists. In addition, the “traditional” type of architecture in both residential and commercial developments was panned and some respondents did not choose the “All are acceptable” choice because they did not agree with it.

### Community Workshop – Round 3

The final stakeholder meeting and community workshop was a presentation of the Land Use Element, which is the foundation piece for the “Character Area” planning approach. Excerpts from the various design guidance and aesthetic descriptions were illustrated to provide context to the vision, developer expectations, and implementation of this planning approach.



**SURPRISE**  
ARIZONA

**Your input is needed!**  
**HELP MAKE YOUR COMMUNITY MORE LIVABLE**

**WHERE:** Agua Fria Room - Cimarron Center  
Sun City Grand  
17100 W. Clearview Blvd.  
Surprise, AZ 85387

**WHEN:** September 9th, 6pm-8pm

Please plan to attend a community workshop to learn about and give input on the future approach to Land Use Planning in Surprise!

**WHAT YOU'LL SEE:**  
Preview the revised Land Use Element  
Learn more about the 'Character Areas'  
See the proposed Land Use Map

- Neighborhood Design
- Parks and Open Space
- Development Transitions
- Sub Area Descriptions

Your input will help the City identify how to amend the Surprise General Plan 2035 to better:

- **Grow** a strong, diverse economy
- **Create** an enhanced quality of life
- **Develop** a unique character that supports the lifestyle you desire

Property owners and representatives have expressed concern with the impact this Major Amendment to the General Plan 2035 will have on their property rights. Staff conveyed that parcels of land with entitlements (i.e. zoning, platting, or design approval) will be allowed to develop according to their legal standing. Staff will work in good faith effort to meet the needs of the developer, while upholding the goals and policies of the proposed amendment.

Support was expressed in the goal to achieve higher standards of architecture and more focus and making sure new development is connected to neighborhoods and designed with considerations to the surrounding area.

During these discussions, community members asked additional questions about activities and priorities within the city; i.e. protecting roadways and neighborhoods against flooding, ensuring there's enough water for new development, and transportation plans for Bullard Ave and other roads. While this was not directly related to this amendment, staff took this opportunity to listen and answer questions.

## Survey Results

### General Plan Elements Update - 09 February 2015

1. As a community member, which of the General Plan Elements listed below are of the greatest importance to you?



| General Plan Element            | Percentage | Count      |
|---------------------------------|------------|------------|
| Land Use                        | 26.9%      | 61         |
| Economic Development            | 53.3%      | 121        |
| Circulation (Roadway Systems)   | 54.6%      | 124        |
| Housing                         | 16.3%      | 37         |
| Growth Areas                    | 21.6%      | 49         |
| Parks, Recreation & Open Spaces | 45.4%      | 103        |
| Plan Implementation             | 14.1%      | 32         |
| <b>Total</b>                    |            | <b>227</b> |

#### Statistics

|                 |     |
|-----------------|-----|
| Total Responses | 227 |
| Unanswered      | 15  |



Letters from the Community

**From:** Carmen Alicia [prlily@yahoo.com]  
**Sent:** Tuesday, December 30, 2014 12:23 PM  
**To:** Diane Arthur  
**Subject:** Sharing thoughts for General Plan

Dear Ms. Arthur:

Since I won't be able to attend the meetings to give my input, I have a few thoughts I would to express. I respectfully ask you to please convey my message to the proper authorities.

I firmly believe that the City of Surprise is not doing enough for the senior population that exists within its boundaries, including the Sun Cities, which are a contributing force to the economy of Surprise. This attitude needs to change and the powers that be need to listen to our voices.

As a senior from the baby boomer generation, I feel that the City of Surprise has done very little to enhance the senior center. Boomers are retiring in large numbers which will continue to increase in the coming years. The present center is small and inadequate and offers very little in terms of activities to promote healthy minds and bodies. The exercise classes are conducted in a small room and it's suffocating. The facility is antiquated and has seen better days. Although Silver Sneakers is a good program, it is not available to all seniors because some insurances won't pay for it, leaving a good portion of seniors out.

I feel the city has an obligation to offer our demographic a more modern and suitable facility. Some of us still pay taxes and we contribute a lot to the economy of this city and the state. Our purchasing power does impact the economy in a positive way. A lot of younger retirees are college graduates who are lifelong learners and need classes to suit those needs; not everybody wants to play bingo and wait for lunch. Some of the classes offered by Rio Salado are fluff and irrelevant. Some cannot afford them. The senior center needs to be integrated within the newer facilities in the center of the new Surprise on Bullard or nearby, not in the old town of Surprise. That place had its run and it's time to move it forward for future generations.

Sincerely,

Carmen Rosaly

**From:** Joshua Mike  
**Sent:** Wednesday, September 09, 2015 10:04 AM  
**To:** 'William Coniam'  
**Subject:** RE: Land Use Planning Community Workshop

Good Morning Mr. Coniam,

Thank you for your interest in the Community Workshop today. This is the 3<sup>rd</sup> outreach meeting regarding the Major Amendment to the General Plan 2035, focusing on the new approach to land use planning, based on the direction of City Council and input received from residents around the city. At this meeting we'll be making a presentation, providing an explanation of the proposed Land Use Character Area Map and how the policies will be guide development in the future.

On <http://www.surpriseaz.gov/index.aspx?nid=3313>, there are links to a staff narrative, an excerpt/summary from the proposed Land Use Element (a section of the General Plan 235), and the most current draft of the proposed Land Use Character Area Map. The presentation (powerpoint slideshow) will be posted on our website this week but I can provide it directly to you, tomorrow morning.

As part of Major Amendment process for Surprise, staff provides various locations and opportunities for residents to learn and speak on proposed changes. After the meeting tonight, staff will be making the same presentation, next week, to the City Council (on 9/15) and the Planning and Zoning Commission (on 9/17). This will be another setting for the residents to learn about the proposed changes and be updated on the remaining steps in the process.

On September 18, staff will begin a formal 60-day review period by making all the documents and maps to be included in this Major Amendment available to the public. Residents are encouraged to read through these and provide feedback; I am available for meetings or phone calls if needed. During this 60-day review period, staff will hosting a General Plan Summit on November 6<sup>th</sup> at a joint meeting with City Council and the Planning and Zoning Commission. After the 60-day review period is completed on November 16, the formal public hearing process will begin. There will be 2 sessions with the Planning and Zoning Commission (Nov 19 and Dec 3) with their recommendation being forwarded to City Council for consideration and action on December 15, 2015.

Please contact me if you have any other questions.

Joshua J Mike  
Planner II

City of Surprise | Community Development  
16000 N. Civic Center Plaza | Surprise AZ | 85374  
623.222.3134 t  
623.222.3001 f

**From:** William Coniam [<mailto:williamconiam@gmail.com>]  
**Sent:** Tuesday, September 08, 2015 5:35 PM  
**To:** Joshua Mike  
**Subject:** Land Use Planning Community Workshop

I am unable to attend the Land Use Planning Community Workshop as it is during my daughter's soccer practice. I noticed there is only one resident input meeting then it goes before the council. I wondered if there was anyway I could view the presentation another way, and if I have any comments submit those another way as well.

--

**T. William Coniam, CPCU**



From: Joshua Mike  
Sent: Monday, September 21, 2015 12:21 PM  
To: 'RLPatton'  
Subject: RE: What is actually being changed - and what will we be able to vote on?

Good Afternoon Mr. Patton,

As I described in the first response, the proposal for this Major Amendment is to remove the village planning approach from the General Plan and provide policy based on the Character Area planning approach. The Land Use Element is the foundation piece of this proposed change and is completely revised. In order to ensure consistency throughout the General Plan, other Elements need to be revised with updated data, supportive language, and proposed maps.

On the [www.surpriseaz.gov/gpupdate](http://www.surpriseaz.gov/gpupdate) webpage, we have provided all the documents in this proposal by listing which Elements have changes. We also have information about these changes and how they would be applied throughout the city upon adoption by City Council.

The nature of this proposal falls under the Arizona Revised Statutes for a “Major Amendment” and has final approval by the City Council. Only when statute requires a city to update its General Plan at the expiration of the 10-year timeframe of an existing General Plan, is a new General Plan required to be ratified by the voters. While this is a policy change within the General Plan 2035, it is not a completely new comprehensive plan, nor has the current plan expired, so it does not qualify for a citywide vote.

You also seemed concerned with the idea that “we are somehow in a 60 day review period” and my last email was meant to provide you with a background of our timeline throughout the last year as well as information regarding the proposed changes. I apologize if that information was not properly conveyed.

Anyone is invited to meet with me or city staff to discuss, answer questions, and provide clarity regarding this Major Amendment.

Thanks,  
Joshua J Mike  
Planner II  
City of Surprise | Community Development  
16000 N. Civic Center Plaza | Surprise AZ | 85374  
623.222.3134 t  
623.222.3001 f

From: RLPatton [mailto:pattfam@cox.net]  
Sent: Monday, September 21, 2015 11:44 AM  
To: Joshua Mike  
Subject: Re: What is actually being changed - and what will we be able to vote on?

Joshua – You either didn’t answer my question because you don’t want the public to vote or otherwise have input, or you don’t know the answer either.

From: Joshua Mike  
Sent: Monday, September 21, 2015 11:15 AM  
To: RLPatton  
Subject: RE: What is actually being changed - and what will we be able to vote on?

Good Morning Mr. Patton,

Thank you for your interest in the Major Amendment for the Surprise General Plan 2035. The 60-day review process that began on Friday is the designated timeframe for all Major Amendments (either city-initiated or through developer applications) to be presented in full draft form to all members of the community, residents, adjacent governments, and stakeholders with investments in the area before the full public hearing process. It is the culmination of many attempts at public input over the course of the past year.

This Major amendment began last fall, when staff began working on the Village 5 Plan. In the discussions with City Council, staff was directed to begin working on new, 'holistic' planning approach for the city and remove the village planning process from the General Plan. Visioning workshops were held in 3 different areas of the city, early in the year, to obtain ideas and comments from residents on the "Treasures and Challenges" throughout Surprise. This visioning process expressed a desire for a planning process that was flexible and reactive to the market, to ensure the city and residents don't miss an opportunity because the Village Plans are too prescriptive and difficult to change.

In April, staff brought 2 planning approaches to the residents, Planning and Zoning Commission, and to City Council. The 1st was based on traditional planning documents, but still removed the Village Plans. The 2nd was the currently proposed Character Area planning approach. Those presentations resulted in direction to fully develop a draft of how the Character Area could bring Surprise together as a whole community, while protecting the areas that have been established.

Prior to the 60-day review period, staff gave presentations at a community open house on September 9, the City Council work session on September 15, and the Planning and Zoning Commission public hearing on September 17 to help better understand the proposed Land Use Element, which is the foundation piece to the Character Area planning approach.

Our goal is to ensure that developers design projects with a zoomed out understanding of what is around them; i.e. the big buildings or complexes must fit with its surrounding neighborhoods and shouldn't challenge the desired character/feel that has already been formed, nor negatively impact public infrastructure or transportation.

Staff invites any residents to come in and ask questions about the project and/or process. Feel free to contact me directly.

Thanks,  
Joshua J Mike  
Planner II  
City of Surprise | Community Development  
16000 N. Civic Center Plaza | Surprise AZ | 85374  
623.222.3134 t



623.222.3001 f

From: RLPatton [mailto:pattfam@cox.net]  
Sent: Friday, September 18, 2015 4:43 PM  
To: Joshua Mike  
Subject: What is actually being changed - and what will we be able to vote on?

We are somehow in a 60 day period for a Surprise General plan review  
What is actually being changed - and what will we be able to vote on?

As far as I can see every new stoplight on Grand avenue is a failure of former "planning" – (think "service roads" instead and use Mountain View!)  
And who was the idiot that approved the rearrangement of Bell Rd that left the light/intersection so close to Grand Ave?  
(Every time I have to stop at a light it's >\$ .50 that is wasted in gas that Surprise will never see.)

If this is just a way to put something past the voters without saying what or keeping it buried I recommend voting no!  
If the town keeps making mistakes that require \$millions to fix they should just be taken over by the Indians.

Robert Patton 16754 W Palisade Trail Ln, Surprise, 85387

City Hall offices open at 8 a.m. and close at 5 p.m. Monday through Friday. More info at [www.surpriseaz.gov](http://www.surpriseaz.gov).



## Major Amendment – General Plan 2035

|                          |                                     |
|--------------------------|-------------------------------------|
| <b>Case:</b>             | <b>FS15-173</b>                     |
| <b>Project Name:</b>     | <b>Major General Plan Amendment</b> |
| <b>Council District:</b> | <b>City Wide</b>                    |
| <b>Attachment:</b>       | <b>Stakeholder Contact Summary</b>  |

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The proposed Major Amendment to the General Plan 2035 included meetings and correspondence with stakeholders, neighboring municipalities, and other government agencies. Support has been received for the efforts within this amendment to support and advance the protection of open space, wildlife corridors, transportation on a regional and local scale, and economic assets.

Comments have been received about the impact of current development rights, the increase of Open Space on the Land Use Map and identifying the sub area, Wildlife Linkages Corridor. The concern is that these new features on the Land Use Map will cause undue restrictions and overregulate the possibility to develop the properties directly impacted. Staff met with, received emails from, and had phone conversations with a few representatives of some of these properties.

Staff explained that current entitlements are not being removed by this amendment to the General Plan 2035. Effort will be made to work with each land owner and developer to meet the needs of the property and achieve the vision of Surprise. Staff provided the background of the Open Space geographies and the history of the existing Wildlife Linkages map. These lands have both geographic and external agency restrictions that led the identification process. The goal of the Land Use Map is to inform the public, through the character areas and sub areas, that there are additional factors to consider when evaluating and researching any given parcel.

Below is the list of agencies; governmental authorities; neighboring municipalities; and private land owners, representatives, and developers. Written responses and staff correspondence is attached to this summary.

### Outside Agencies and Government Authorities

56th Fighter Wing/CVE  
Arizona Department of Transportation  
Arizona Game & Fish Department  
Arizona Public Service  
Arizona State Lands Department  
Arizona Water Resources Department  
Beardsley Water District  
Bureau of Reclamation



Bureau of Land Management, AZ State Office  
Dysart Unified School District  
Maricopa Association of Governments  
Maricopa County Department of Transportation  
Maricopa County Flood Control District  
Maricopa County Parks & Recreation (White Tanks)  
Maricopa County Parks & Recreation (Lake Pleasant)  
Maricopa County Planning & Development  
Maricopa Water District  
Morristown School District  
Nadaburg Unified School District  
Surprise Regional Chamber of Commerce  
Wickenburg - Community Development  
Wickenburg School District

Private Land Representatives

BEUS GILBERT PLLC  
BFSO (Bergin, Frakes, Smalley & Oberholtzer)  
BNSF  
Central Arizona Project (CAP)  
DMB  
Ford Proving Grounds  
Gammage & Burnham  
Harvard Investments  
Home Builders Association of Central Arizona  
Land Advisors Organization  
LENNAR  
Sonoran Institute  
SLR - Suburban Land Reserve, Inc.  
Urban Land Institute (Arizona)  
Voyager Investment Properties  
WESTCOR SURPRISE LLC  
William Lyon Homes

Neighboring Municipalities

Buckeye - Planning  
El Mirage - Planning  
Glendale - Planning  
Goodyear- Planning  
Peoria - Planning

### **Invitation to Stakeholder Meeting – January 12, 2015**

RE: Major General Plan 2035 Amendment - Elements Update

Dear Stakeholder,

The City of Surprise is beginning a public planning process to update select elements of its General Plan 2035. The goal of this Major General Plan Amendment is to further promote quality growth and a business friendly environment by incorporating the city's unique community character and cultural and natural resources into the Land Use, Growth, Roadway Systems (Circulation), Economic Development, Housing, and Implementation Elements. The Surprise General Plan serves as a blueprint for the city's vision and sets forth policies and action items to achieve that vision.

Through a series of public open houses, the City and our consultant will facilitate this General Plan Element Update effort. To further inform this process, a General Plan Element Update **Stakeholder Committee** will be established to provide input and guidance and ensure consistency in direction with community desires. The involvement of outstanding business and civic leaders in the community like you is very important to the success of this project.

The City of Surprise invites you to be a key participant on our General Plan Element Update **Stakeholder Committee**. You have been recommended as a person with respected knowledge and experience, and as one who will make a valuable contribution to the General Plan Element Update. By serving on this Committee, you will have the opportunity to advise and inform the consultant's efforts and ensure that the Surprise General Plan represents the desires of Surprise citizens and visitors.

The Committee will meet approximately three times at key milestones over the course of this nine month project. The first meeting is scheduled for **Wednesday, January 21, 2015 from 3:00 PM to 5:00 PM at the City of Surprise City Hall Community Room**, 16000 North Civic Center Plaza Surprise, AZ 85374.

### **Invitation to Stakeholder Meeting – April 7, 2015**

RE: Major General Plan 2035 Amendment - Elements Update

Dear Stakeholder,

As a continuing part of the public planning process to update select elements of its General Plan 2035, the City of Surprise is requesting that you plan to attend our second **Stakeholder Committee** meeting, to provide input and guidance on the preferred land use plan for the City of Surprise. The preferred land use plan will then be used as an important guide in the preparation of the additional General Plan Elements - Growth, Roadway Systems (Circulation), Economic Development, Housing, and Implementation Elements.

This second, of three meetings, will include a presentation on the preferred land use plan as well as a visual preference survey exercise. The visual preference survey will help us to select preferred design concepts for:

- Neighborhood Design
- Parks and Open Space
- Housing Types
- Architectural Styles



The second meeting is scheduled for **Tuesday, April 28, 2015 from 2:30 PM to 4:30 PM in the Agua Fria Room – Cimarron Center**, Sun City Grand, 17100 West Clearview Boulevard, Surprise, AZ 85387.

#### **Invitation to Stakeholder Meeting – August 14, 2015**

RE: Major General Plan 2035 Amendment - Elements Update  
Dear Stakeholder,

As a continuing part of the public planning process to update select elements of its General Plan 2035, the City of Surprise is requesting that you plan to attend our final **Stakeholder Committee** meeting, to provide input and a review character area approach to the Land Use Element for the City of Surprise. The previous outreach and stakeholder meetings were an important guide in the preparation of the additional General Plan Elements - Growth, Roadway Systems (Circulation), Economic Development, Housing, and Implementation Elements.

This final meeting will include a presentation on the proposed land use plan and how it will impact the other Elements within this update. It will provide an open discussion prior to the formal draft being distributed for the required 60-day review period.

The final meeting is scheduled for **Wednesday, September 9, 2015 from 2:30 PM to 4:30 PM in the Agua Fria Room – Cimarron Center**, Sun City Grand, 17100 West Clearview Boulevard, Surprise, AZ 85387.

#### **Information Packet Distributed to Stakeholders – August 18, 2015**

Dear Stakeholder,

Surprise is continuing to progress through the timeline for the City initiated Major Amendment to the General Plan 2035. As the foundation piece, updating the Land Use Element will provide a new approach to how the goals and policies and the Land Use Character Area Map will represent the future land use categories and the implementation of future development. The community, stakeholders, the Commission, and Council will be presented with the "Character Area" approach through the draft Land Use Element in September, 2015.

Attached to this narrative is a small excerpt of some key components from the draft Land Use Element. It shows examples of the introductions to Character Areas (and the Development Types that define them), the proposed Land Use Character Area Map, and the compatibility tables. The full draft will describe existing conditions, contain the goals and policies, include sub-sections that illustrate strategies and guidelines that make up the full vision of this land use planning approach, i.e. 'Compatibility and Transition Measures', 'Aesthetics and Built Form', 'Typical Uses', etc. These attachments are a preview of the revised Land Use Element for informational purposes only, with revisions and language yet to be finalized.

The fully revised draft of the Land Use Element will be presented at the stakeholder meeting on September 9, 2015. In accordance with state statute, staff will provide a full draft of the revised General Plan 2035 text and maps as part of the required 60-day review period.

## **Notification of 60-day Review Period – September 18, 2015**

Dear Stakeholder,

Surprise is continuing to progress through the timeline for the City initiated Major Amendment to the General Plan 2035. As the foundation piece, updating the Land Use Element will provide a new approach to how the goals and policies and the Land Use Character Area Map will represent the future land use categories and the implementation of future development. The community, stakeholders, P&Z Commission, and Council were presented with the “Character Area” approach through the draft Land Use Element in September, 2015.

Today marks the beginning of our 60-day review period. Attached are all the draft Elements that necessitated revisions to create consistent language that supports the Character Area planning approach. The goal of this complete packet is to have a consistent General Plan with a more holistic approach to development throughout the whole document. If you have any questions, we invite you to come in and discuss and help clarify the application of Character Areas, the Development Types, and how the whole policy works together in guiding developers and directing the City to implement strategies throughout the document.

Please submit any comments directly to me so we can address them prior to the full public hearing process. Public hearings will be held before the Planning & Zoning Commission on November 19, 2015 and December 3, 2015 and before the City Council on December 15, 2015. Additional information can be found on [www.surpriseaz.gov/gpupdate](http://www.surpriseaz.gov/gpupdate) and Your West Valley publications in accordance with state statutes.



**Email correspondence with stakeholders**

**From:** Bondo, Bjorn (.) [<mailto:bbondo@ford.com>]  
**Sent:** Saturday, October 31, 2015 12:11 PM  
**To:** Joshua Mike  
**Cc:** Lloyd Abrams; Eric Fitzer; Donna Bronski  
**Subject:** RE: Major General Plan 2035 Amendment - Elements Update - Stakeholder Meeting

Hello Joshua,

This is truly great! Appreciate your consideration and support very much.

Looking forward to staying in touch and building on our great relationship.

Take care,

Bjorn Bondo  
Arizona Proving Ground  
Ford Motor Company  
623-738-7753, office/cell  
[bbondo@ford.com](mailto:bbondo@ford.com)

**From:** Joshua Mike [<mailto:Joshua.Mike@surpriseaz.gov>]  
**Sent:** Friday, October 30, 2015 4:23 PM  
**To:** Bondo, Bjorn (.)  
**Cc:** Lloyd Abrams; Eric Fitzer; Donna Bronski  
**Subject:** RE: Major General Plan 2035 Amendment - Elements Update - Stakeholder Meeting

Good Afternoon Bjorn,

Please see the attached maps to verify the alignments. We made adjustments to show our support for the long term commitment by the Ford Proving Grounds. Please let us know your opinion.

Thanks,  
Joshua J Mike  
Planner II  
City of Surprise | Community Development  
16000 N. Civic Center Plaza | Surprise AZ | 85374  
623.222.3134 t  
623.222.3001 f

**From:** Bondo, Bjorn (.) [<mailto:bbondo@ford.com>]  
**Sent:** Wednesday, October 07, 2015 8:31 AM  
**To:** Joshua Mike  
**Cc:** Lloyd Abrams; Eric Fitzer; Donna Bronski  
**Subject:** RE: Major General Plan 2035 Amendment - Elements Update - Stakeholder Meeting

Good Morning Joshua,

No need to apologize. Appreciate our great relationship and your continued support. Looking forward to receiving the amended maps!

Take care,  
Bjorn

**From:** Joshua Mike [<mailto:Joshua.Mike@surpriseaz.gov>]  
**Sent:** Wednesday, October 07, 2015 8:19 AM  
**To:** Bondo, Bjorn (.)  
**Cc:** Lloyd Abrams; Eric Fitzer; Donna Bronski  
**Subject:** RE: Major General Plan 2035 Amendment - Elements Update - Stakeholder Meeting

Good Morning Bjorn,

My apologies for the delayed response. Thank you for bringing this line work to our attention. Edits and adjustments like these are precisely the reason we communicate with our stakeholders. We are working on making this correction and will send you a copy when it's complete.

Thanks,  
Joshua J Mike  
Planner II  
City of Surprise | Community Development  
16000 N. Civic Center Plaza | Surprise AZ | 85374  
623.222.3134 t  
623.222.3001 f

**From:** Bondo, Bjorn (.) [<mailto:bbondo@ford.com>]  
**Sent:** Tuesday, October 06, 2015 4:34 PM  
**To:** Joshua Mike  
**Cc:** Lloyd Abrams; Eric Fitzer; Donna Bronski  
**Subject:** RE: Major General Plan 2035 Amendment - Elements Update - Stakeholder Meeting

Hello Joshua,  
I'm just following up on my note below. Attached you will find two of the maps that are currently found in Chapter 3: Transportation of your 2035 General Plan draft documents. With the help of my very handy IT person, I have inserted the APG property on the maps. As you will notice, on both maps there are roadways crossing our property. The maps are not identical, causing some additional concerns.

Based on the agreement we had in place, I'm kindly requesting the removal of these roadways across our property. Please, let me know how we can get that accomplished.

Looking forward to hearing from you.



Thank you,  
Bjorn

**From:** Bondo, Bjorn (.)  
**Sent:** Sunday, September 27, 2015 6:16 PM  
**To:** 'Joshua Mike'  
**Cc:** Lloyd Abrams; Eric Fitzer ([Eric.Fitzer@surpriseaz.gov](mailto:Eric.Fitzer@surpriseaz.gov)); [donna.bronski@surpriseaz.gov](mailto:donna.bronski@surpriseaz.gov)  
**Subject:** RE: Major General Plan 2035 Amendment - Elements Update - Stakeholder Meeting

Hello Joshua,  
Thank you again for your thorough note below. Your continued support is appreciated.

However, finally looking at your Transportation Plan, located on your web-site under General Plan 2035 Amendments, I get concerned again. During our Land Use discussions we never discussed the Transportation Plan documents. Several of the Transportation Plan maps seem to have roadways crossing our property. I thought that was a thing in the past. Are the Transportation Plan maps on your web-site indeed the latest and greatest? If yes, we need to discuss. If they are not, would you have a copy of the latest and greatest?

Thank you!

Sincerely,  
Bjorn Bondo  
623-738-7753, office/cell  
[bbondo@ford.com](mailto:bbondo@ford.com)

**From:** Joshua Mike [<mailto:Joshua.Mike@surpriseaz.gov>]  
**Sent:** Tuesday, September 15, 2015 2:13 PM  
**To:** Bondo, Bjorn (.)  
**Cc:** Lloyd Abrams  
**Subject:** RE: Major General Plan 2035 Amendment - Elements Update - Stakeholder Meeting

Good Afternoon Mr. Bondo,

The land adjacent to the Ford Proving Grounds that are designated with the "Neighborhood" Character Area fall within the Luke Compatibility District. Any development within black, dashed line, but outside the white, dashed line must conform with the Graduate Development Concept that is highlighted in the Western Maricopa County/Luke AFB Regional Compatibility Plan. Here are links to the [Plan](#) and an [update document](#). I'm also attaching a map and the general approach Surprise takes with development near Luke Aux 1. Below is the language used in the plan to protect the operations of Luke, which in turn will help protect the areas around Ford Proving Grounds.

#### LUKE AIR FORCE BASE GRADUATED DEVELOPMENT CONCEPT

In recent years, Luke AFB staff has witnessed unprecedented growth in the West Valley and have been grappling with solutions to issues related to urban development and land use compatibility. Dense development up to and surrounding the high noise contours (65 Ldn and above) and accident potential zones (APZ I and APZ II) at Luke AFB does not meet the intent of legislation enacted to protect future

operations of the U.S. Air Force and other military airfields. Air Force data reveals that the high noise contours and accident potential zones are the areas with the greatest risk of an aircraft incident. Additionally, this data demonstrates that the area within 10 nautical miles of the base also carries a high level of risk.

The concept of graduated development (low-density/intensity uses graduating to higher-density/intensity uses) moving away from the high noise contours and accident potential zones is more consistent with Luke AFB operations than is high-density/intensity development near the high noise contours. The Graduated Development Concept proposes graduating densities away from the high noise contours and accident potential zones as follows: 0–2 dwelling units per acre (du/ac) from the 65 Ldn to one-half mile, 2–4 du/ac from one-half mile to 1 mile, and 4–6 du/ac 1 mile to 3 miles. It is essential to intersperse areas of land use with very low or no population density within the graduated density area and the Vicinity Box. Low concentrations of people include uses such as agriculture, industrial, recreation, warehousing, and other similar uses. Furthermore, the placement of schools needs to be closely scrutinized and coordinated with Luke AFB in order to ensure that the schools are outside of the flight paths of Luke aircraft. If you have any questions regarding the Graduated Development Concept introduced by Luke AFB or would like to discuss this approach further, please contact Mary Jo May, Community Relations Chief, at (623) 856-5997

Hopefully this is the information you were needing to have some assurances of protection. Please contact me if you have any other questions.

Thanks,  
Joshua J Mike  
Planner II  
City of Surprise | Community Development  
16000 N. Civic Center Plaza | Surprise AZ | 85374  
623.222.3134 t  
623.222.3001 f

**From:** Bondo, Bjorn (.) [<mailto:bbondo@ford.com>]  
**Sent:** Thursday, September 10, 2015 7:08 AM  
**To:** Joshua Mike; Lloyd Abrams  
**Subject:** RE: Major General Plan 2035 Amendment - Elements Update - Stakeholder Meeting

Hello Joshua and Lloyd,

It was nice to finally meet you yesterday, Joshua, and thank you both for a good meeting. I hope the meeting with the public went well too. We at Ford Motor Company truly appreciate your support and protection of our operation at the Arizona Proving Ground.

Before I send my report back to Michigan, yesterday, Lloyd, you mentioned that even though there is now a Neighborhood character area right next door to us, an area of transition between the character areas should be able to help us keep/create a buffer from prying eyes. Are you able to elaborate a little on this?

Also, are there any new/updated General Plan 2035 Transportation Plan maps available?



Thank you!

Take care,  
Bjorn Bondo  
Ford Motor Company  
Arizona Proving Ground  
623-738-7753, office/cell  
[bbondo@ford.com](mailto:bbondo@ford.com)

**From:** Heather Donaldson [<mailto:Heather.Donaldson@surpriseaz.gov>]  
**Sent:** Friday, August 14, 2015 3:11 PM  
**To:** Bondo, Bjorn (.)  
**Cc:** Joshua Mike  
**Subject:** Major General Plan 2035 Amendment - Elements Update - Stakeholder Meeting

**City of Surprise**  
**General Plan Elements Update!**  
We Need Your Input

The City of Surprise invites you as a participating member of the City's General Plan Stakeholders group to the third and final stakeholder meeting which will be held Wednesday, September 9, 2015 from 2:30 p.m. to 4:30 p.m. in the Agua Fria Room – Cimarron Center, Sun City Grand, 17100 West Clearview Boulevard, Surprise, AZ 85387.

Please see attached invitation for more information and RSVP to [joshua.mike@surpriseaz.gov](mailto:joshua.mike@surpriseaz.gov) by Friday, August 28, 2015.

Thank you,

Heather Donaldson  
Administrative Specialist - Senior  
City of Surprise | Community Development  
16000 N. Civic Center Plaza | Surprise AZ | 85374  
[www.surpriseaz.gov](http://www.surpriseaz.gov)  
623.222.3133 t  
623.222.3001 f

From: Dana Warnecke [<mailto:DWarnecke@azgfd.gov>]  
Sent: Wednesday, September 16, 2015 12:02 PM  
To: Joshua Mike; Donna Miller  
Cc: Kelly Wolff-Krauter; Laura Canaca; Christopher Hadley; Jay Cook  
Subject: RE: City of Surprise - Major General Plan 2035 Amendment

Hello Joshua and Donna,

Attached you will find the Department's comments and review of the draft documents you have provided for stakeholder review on the Major Amendment to the General Plan 2035, as well as some comments on the 1st Draft Parks & Recreation Master Plan that Donna provided. It was good to catch up with both of you on the phone this past week and I look forward to further coordination on our meeting in the near future. Thank you in advance for your consideration and I look forward to continuing to work with Surprise on Wildlife Linkage goals and city development plans that may conserve or enhance habitat for wildlife. Dana W.

Dana Warnecke, Habitat Specialist III, Arizona Game and Fish Department, Region VI, 7200 E. University Ave., Mesa, AZ 85207, 480-324-3547, Fax 480-324-3596  
[dwarnecke@azgfd.gov](mailto:dwarnecke@azgfd.gov)<<mailto:dwarnecke@azgfd.gov>>

Your Resource to the Outdoors  
[http://www.azgfd.gov/h\\_f/getoutside.shtml](http://www.azgfd.gov/h_f/getoutside.shtml)

From: Heather Donaldson [<mailto:Heather.Donaldson@surpriseaz.gov>]  
Sent: Thursday, August 20, 2015 3:30 PM  
Cc: Joshua Mike  
Subject: City of Surprise - Major General Plan 2035 Amendment

Dear Stakeholder,

Surprise is continuing to progress through the timeline for the City initiated Major Amendment to the General Plan 2035. As the foundation piece, updating the Land Use Element will provide a new approach to how the goals and policies and the Land Use Character Area Map will represent the future land use categories and the implementation of future development. The community, stakeholders, the Commission, and Council will be presented with the "Character Area" approach through the draft Land Use Element in September, 2015.

Attached to this narrative is a small excerpt of some key components from the draft Land Use Element. It shows examples of the introductions to Character Areas (and the Development Types that define them), the proposed Land Use Character Area Map, and the compatibility tables. The full draft will describe existing conditions, contain the goals and policies, include sub-sections that illustrate strategies and guidelines that make up the full vision of this land use planning approach, i.e. 'Compatibility and Transition Measures', 'Aesthetics and Built Form', 'Typical Uses', etc. These attachments are a preview of the revised Land Use Element for informational purposes only, with revisions and language yet to be finalized.



The fully revised draft of the Land Use Element will be presented at the stakeholder meeting on September 9, 2015. In accordance with state statute, staff will provide a full draft of the revised General Plan 2035 text and maps as part of the required 60-day review period.

Joshua J Mike  
Planner II  
City of Surprise | Community Development  
16000 N. Civic Center Plaza | Surprise AZ | 85374  
623.222.3134 t  
623.222.3001 f

**From:** Lloyd Abrams  
**To:** PLANTE, BARBARA S GS-12 USAF AETC 56 FW/CIT  
**Cc:** Joshua Mike  
**Subject:** RE: City of Surprise - Major General Plan 2035 Amendment  
**Date:** Thursday, August 27, 2015 9:55:51 AM

Hi Barbara,

I understand Luke's concern and I can assure you we are looking out for Luke's interest. We will update the land use map to employment in that area.

The missing part that is still being work and was not send out yet is the sub area district. Below is the draft version of the Luke Compatibility District, please let me know any issue with this.

#### Luke Compatibility District

The Luke Compatibility District (LCD) represents a large swatch of area that is intended to establish a land use pattern that fosters the continued use of Luke Air Force Base and Auxiliary Field #1 to conduct mission-critical raining while also accommodating community growth and development. At buildout, the LCD will be the largest concentration of employment-related job opportunities in Surprise, so its importance cannot be overstated as Surprise strives to transform itself from a bedroom community to a global community with world-class aspirations. Luke Air Force Base Auxiliary # 1 field is generally located at Happy Valley Road and 219th Avenue and has been utilized by Luke AFB as a training asset to complement its mission and operations for several decades. The LCD contains areas within the 65 DNL and higher noise contours, as well as a one-half mile buffer area around the 65 DNL line. Employment oriented land uses are the predominant character of this area, but Neighborhood – Rural Development Types are designated within portions of the half-mile buffer area. The Northwest Regional Landfill and Ford Proving Grounds facilities are also currently located in the LCD. The planned White Tanks Freeway bifurcates the LCD. As this facility is constructed in the future, it will serve as a transportation and logistical catalyst for employment growth opportunities in this area.

Planning within this Sub Area type requires strict adherence to State Statute and should include close adherence to the following development guidelines as well as direct coordination with military personnel.

#### Land Use

- Do not allow any alternative energy uses, within the LCD, that directly or indirectly create issues associated with, but not limited to vertical obstructions, glare, people gathering areas, etc. which compromises military aviator training at Auxiliary Field #1.
- Do not allow land uses, within the LCD, which provide water impoundments, as they attract large birds or waterfowl, increasing the risk for Bird Air Strike Hazards (BASH) for military aviators using Auxiliary Field #1.

#### Safety Zones

- Development will not be permitted in the Clear Zone (CZ) and Accident Potential Zone I (APZ I) of Luke AFB Auxiliary Field #1; the only allowable land use is agriculture.
- The allowable land uses within Accident Potential Zone II (APZ II) of Luke AFB Auxiliary Field #1 are the uses identified in Arizona Revised Statutes (ARS) 28-8481.

#### Vertical Obstructions

- All new development within the LCD shall be reviewed against the provisions of Federal Aviation Regulations (FAR) Part 77 height limits.

#### Infrastructure Capacity

- All new development proposals within the LCD will be reviewed in conformance with the City's adopted capital improvement plans (CIP) and/or master infrastructure plans to match service needs with compatible development.

#### Noise

- Do not allow the location of sensitive land uses (i.e. activities where people gather) within the 65 DNL or higher noise contours (for the F-35/F-16) of Luke AFB or Auxiliary Field #1 as identified in Arizona Revised Statute (ARS) 28-8481.

#### Dust, Light and Glare



- Do not allow any land use, within the LCD, which releases any substance (i.e. steam, dust and smoke) into the air which could impair military aviator visibility.
- Do not allow any land uses, within the LCD, that produce light emissions, glare or distracting lights which could interfere with military aviator day and night vision or be mistaken for auxiliary field lighting.
- Require all exterior lighting fixtures, located within the LCD, to be full cut-off shielded, face downward and minimize 'spillage' outside property boundaries.
- Review all proposed development photometric plans to balance the provision of lighting intensity with personal security and safety within the LCD.

#### Frequency Spectrum Impedance and Interference

- Do not allow any land uses, within the LCD, that produce, either directly or indirectly, electrical emissions which could interfere with aircraft communications or navigation requirements.

The LCD is established to underscore the importance of a developing a future specific area plan to provide needed guidance detailing:

- 1) The appropriate balance, integration and buffering of employment and other supporting land uses.
- 2) How to maintain the necessary security and protection of Luke's mission and operations as they evolve over time.
- 3) How to recognize the existing operational needs of the Ford Proving Grounds and Northwest Regional Landfill today while also identifying re-development and/or reclamation plans of these facilities upon the conclusion of their intended lifespan.
- 4) Arterial and collector level-roadway circulation planning that recognizes land use and mobility connections pre and post White Tanks Freeway construction while also preserving the continuity of city-wide wildlife linkage corridors and off-street trail connections within existing wash corridors.
- 5) Provide guidance in prioritizing infrastructure investment choices for City officials in to proactively support necessary infrastructure to and promote the growth of value-added, high wage jobs in the LCD.
- 6) Evaluate a closer examination of how to mitigate neighborhood character communities in proximity to the 65 DNL line within the LCD north of Grand Avenue (US 60).

Please let me know if there are any questions.

Please give me a call when you have a few minutes.

Thanks

Lloyd Abrams

Long Range Planning Manager

City of Surprise

Office: 623-222-3021

-----Original Message-----

From: PLANTE, BARBARA S GS-12 USAF AETC 56 FW/CIT [<mailto:barbara.plante@us.af.mil>]

Sent: Friday, August 21, 2015 9:41 AM

To: Heather Donaldson; Lloyd Abrams; Joshua Mike

Subject: FW: City of Surprise - Major General Plan 2035 Amendment

Good morning.

I just looked at the Surprise Land Use Character Area Map (Draft) and don't understand why there would be Neighborhood use inside the 65 Ldn at Aux 1.

I understand Neighborhood Land Use Character Area states that while neighborhoods are predominantly residential areas they can also be supported by locally oriented commercial and public facility uses, and can range from established to emerging and urban to rural in nature. I just want to ensure there is no perception that residential can be built in those areas that fall inside the 65 Ldn.

Of course neighborhood commercial uses are fine inside the 65 and 70 Ldn however when you get into 75 and beyond then the A.R.S. 28-8481 gets more restrictive, as long as those statutes are being taken into consideration there is probably not much of an issue.

v/r

Barbara

//SIGNED//

BARBARA S. PLANTE, GS-12, DAFC  
56th Fighter Wing  
Community Initiatives Team  
14185 W. Falcon Street  
Luke AFB AZ 85309-1629  
Phone: 623 856-9981

-----Original Message-----

From: Heather Donaldson [<mailto:Heather.Donaldson@surpriseaz.gov>]  
Sent: Thursday, August 20, 2015 3:30 PM  
Cc: Joshua Mike  
Subject: City of Surprise - Major General Plan 2035 Amendment

Dear Stakeholder,

Surprise is continuing to progress through the timeline for the City initiated Major Amendment to the General Plan 2035. As the foundation piece, updating the Land Use Element will provide a new approach to how the goals and policies and the Land Use Character Area Map will represent the future land use categories and the implementation of future development.

The community, stakeholders, the Commission, and Council will be presented with the "Character Area" approach through the draft Land Use Element in September, 2015.

Attached to this narrative is a small excerpt of some key components from the draft Land Use Element. It shows examples of the introductions to Character Areas (and the Development Types that define them), the proposed Land Use Character Area Map, and the compatibility tables. The full draft will describe existing conditions, contain the goals and policies, include sub-sections that illustrate strategies and guidelines that make up the full vision of this land use planning approach, i.e. 'Compatibility and Transition Measures', 'Aesthetics and Built Form', 'Typical Uses', etc.

These attachments are a preview of the revised Land Use Element for informational purposes only, with revisions and language yet to be finalized.

The fully revised draft of the Land Use Element will be presented at the stakeholder meeting on September 9, 2015. In accordance with state statute, staff will provide a full draft of the revised General Plan 2035 text and maps as part of the required 60-day review period.

Joshua J Mike  
Planner II  
City of Surprise | Community Development  
16000 N. Civic Center Plaza | Surprise AZ | 85374  
623.222.3134 t  
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City Hall offices open at 8 a.m. and close at 5 p.m. Monday through Friday.  
More info at [www.surpriseaz.gov](http://www.surpriseaz.gov).

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20 Aug 2015 21:13:20 -0000

**From:** Bill Rotolo [<mailto:BRotolo@lexingtonchicago.com>]  
**Sent:** Friday, October 23, 2015 10:46 AM  
**To:** Eric Fitzer  
**Cc:** Sharon Wolcott; [bob.winginroth@surpriseaz.gov](mailto:bob.winginroth@surpriseaz.gov); Wayne Moretti; [rjbenach@gmail.com](mailto:rjbenach@gmail.com); Jeff Benach  
**Subject:** COMMENTS ON COMPREHENSIVE PLAN

Mssrs Fitzer and Winginroth and Mayor Wolcott,

My name is Bill Rotolo, and I am the Vice President of Land Acquisition and Entitlements for Lexington Homes. Lexington is the corporate owner of approximately 220 acres at the northeast corner of Sun Valley Parkway and 219<sup>th</sup> Avenue in the City of Surprise. Our property, referred to as the “Ana Mandara PAD”, received a Planned Area Development approval almost 10 years ago, which granted us a density of approximately 6 du/ac, and 40 acres of retail along 219<sup>th</sup> Avenue. It has come to our attention that your proposed General Plan 2035 significantly affects the viability and value of our property, and would nullify significant portions of our approved plan.

As a City Planner by background and experience myself, I am very cognizant of the value of long range planning to any community, especially a rapidly growing one like Surprise. However, any plans must take into account the rights of property owners to use their land as designated by City ordinance. As you know, Arizona has very strict laws regarding the diminution of value of private property caused by actions of governmental bodies.

As I read your proposed 2035 General Plan, two sections appear to significantly and negatively affect the value and developability of our Ana Mandara property. The “Wildlife Linkages Corridors” which are discussed starting on Page 41 of the Land Use Element designates a significant portion of our property (given the scale of the maps in the plan, it is impossible to determine the percentage of our property affected, but it appears to be over half of it) as falling into a wildlife linkage corridor. This corridor, defined as 100 feet adjacent to a floodway, then a 500 foot “buffer” zone, and finally a 900 foot wide zone in which development will be restricted by as yet unwritten design standards. While preserving wildlife and their habitat is a laudable goal, it cannot be done without compensating landowners like ourselves for the loss of value and future development potential of the property. Lexington and its principles have close to \$25 million invested in Ana Mandara, and the 2035 General Plan puts that investment and its potential returns in serious jeopardy.

The same can be said for the “Scenic Lands Development” designation, which covers virtually our entire property. While, again, no specific criteria are outlined in the plan, it discusses lands adjacent to the White Tank Mountains Regional Park, which is on the south side of Sun Valley Parkway. Our property is on the north side of Sun Valley Parkway, and is designated as land that falls under these proposed guidelines in the Scenic Lands Development map. The language in this section of the plan, on pages 38 and 39 of the “Foundation for the Future” section of the plan, appears to suggest that these lands “remain as natural area open space in perpetuity”. Clearly, this puts our ownership and investment in serious jeopardy, and completely destroys any interest the development community would have in purchasing our property. It goes without saying that this is unacceptable to Lexington Homes, and we must do whatever is in our power to prevent the adoption of this plan as currently written. We are in the process of banding together with other similarly affected landowners in the area of Ana Mandara to more forcefully make our vociferous opposition to your proposed plan, as written, known and broadly publicized. If the City of Surprise does, in fact, adopt the 2035 General Plan in its proposed form, Lexington will be forced to do whatever is in our legal rights to do to be compensated for the devastating loss in value of our property. Hopefully, to avoid such actions on our part, the City will take into account Lexington’s opposition to these specific aspects of the 2035 plan and eliminate those sections that devalue our property.

Sincerely yours,

Bill Rotolo, VP  
Lexington Homes  
Chicago, IL  
[www.lexingtonchicago.com](http://www.lexingtonchicago.com)



**From:** Hans Koppenhoefer [<mailto:hans.koppenhoefer@courtlandhomes.com>]  
**Sent:** Tuesday, September 15, 2015 8:42 AM  
**To:** Eric Fitzer; Lloyd Abrams  
**Subject:** General Plan Land Use Open House

Eric/Lloyd – Unfortunately was not able to make the general plan land use open house last week as I was out of town. Over the last couple of weeks, I’ve been giving some thought to the character area approach that the City is moving forward with. I wanted to share some thoughts with you at the workshop but since I couldn’t make it here is a quick note with them.

Please note, these considerations are not specific to Austin Ranch or Courtland Homes interests but more looking at the land use element from a win-win scenario perspective (City and private landowners). I’m sure you’ve considered all or many of these, but if there is by chance one item that was helpful to bring to your attention then it was worth the effort.

- Existing zoned lands that conflict with general plan – It may be helpful to add a sentence/paragraph to the narrative portion of the land use element that describes this condition. I took a read through the document for the workshop tomorrow and didn’t see something that addresses this condition. It may be helpful to add this to ensure that any zoned land that may vary from GP land use designation is not prohibited from developing.
- Impact on Infrastructure Planning – Since there are such wide variations in the residential land use category densities it may provide serious challenges for proactive water, sewer and roadway infrastructure planning. This may cause increased capital and maintenance/reserves for the City in the event that duplicate facilities are required. One possible solution would be having target densities for certain areas to ensure that infrastructure planning can occur.
- Impact Fee/Infrastructure Improvement Plan (IIP) trickle down effects – With the wide variation in allowed residential uses per the GP and certain statutory requirements to have defined service areas for various impact fee infrastructure (land use element of IIP), a wide range of allowed densities could make capital project planning and implementation challenging. If an acre of land can vary between 1 – 21 du/ac the services required for both extremes is quite different... Also, will a change in the GP land use element force a change in the land use element in the IIP?
- Some land use categories City may want to protect from future public opposition or market impacts
  - Protect TPT generating uses – As you know, in the declining environment of retail, it may never have been more important to retain or attract as many TPT purchases than now. May consider looking near boundaries with other cities and trying to “plant flag” to increase or retain revenue to Surprise versus those revenues “leaking” to neighboring communities.
  - Grocery anchored retail – It appears City has put max acres cap for compatible commercial uses in residential land use category which makes a ton of sense. This does make it easier so a GP Amendment is not required. However, since retail is typically after residential, the risk of neighboring residents trying to have more residential versus commercial could happen. By defining critical drive-home side retail nodes now it could help strengthen Surprise’s tax base for the long term and reduce neighbor opposition.
  - Protect future higher density in-fill development opportunities – If Surprise’s vision is for higher density in certain areas it may be helpful to define those. I believe those are primarily included in the overlays (transit oriented development district). However, if there are areas outside of those overlays that the City wishes to keep for more urban

uses, it may be difficult keep those areas undeveloped for the higher density market (especially if adjacent to lower density uses). A target density in specific areas could help accomplish this to set expectation with residents on what is planned for the future and reduce possibilities for spot zoning.

Thank you for taking the time to read through the above.

Hans Koppenhoefer  
Director of Land Operations  
Courtland Homes, Inc.  
4160 W. Kitty Hawk  
Chandler, Arizona 85226  
Phone: 480.893.7515  
Cell: 602.885.1634

**From:** Joshua Mike [<mailto:Joshua.Mike@surpriseaz.gov>]  
**Sent:** Thursday, October 29, 2015 12:52 PM  
**To:** Mike Schwab <[MSchwab@landadvisors.com](mailto:MSchwab@landadvisors.com)>  
**Cc:** Lloyd Abrams <[Lloyd@surpriseaz.gov](mailto:Lloyd@surpriseaz.gov)>; Eric Fitzer <[Eric.Fitzer@surpriseaz.gov](mailto:Eric.Fitzer@surpriseaz.gov)>  
**Subject:** Surprise General Plan 2035 discussion

Good Afternoon Mr. Schwab

Please accept my apologies for the delay in responding to your voice mail. Our consultant has passed the property information to us and conveyed your questions. Attached to this email are a series of maps to illustrate the dimensions and statistics on the property. It shows how the current General Plan land use and wildlife linkages (approved in 2011) layered over the parcels, as well as the proposed land use character areas.

We have received other comments regarding the Open Space character area and the sub area labeled Wildlife Linkages Corridors. The common concern is that these classifications are a direct imposition, reducing the options for the land owner.

The areas for these classifications were chosen specifically because of the existing outside agency and geographic restrictions. For example land within or near Trilby Wash, McMicken Dam, and Beardsley Canal have development provisions in place through outside agencies. Additionally, Surprise has supported the Western Maricopa County/Luke AFB Regional Compatibility Plan as well as adopted the Wildlife Linkage map in 2011, which is part of the existing General Plan 2035. The language within the proposed this General Plan amendment offers solutions to comply with AZ Game and Fish, FEMA floodways, and Luke Air Force regulations.

The efforts and objective of this amendment to the General Plan 2035 is not designed to restrict or negatively impact any specific parcel within Surprise. We have proposed the Character Area planning approach to provide flexibility in land use and design options while removing policies that have limited or deterred developments from progressing. Efforts to preserve the natural environment will be a team effort in Surprise, which includes goals within the updated Parks and Recreation Master Plan to development a connect, linear park system that utilizes our existing physical assets.

We invite you to meet with our planning staff to discuss your property and how we can all achieve the future of Surprise.

Joshua J Mike  
Planner II

City of Surprise | Community Development  
16000 N. Civic Center Plaza | Surprise AZ | 85374  
623.222.3134 t  
623.222.3001 f





THE STATE OF ARIZONA  
**GAME AND FISH DEPARTMENT**

5000 W. CAREFREE HIGHWAY  
PHOENIX, AZ 85086-5000  
(602) 942-3000 • WWW.AZGFD.GOV

REGION VI, 7200 E. UNIVERSITY DRIVE, MESA, AZ 85207

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ROBERT E. MANSELL, WINSLOW

**DIRECTOR**  
LARRY D. VOYLES

**DEPUTY DIRECTOR**  
TY E. GRAY



September 16, 2015

Joshua Mike  
City of Surprise  
Community Development  
16000 N. Civic Center Plaza  
Surprise, Arizona, 85374

RE: Major Amendment to the Surprise General Plan 2035 *and* Parks and Recreation Master Plan

Dear Joshua Mike:

The Arizona Game and Fish Department received your correspondence on August 20, 2015 regarding the Major Amendment to the Surprise General Plan 2035. We appreciate the opportunity to review the Land Use Element summary document as well as the associated staff narrative and draft Land Use Character Area Map. I also contacted Donna Miller, based on your recommendation, and received a copy of the Parks and Recreation Master Plan currently under draft. We understand that the Parks and Recreation Master Plan is also being updated from the 2007 plan and will include the element Open Space and Natural Lands; and that the major amendment will incorporate the updated Parks and Recreation Master Plan at the time the amendment is approved. We have taken this opportunity to provide our input on both these planning efforts and they are summarized in the Attachment.

As you know the Department was involved with City of Surprise land use planning a few years ago, which led to the adoption of Wildlife Linkages into the General Plan 2035. The leadership that Surprise took in this important conservation decision was innovative and forward thinking. We want to acknowledge the City's intent to carry that decision forward by incorporating Wildlife Linkages as a Character Sub-Area, which overlays several different Character Areas including neighborhoods, employment, open space and commerce/office areas. We look forward to future steps to develop planning guidance that will preserve the functions of these areas as wildlife habitat suitable for wildlife movement, population growth and survival and other important biological processes that contribute to the local biodiversity.

The Department appreciates the opportunity to reconnect with the City through this amendment process and will continue to provide information and technical recommendations that will hopefully help to inform the development of community design guidelines, wash corridor plans and ultimately the implementation of Wildlife Linkage goals, policies, and strategies. Through careful planning we believe communities that will eventually surround the White Tank Mountains can protect at least some of the native biological character of their planning areas, and contribute to sustaining the biodiversity that exists in the White Tanks for future generations. If

ATTACHMENT  
Mr. Joshua Mike  
September 15, 2015

Page 2 of 7

you have any questions or additional information needs, feel free to contact me at 480-324-3547 or [dwarnecke@azgfd.gov](mailto:dwarnecke@azgfd.gov).

Sincerely,

A handwritten signature in cursive script that reads "Dana Warnecke".

Dana Warnecke  
Habitat Specialist III

Cc: Donna Miller, Community & Recreation Services Assistant Director, City of Surprise  
Laura Canaca, Project Evaluation Program Supervisor  
Jay Cook, Regional Supervisor  
Kelly Wolff-Krauter, Region VI Habitat Program Manager  
Chris Hadley, Wildlife Manager

Attachment

M15-09154018

Reviewers Note: In general, comments and recommendations refer to and focus on “Wildlife Linkages”; however AGFD intends for the interpretation to include not only the physical area of the Wildlife Linkage, but also the associated wildlife species and biological processes.

**City of Surprise – Parks & Recreation Master Plan 1<sup>st</sup> Draft August 2015**

**Questions and Comments:**

Pg. 6 -

Do the proposed goals of 722 acres for open space and conservation lands include parks and greenways? Or is it a separate category?

Will greenways be developed adjacent to natural drainages and wildlife corridors? Or will natural drainages be developed into greenways?

Pg. 8 –

1<sup>st</sup> paragraph last sentence: AGFD recommends adding the word “preserve or conserve” so that the sentence says “...unique opportunity to *preserve (or conserve)* and create a natural framework for the city.”

The discussion in the second paragraph brings many questions to mind regarding how ultimately the City will preserve native wash corridors and buffers for the purpose and function of wildlife corridors. There are many other proposed uses overlapping these areas and at this point it is hard to understand how those multiple purposes will be accomplished. For example, the statement on how Trilby, 2 West Wash and PicaCho Wash are 3 opportunities to develop features similar to Scottsdale’s Indian Bend Wash. *AGFD Comment:* If Trilby south of CAP is developed like Indian Bend Wash the functions of the Wildlife Corridor will be largely diminished. Conservation/preservation of wildlife corridors will require retention of unaltered natural washes and buffers to protect their functions and values for most desert wildlife (including White Tanks Focal Species). *Buffers* could be enhanced structurally and vegetatively to provide additional wildlife cover, and accommodate things like trails and passive open space parks; but the overarching goal is to conserve and enhance native habitats not recreate lost habitats. A strategy of locating passive/active parks adjacent to native wash corridors and buffers would be an ideal strategy to conserving wildlife corridors; but keep in mind minimum width constraints when considering how well linkages will function and for what species. One important key concept is that adjacent urban development and human activities do have an “edge-effect” that extends into the undeveloped wildlife linkages. The distances those effects extend varies by species guilds (e.g. Birds, reptiles, mammals), but generally studies have shown a minimum range of 300-500m for a variety of species. Species such as desert mule deer are highly sensitive to human activity and research has shown they avoid human developments. This species requires the greatest corridor width of all White Tanks focal species. Beier et al.<sup>i</sup> (2007) suggests designing linkages with corridor widths for corridor dwellers as 2 home range widths, and for passage species ~ 1 home range width. Harrison<sup>ii</sup> (1992) suggests that minimum corridor width may coincide with minimum home range widths. For mule deer, our research shows the minimum home range width in the White tanks to be ~0.72 miles wide. We are recommending that the cities of



Buckeye and Surprise conserve multiple corridors, with multiple widths. We recommend that at least 1 or 2 corridors serve the needs of mule deer and provide connectivity at least to the Hassayampa River corridor; and the minimum widths should be ~ 0.72 miles plus a 300-500 foot buffer on either side (4507-4907 feet or 0.85-0.93 miles).

There is also mention that McMicken Dam is a significant wildlife corridor; but no mention of the other corridors associated with Trilby and CAP corridors adopted by Surprise in the past. The Trilby wash area corridors and CAP lands on the upstream side are critical for links to the Hassayampa River. Ultimately, wildlife corridor goals are to link the White Tank Mountains to the Hassayampa River corridor and surrounding large unfragmented wildland blocks (e.g. Belmont/Vulture/Hieroglyphic Mountains and beyond). AGFD Comment: It would be good if the plan could emphasize the rest of the areas adopted as wildlife linkages with equal importance as McMicken Dam (paragraph 2). Early in the linkage planning AGFD evaluated McMicken Dam area to assess the current value and function as part of a linkage plan. Unfortunately this corridor has significant bottlenecks in the vicinity of the US 60 crossing; and has significant levels of adjacent development and habitat modification within the corridor. Of all the areas currently identified by Surprise as Wildlife linkages, this area would have to undergo extensive restoration and design to improve habitat value for some wildlife; and because of the level of highway/freeway development at the US 60 junction area there is a very low chance that highly sensitive wildlife such as mule deer use this corridor today or will ever use this corridor in the built out condition.

There is mention of the CAP, as a narrow corridor that represents potential for a linear park (passive & active recreation). Also on Pg. 10 the opportunity to develop the CAP corridor is mentioned. When CAP was constructed there were commitments under NEPA to preserve native desert vegetation along the upstream side of the CAP corridor and manage these lands/areas for wildlife as mitigation for habitat loss resulting from CAP. AGFD Comment: We recommend Surprise research further the underlying management constraints of these areas and incorporate those constraints into planning. This topic is something we could discuss further in a meeting. The set asides are fairly narrow and may be discontinuous; maybe there is a design strategy to use passive/active recreation development as a buffer adjacent to CAP conservation set asides that would actually create a buffer between development and wildlife areas? AGFD recommendation to accomplish Wildlife Linkage goals would be to develop a plan that increases the width for native habitat conservation along the upstream side of CAP between Trilby Wash and the Hassayampa River, expanding effectively what CAP currently manages, add a buffer, and then locate linear parks outside and adjacent to the buffer.

Pg. 10 –

1<sup>st</sup> sentence: AGFD recommends adding the word “preserve or conserve” to the statement so that it reads “Opportunity to preserve (or conserve) open space and natural lands...”. These lands already exist and Surprise is not creating them; Surprise will create parks, greenways, but these are not existing open space or natural lands.

Overall the Open Space and Natural Lands section emphasizes resident access to the highlighted open space and natural areas. There is really no information on what the important attributes,

functions and values of open space and natural lands are (e.g. Native desert vegetation, wildlife and their habitat, rivers/washes and natural hydrological functions, and other ecological processes). Although the pictures provide the reader with a visual of these attributes, functions and intrinsic values, there is no descriptive information. Possibly that is because expanded content on natural resources will be included in the Land Use Elements of the General Plan 2035? Expanding the content to describe the open space and natural lands in the planning area and highlight some of the key attributes and functions (or ecological services), could lay the ground work for folks to understand why and where natural undeveloped open space will be conserved and where wildlife linkages will be a priority. It would help link these plans with the City's previous adoption of the Wildlife Linkages, and the Land Use Character map going into the General Plan. It would also help create a link between the conceptual framework for parks, trails and open space with the future development of wash corridor plans and design guidelines; as well as specific Sub-Area plan guidance for wildlife linkage corridors.

If the City is successful in planning for and managing Wildlife Linkages, these areas will require a unique set of design and management guidelines apart from greenways, trails etc. AGFD recommendation: Could one additional "opportunity" be highlighted as "Wildlife Linkages" with a short discussion on the linkage goals for the White Tank Mountains; highlight the endemic wildlife and/or maybe a short narrative on linkage planning for focal species with an intended benefit to all endemic species; and highlight briefly the important habitat characteristics that comprise wildlife habitat (mountains, rock outcroppings/buttes/caves, river and wash corridors, native desert vegetation, riparian vegetation and xeric-riparian vegetation). AGFD would be willing to help draft some language.

Map pg. 9 and/or 10-

Is it possible to show the wildlife linkages on one or both of these maps? It would help link these plans with the City's previous adoption of the Wildlife Linkages, and designation as a Land Use Element Sub-Area, and the Land Use Character map going into the General Plan 2035.

AGFD Comment: If the City is successful in planning for and managing Wildlife Linkages, these areas will require a unique set of design and management guidelines apart from greenways, trails etc. Therefore we recommend illustrating as a unique category of the open space and natural lands.

Pg. 12 Second bullet for Greenways-

The natural wash corridors support both physical functions (flood water conveyance) and biological functions (Wildlife Corridors, wildlife habitat, ecological processes such as pollination etc.). AGFD Recommends: adding "...and biological processes." to the 2<sup>nd</sup> bullet statement or adding another bullet to say "Preservation and enhancement of natural wash corridors as habitat for native wildlife and that supports natural biological processes" (e.g. concept of Wildlife Linkages).

A similar revision to the statement under Green Armature on Pg. 6 might be appropriate as well to highlight not only the function as drainages and wildlife corridors but also natural biological processes. So maybe a statement like: "Promoted as the structural framework, these features

guide the City growth patterns while protecting critical drainages, wildlife corridors and the biological processes associated with them.”

### **City of Surprise – General Plan 2035 Land Use Element**

#### **Questions and Comments:**

#### Neighborhood Land Use Character Area:

Rural neighborhoods will have the greatest compatibility with Wildlife Linkage Sub-Areas. Co-locating passive/active parks and open space adjacent to wildlife linkages will also expand their spatial extent for some species which will inhabit areas with low to moderate human activity (e.g. Birds, reptiles, amphibians and many small to medium size mammals that utilize burrows as escape cover).

Most likely development designs that utilize wildlife exclusion, noise and light reductions, drainage and pollution controls, minimal or no adjacent transportation corridors and densely vegetated buffers will be beneficial to protecting the functions of Wildlife Linkages adjacent to Suburban and Urban neighborhoods.

#### Commerce & Office Land Use Character Area *and* Community Commercial Area

Similar to suburban and Urban areas; development designs that utilize wildlife exclusion, noise and light reductions, drainage and pollution controls, minimal or no adjacent transportation corridors and densely vegetated buffers will be beneficial to protecting the functions of Wildlife Linkages adjacent to these areas.

#### Employment Land Use Character Area *and* Public Facility Area

These areas will have the greatest potential impact on the habitat quality and functions of Wildlife Linkages. If employment and public facility areas are located adjacent to Wildlife Linkages: development designs that utilize wildlife exclusion, noise and light reductions, drainage and pollution controls, avoidance of adjacent transportation corridors and densely vegetated buffers will be beneficial to protecting the functions of the adjacent Wildlife Linkage. Large scale public facility areas have the potential to have high levels of activity associated with events which create significant disturbance (often extending normal diurnal periods of human activity) as a result of increased traffic and human activity, noise and light disturbance. Employment areas could have higher potential for unintended pollutant discharges to adjacent washes as a result of incidents or drainage designs. Pollutants could also be airborne and potential impacts to adjacent open space/Wildlife Linkages may emergency or incident in nature or become chronic with unrecognized or detectable impacts to wildlife. Best management practices and development designs that avoid, divert or relocate potential pollutant type emissions or discharges to areas away from Wildlife Linkages are recommended.

#### Open Space Character Area

1<sup>st</sup> Paragraph last sentence: AGFD recommends adding “biological” as an additional constraint after “vegetative”. The intrinsic natural state is not only physical, but also biological in nature.



There are living species and ecological processes that interact with the physical environment, and are equally important and critical to maintaining the existing character of the area.

#### Character Area Compatibility

Proposed Use Table: We note that every proposed use has been determined compatible and “encouraged” adjacent to Open Space Character Area. We assume this is because every use is adjacent to Open Space somewhere in the City according to the Draft General Plan 2035 Land Use Map (Pg.10). However, we note that different types of adjacent development or proposed uses will be more compatible with Open Space than others. The simple determinations of “encouraged” or “discouraged” does not allow for a meaningful analysis for Open Space. All development or proposed uses that occur adjacent to Open Space will *at the very least* have “edge effects” extending into the physical area of the Open Space that will negatively affect the physical and biological character and functions of these areas; some more than others. The only development type that could partially preserve the Open Space character and functions within the development footprint is rural neighborhoods and passive recreation parks, depending on designs. Also, there is strong potential for unintended episodic or chronic impacts from pollutants associated with urbanization emissions (air, noise, light) and discharges (stormwater or pollutant discharges). Is there a way to add an intermediate compatibility rating between “encouraged” and “discouraged” that allows for a more refined assessment for the Open Space category; and that illuminates in a general sense how rural neighborhoods are more compatible if sited next to Open Space than Business Parks or Industrial developments, as an example?

#### Character Sub-Areas

*AGFD Comment:* Will the City develop further content on the overall description/character and management strategies for the Sub-Areas in the final draft of this document?

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<sup>1</sup> Majka, D., J. Jenness, and P. Beier. 2007. CorridorDesigner: ArcGis tools for designing and evaluating corridors. Available at <http://corridordesign.org/>.

<sup>ii</sup> Harrison, R.L. 1992. Toward a theory of inter-refuge corridor design. Conservation biology 6:293-295.



# Maricopa County

Parks & Recreation Department

41835 N Castle Hot Springs Rd  
Morristown, AZ 85342-9887  
Phone: (602) 506-2930  
Fax: (602) 372-8596

November 16, 2015

Joshua Mike  
City of Surprise  
Community Development  
16000 N. Civic Center Plaza  
Surprise, Arizona, 85374

RE: Surprise General Plan 2035 Amendments

Dear Joshua Mike:

The Maricopa County Parks and Recreation Department (MCPRD) had the pleasure to work with City staff during the White Tank Mountain Regional Park Master Plan Update and later presented the plan recommendations to City Council. A northern park access point was identified as important to the City as well as observing the Dark Skies philosophy; both recommendations MCPRD was happy to accommodate in its planning. Additionally, in a recent ASU economic impact study, White Tank Mountain Regional Park contributes \$1.2 million (based on park expenditures; Chhabra, et al, p28) and over \$2.5 million (based on operational expenses; Chhabra, et al, p29) to the local economy (the full report may be found here: <http://mymountainparks.org/research/>). The park and mountain range is a valuable asset to the City, County, and its visitors, and its worthy of a coordinated approach to its conservation and preservation.

After reviewing the chapters available on the City website, MCPRD has the following comments or suggestions for your consideration:

Chapter 2: Quality of Life - Recreation and Open Space Element  
page 10

Map shows a stretch of "regional path" terminating into the north side of White Tank Mountain Regional Park. MCPRD does not have any park entry points or trails planned for this area. A path/trail terminating here will encourage illegal park entry and create rouge trails. However, MCPRD does have a northern entrance planned at approx. 243rd Ave. / Wild Rose Pkwy for future development. Please refer to the White Tank Mountain Regional Park Master Plan 2014-2034. Please reconsider your placement of this proposed regional path to align with County/Park planning.

page 11

Map: Provide uninterrupted wildlife/biological corridor access. Map shows "dead ends" between north to south and east to west travel. Can you provide continuous connections?

Map: please correct the name of the County Park to White Tank Mountain Regional Park (not White Tank Mountain North Park).

page 13

Map shows proposed “community park” (purple circle) in same place that the former Village 3 showed a resort; further, a map on page 10 of the Land Use Element shows it as commercial land use. Commercial land uses do not seem compatible with a community park or the preferred natural land use identified elsewhere for this location.

In general, please fully consider wildlife and biological corridors to facilitate movement and migration patterns of wildlife and plant life. The MCPRD routinely consults and works with Arizona Game and Fish Department for the best and latest information regarding wildlife issues. Further, the MCPRD has taken these movement patterns into account with its park planning and with its work with the White Tank Mountains Conservancy and fully supports wildlife friendly guidelines within development patterns.

#### Chapter 3: Transportation – Alternate Modes Element

page 7

Map for non-motorized transportation – MCPRD has no trail access planned for the location marked on the north side of White Tank Mountain Regional Park with a “horse” and blue dashed line for “regional trail future”. A path/trail terminating here will encourage illegal park entry and rouge trails. However, MCPRD does have a northern entrance planned at approx. 243rd Ave. / Wild Rose Pkwy for future development. This future northern entrance must also take wildlife corridors and connectivity into account prior to locating its amenities. Additionally, MCPRD encourages the City to connect to the Maricopa Trail for non-motorized uses at any connection point feasible. Please refer to the White Tank Mountain Regional Park Master Plan 2014-2034 and Maricopa County Regional Trail System Plan 2004. Please reconsider your placement of this proposed regional trail to align with County/Park planning.

#### Chapter 3: Transportation – Roadway Systems Element

page 9

Thank you for acknowledging and carrying forward scenic corridor (eg. Olive Ave, Sun Valley Parkway and others) guidelines and principles to your roadway recommendations. Maintaining aesthetic views builds on City residents quality of life and viewsheds.



Maintaining the biological character and overall biodiversity is important to the health of the White Tank Mountain Regional Park, an important recreational and tourist destination for City and County residents and visitors. Equally important is providing residents and tourists with coordinated and well planned access to MCPRD parks and trail systems. We at MCPRD are happy to assist your planning efforts in any way possible or to clarify comments; please do not hesitate to contact me if needed.

Kind Regards,

***Leigh E. Johnson, MPA-MURP***  
Park Planner  
ph 928-501-9207

# Land Use Element

## INTRODUCTION

The purpose of the Land Use Element is to shape the desired future physical composition of Surprise while also supporting and enhancing the City's existing quality of life. Through the application of policy guidance and supporting land use maps, this element directs and defines the desired development patterns within the City as well as establishes a framework for future land use planning and decision-making within Surprises' overall planning area. This causes the Land Use Element to have one of the broadest scopes amongst all the elements in the Surprise General Plan, making it the most frequently used and referenced section of the plan.

## DISCUSSION

Currently, the City's incorporated land area is approximately 108 square miles. In contrast, the City's Planning Area – the unincorporated land area outside of the city's boundary that it may consider annexing at some point in the future – encompasses over 302 square miles. With such a large planning area in relation to the City's current municipal limits, Surprise is a community that is poised for continued growth in the future. Defining where and how this growth will occur is imperative to maintaining a community character that is distinct to Surprise.

The Land Use Element of the General Plan provides the critical foundation upon which to guide this expected growth. While there are many ways in which Surprise can grow, this Land Use Element utilizes a sustainable approach that balances development and conservation within the Surprise planning area to ensure that infrastructure is maximized and adequate distribution of services, employment, open space and recreation are provided in proximity to where people live.

The Land Use Element is divided into three sections. The first section provides a general overview of Surprise's existing community form and land ownership composition. The second section lists goals and policies that provide guidance to Surprise on land use decisions. The third and final section provides detailed descriptions of the character areas and

associated strategies, along with a map, that form the vision for future land use within Surprise.

## EXISTING CONDITIONS

### Land Use Form

#### Luke Air Force Base

Luke Air Force Base (AFB) noise contours impact the southern portion of the planning area as well as around Luke AFB Auxiliary Field One located near the center of the planning area. The City of Surprise has and will continue to experience growth pressure in and around these facilities. The City is dedicated to ensuring land use compatibility within these sensitive areas. Pursuant to A.R.S. §§ 28-8481 (F) and (P) no new residential development within high noise and accident potential zones (as depicted on the Land Use Map on page 29) is allowed unless the subject property had a building permit, had a residence constructed, or was approved for residential development in a "development plan" prior to December 31, 2004. In addition the City supports the graduated density concept put forth by Luke AFB to protect their mission.

#### Proving Grounds

The Ford Motor Company has 2.40 square miles of land for proving grounds. These grounds are located along 211th Ave and just north of Deer Valley Road.

## Surprise General Plan 2035: Foundation for the Future

### Landfill

The Northwest Regional Landfill is approximately 1.87 square miles. It is located on Deer Valley Road, and 199th Ave.

### Landform Diversity of Planning Area

The planning area varies in terms of terrain, vegetation, and landform. It is critical to be sensitive to this diversity and create a unique development pattern that is compatible with the natural environment. It is important to ensure that there are landmarks throughout the community that create a recognizable sense of place that is unique and specific to Surprise. The major components of this identity are described in the Community Design Element.

### Existing Land Ownership

Currently the City of Surprise's Planning Area Boundary encompasses 302 square miles. Within that boundary approximately 26 square miles is made up of Federal land, 119 square miles of State Land and 158 square miles of Private Land. Below is a breakdown of land ownership:

| Ownership                 | Acreage           | Sq. Miles     | % Total        |
|---------------------------|-------------------|---------------|----------------|
| Bureau of Land Management | 15,152.98         | 23.68         | 7.82%          |
| Bureau of Reclamation     | 502.59            | 0.79          | 0.26%          |
| Military                  | 1,069.51          | 1.67          | 0.55%          |
| ASLD                      | 76,072.68         | 118.86        | 39.26%         |
| Private                   | 100,954.96        | 157.74        | 52.11%         |
| <b>Total</b>              | <b>193,752.71</b> | <b>302.74</b> | <b>100.00%</b> |

### Bureau of Land Management

The Bureau of Land Management currently owns 23.68 square miles of land in the Surprise Planning Area. Most of the BML land is located in the northern most region of Surprise along the Yavapai and Maricopa County border, and

along the east Surprise/Peoria planning area boundary, as well as to the west near the Surprise/Wickenburg planning area boundary. A small 0.12 square miles sliver can be found along Happy Valley Rd. and 211th Ave.

### Bureau of Reclamation

There are a few areas along the CAP Canal, which the Bureau of Reclamation owns. These small areas are approximately 0.79 square miles. The Bureau of Reclamation land is primarily surrounded by State Trust owned land.

### Military

Luke Air Force Base Auxiliary One is located near the center of the planning area. It is approximately 1.67 square miles.

### Arizona State Land Department

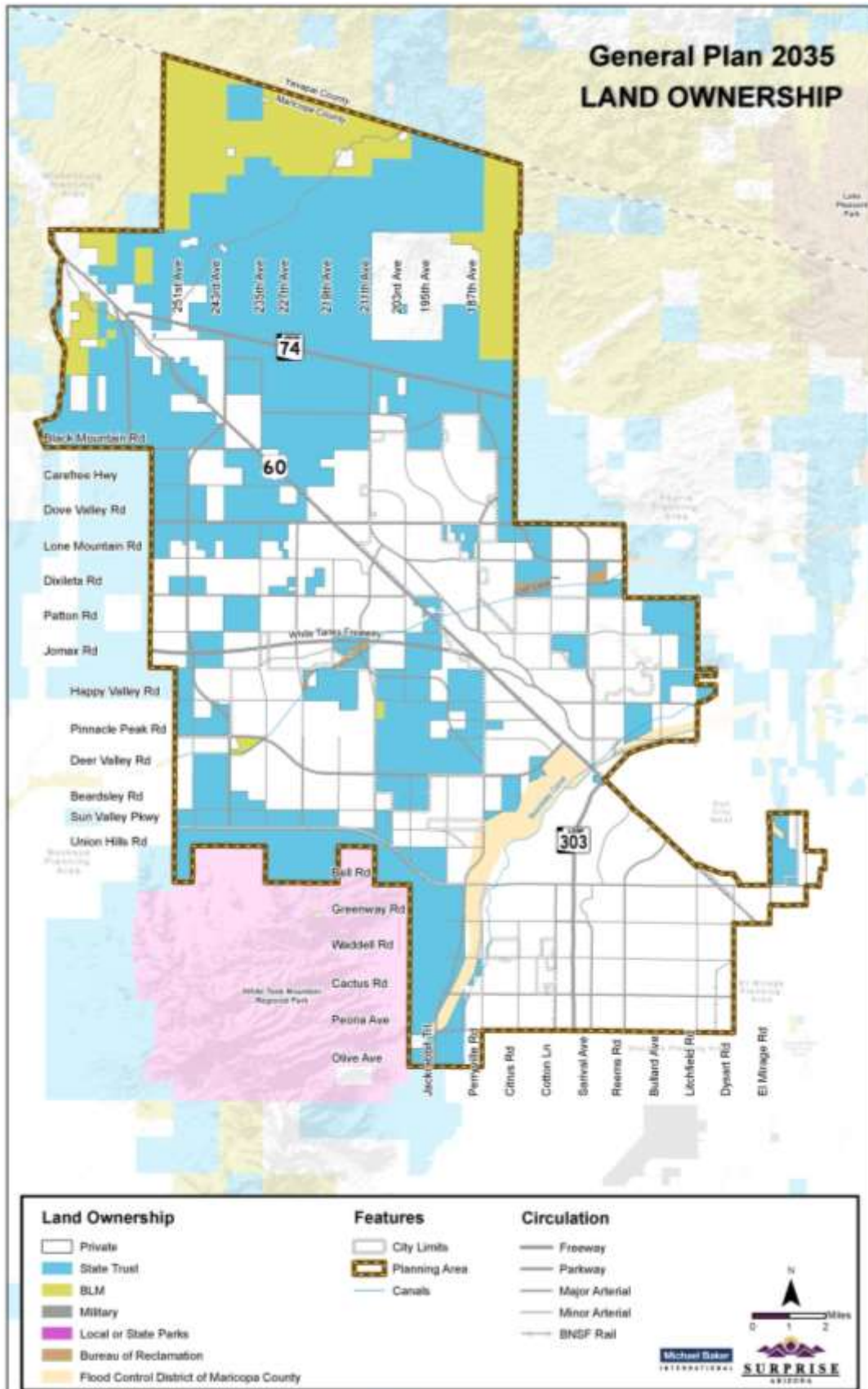
The Arizona State Land Department currently owns 118.86 square miles of land. This ASLD land is located throughout the Surprise Planning Boundary, a large portion is located mostly in the northern region, west side, and along the White Tank Mountain Regional Park.

### Private/Existing PAD's

The City of Surprise has about 158 square miles of land that is private, including existing PAD zoned sites. The majority of Private land is within city limits, including inside the north-west planning boundary, where private and State Trust land become mixed together.



# Land Use Element



## GOALS AND POLICIES

GOAL 1: The City of Surprise will provide a unique living experience by offering a sense of place and an intimate community atmosphere with all the conveniences of an active urban area.

### Policies

1. The City will guide the pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context.
2. The City shall coordinate with established neighborhoods to continue to foster stable households, while new development will provide options for future residents.
3. The City shall collaborate with property owners and other stakeholders to ensure that Surprise Center will grow as the heart of the city, with a dynamic mixed use environment where people can live, shop, work, and socialize.
4. City of Surprise will promote future development plans that provide opportunities for residents to engage in public activities locally through neighborhood-scale retail and housing developments; enhanced greenspace and recreation opportunities; enhanced transportation options for the community, including improved pedestrian and bicycle infrastructure; and the connection of the city through streetscape corridors.
5. The city shall proceed with the preparation of individual specific area plans for the identified sub areas and/or Commerce and Office character areas presented in the General Plan.
6. The City will assist in promoting strong neighborhood associations and community events that provide opportunities for citizens to become engaged and involved in Surprise activities.

7. The City shall continue to establish and refine the SUDC to promote both design and development standards that are applied consistently and yield positive and equitable development guidance to establishing desired character areas.

8. Establish park and open space dedication requirements specific for new subdivisions that provide greater incentives for the dedication of usable open space in order to incorporate functional open space and connectivity into neighborhoods and preserve vistas along developing corridors.

GOAL 2: Balance residential development with a diversity of high quality jobs.

### Policies

1. The City shall strive to enhance the existing jobs to housing balance, pursuing one new job for every new dwelling unit.
2. The City shall strive to maintain a reasonable balance between employment income levels and housing costs within the city, recognizing the importance of housing choice and affordability to economic development in the city.
3. The City shall continue to promote Surprise as a location for clean industry, high-tech manufacturing, and corporate office development.
4. The City shall encourage new employment centers by providing the infrastructure necessary to accommodate new industry, while also remaining flexible to future economic shifts and needs.
5. The City shall update and maintain the Economic Positioning Framework to address the community's goals for attracting targeted employment clusters to the city, including preferred incentives to attract those uses to the city.

# Land Use Element



6. Surprise shall explore and develop partnerships with local colleges, business organizations, and non-profit agencies to cultivate and attract a skilled, educated, and well-trained work force.

## GOAL 3: Maintain Surprise as a safe and connected community.

### **Policies**

1. The City shall update the SUDC to institute a development standard that requires a path or trail connection between all existing and proposed neighborhoods.
2. The City shall set aside dollars in its CIP budget to acquire necessary easements or rights-of-way to facilitate a trail or path connection to and from existing neighborhoods lacking such connectivity.
3. The City shall expand neighborhood watch programs throughout Surprise.
4. The City shall promote neighborhood and building design that focuses on issues of public safety by incorporating principles of Crime Prevention Through Environmental Design (CPTED) into the planning design guidelines and engineering development standards.
5. Support partnerships for neighborhood and school safety.

## GOAL 4: A future land use pattern that fosters the continued use of Luke Air Force Base and Auxiliary Field #1 to conduct mission-critical training and accommodates community growth and development.

### **Policies**

1. The City shall comply with all applicable statutes of the State of Arizona, applicable to territory within the vicinity of a military airport

or ancillary military facility and land within the high noise and accident potential zones of Luke AFB or any ancillary military facility.

2. The City shall require all new development to comply with the "Western Maricopa County/Luke Air Force Base Compatibility Plan" or city approved alternative document(s).
3. The City shall review its capital improvement plan (CIP) and master water and sewer infrastructure plans such that extensions of service capacity do not induce inappropriate development within the Luke Compatibility District.
4. The City shall continue to coordinate with Maricopa County (within the Surprise Planning Area) and Luke Air Force Base to review development proposals to determine their propensity to cause hazards or impediments for F-35 training operations within the Luke Compatibility District.
5. The City shall continue to assist property owners located within the Luke Compatibility District to increase their understanding of Luke Air Force Base's mission, potential impacts associated with military aviation operations, land use constraints, and potential mitigation measures to guide appropriate development.
6. The City shall continue to participate in the Fighter Country Partnership group to provide early notification of development applications for Territory in the Vicinity of Luke Air Force Base and Aux1.
7. The City shall continue to work closely with Luke Air Force Base to maintain security around the perimeter of LAFB Auxiliary Field #1 to minimize trespassing.

## GOAL 5: Preserve and maintain natural area open spaces in the Surprise.



## Surprise General Plan 2035: Foundation for the Future

### Policies

1. The City shall update the SUDC with wildlife friendly regulations in order to fully implement the policy direction of the Wildlife Linkage Corridor sub area.
2. The city shall strive to acquire, preserve and maintain areas with 20% slope or greater as natural area open space.
3. The city shall update its SUDC to provide hillside development standard guidance that promotes responsible development practices within hillside areas between 10% and 20% slopes.
4. The city shall work to provide publicly accessible linear greenspaces and trails along the CAP canal, McMicken Dam Outlet channel, Trilby Wash, Iona Wash and other regionally significant wash corridors identified on the Character Area map.
5. Surprise shall develop a comprehensive greenway, trail and pocket park system along the extensive natural desert washes that also serve to promote off-street trail connections between neighborhoods and businesses in Surprise.
6. Surprise shall require the dedication of wildlife linkage areas and linear greenbelts recommended along existing desert washes as identified in the General Plan. Surprise shall maintain these areas for the public use and welfare and so as to ensure a cohesive and connected off-street trail system in perpetuity.

### GOAL 6: Provide high-quality housing in a range of residential densities and types.

### Policies

1. The City shall encourage development of neighborhoods that broaden the choice of type, size, and affordability of housing in Surprise.
2. The City shall promote various residential

options that provide amenities and conveniences within the residence and surrounding community that is above the median housing mix.

3. The city shall strive to create a balanced housing mix of detached and attached housing that fosters an economically sustainable city.

### GOAL 7: Promote public participation in the City's planning processes.

### Policies

1. The city shall provide ample opportunities for individuals, organizations, and neighborhood associations to participate in the planning process through enhanced notification processes and commitment of staff resources to ensure that avenues of communication remain open and constant.
2. The city shall use traditional communication tools, social media, and continually explore new technology to provide clear and current notification of pertinent information on city meeting agendas, processes, and decisions to encourage public participation in Surprise.
3. The city shall require that applicants of new development projects have early and frequent communication with affected citizens and stakeholders.

### GOAL 8: Promote energy efficient development and construction practices.

### Policies

1. Sustainable building practices should be promoted for all new construction.
2. Continue to develop new, as well as expand existing programs to educate Surprise business and residential communities on the economic and environmental benefits of green building practices.
3. Participate in local, regional, and statewide sustainability efforts.

### CHARACTER AREA APPROACH

In order to retain and improve its identity as a distinct city, Surprise seeks to manage future growth by promoting physical development that is not only attractive, but also expresses a unique overall community character.

To work towards this vision for development, the City has moved away from the 'Village Planning' model which focused on the rigid placement of individual land use types within specific geographic areas, to a more holistic 'Character Area' approach which places a greater emphasis on delineating areas of common identity or desired characteristics.

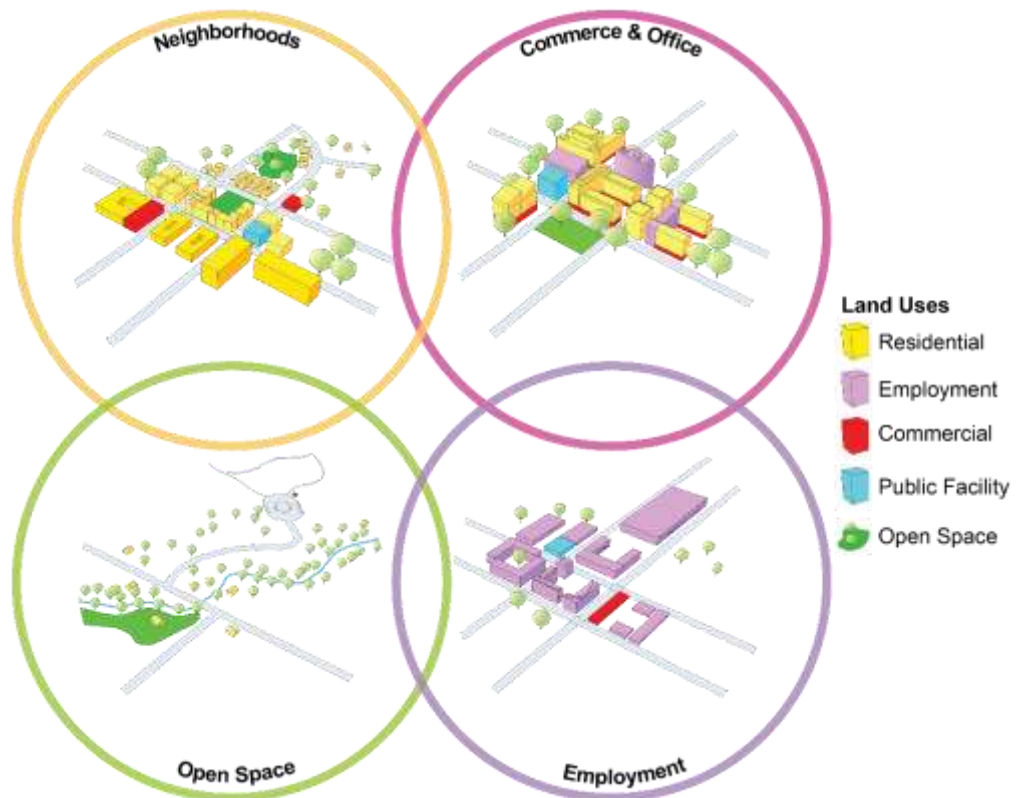
#### Land Use Character Areas

Character Area-based planning recognizes that; rather than promote the traditional division of like land uses into large homogenous planning areas; it is the combined form, density, intensity, and development pattern of a defined area that gives it an identifiable character. In turn, it is the collection of these individual character areas that then combine to create a truly unique community.

The Surprise General Plan embraces this understanding by establishing Character Areas that first define the desired look or "feel" of an area and then provide more detailed guidance relevant to the specific use of land within those areas in order to achieve the desired overall character. This approach gives growth an enhanced capacity to fit into the "big picture" in terms of achieving the overall land use goals of the General Plan, while still addressing development issues or concerns of particular importance to specific areas of the community. By placing a larger focus on the character of an area, greater flexibility can also be applied to future development decisions while still maintaining an area's overall sense of place.

The Surprise Land Use Character Areas are grouped into four (4) different functional varieties, which are identified and described in greater detail on the following pages:

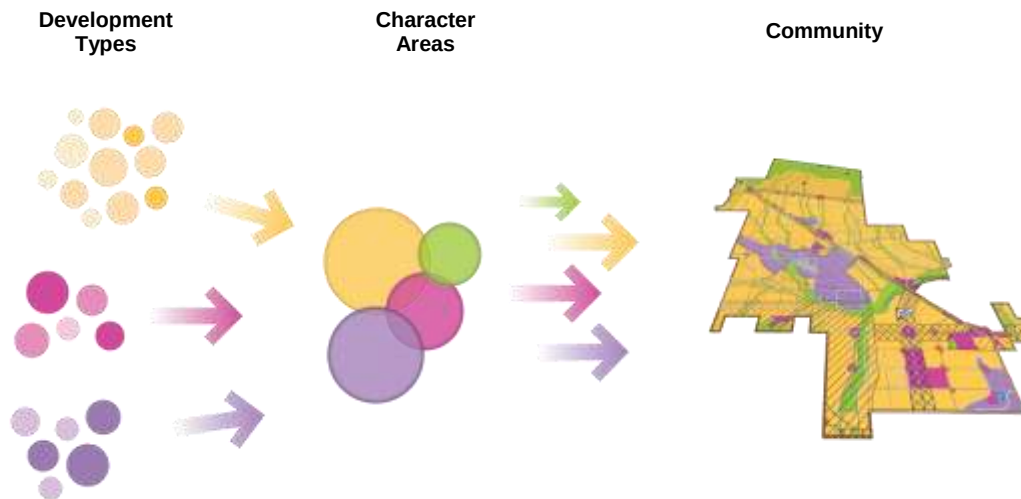
- Neighborhoods
- Commerce & Office
- Employment
- Open Space



### Development Types

The Land Use Character Areas establish the basic framework that will guide development within Surprise. The broad nature of development possibilities within some of these Character Areas requires additional refinement to better clarify the desired land use pattern within these large planning areas. Therefore, several Character Areas are further defined by sub-descriptions or 'Development Types'.

Development Types provide a higher level of detail to ensure land use compatibility is maintained within each Character Area, but still provide a degree of flexibility that allows development to adjust to unknown future conditions. Each Development Type provides further descriptions of different functional characteristics that are prevalent with a given Character Area and can be applied based on many factors including the need to preserve existing special features, establish a desired future state, or respond to specific, unique development issues.



### Organization of Land Use Character Area, Sub-Area and Development Type Descriptions

Each of the following Land Use Character Area, or corresponding Development Type, descriptions includes a general narrative that presents the intent of the individual category. Narratives are then followed by common planning development guidelines (such as density limits, transition measures, aesthetics and built form standards, and typical uses) that are intended to provide enough detail to envision the future built environment associated with that category. These planning descriptions are also provided to give specific guidance about how land use decisions should be made regarding future individual development applications.

While these guidelines help to inform the development process, they are not meant to strictly limit the design process. Creative and innovative design solutions are encouraged to help achieve the desired overall community character.

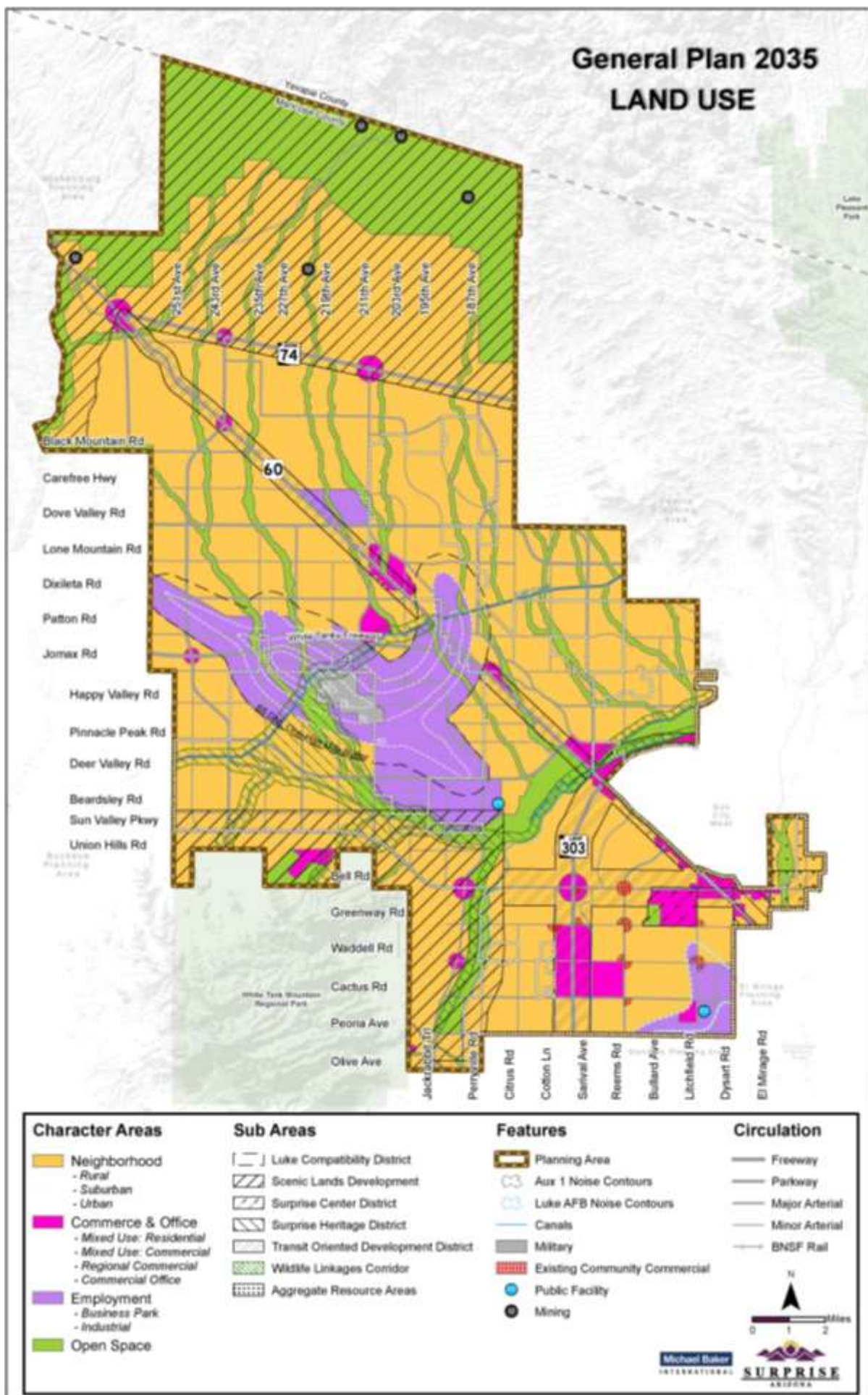


# Land Use Element



## Land Use Character Area Map

The following Land Use Character Area map is a key component of the Surprise General Plan. This map is a graphic representation of the desired Character Area pattern for all land within Surprise's planning area. The map specifically indicates the intended distribution and type of Land Use Character Areas and Sub-Areas. The map should be used in conjunction with the application of goals, policies, and guidelines outlined in this Land Use element as well as all other applicable elements of this General Plan. Although not a zoning map, this Land Use Character Area map should also be referenced to guide future development and zoning decisions as they pertain to the City of Surprise, or its Planning Area.



# Land Use Element



## Neighborhood Land Use Character Area

Covering the largest geographic planning area, the Neighborhood Land Use Character Area represents the various residential neighborhoods within Surprise. While neighborhoods are predominantly residential areas they can also be supported by locally oriented commercial and public facility uses, and can range from established to emerging and urban to rural in nature. The combination of the majority of residential uses into the Neighborhood Character Area, makes this one of the most character defining features of the City. While each neighborhood can have particular elements that make it unique (i.e. architectural style, streetscape design, recreational amenities, etc.), all neighborhoods can generally be classified into three basic Development Types based on their existing or desired mix of uses, building type, and density.

The Neighborhood Land Use Character Area includes the following Development Types:

- Rural Neighborhoods
- Suburban Neighborhoods
- Urban Neighborhoods

### Neighborhood development guidelines common to all Development Types:

#### **Compatibility and Transition Measures**

To help limit the impact on adjacent existing or potential uses and promote overall land use compatibility, new development should utilize the following transition measures at the neighborhood edge:

- Respect the context of adjacent building form and architectural style;
- Adjust densities to provide a gradual transition to surrounding uses;
- Step buildings (via building massing, footprint size, and height) to reduce the visual impact to surrounding uses;
- Provide similar streetscape and landscape design to surrounding uses;
- Utilize appropriate setbacks to blend and transition between surrounding uses; and/or
- Place enhanced landscape/open space buffers between uses; additional measures should be taken to emphasize transition through integration and encourage connectivity between new development and surrounding uses.

### Neighborhood development guidelines unique to each Development Type:

The following sections describe development guidelines specific to each neighborhood development type.



### Rural Neighborhoods

Rural Neighborhoods represent areas defined by low-density residential uses, and limited low intensity neighborhood commercial and civic uses that are necessary to support the rural lifestyle. These areas typically lie just outside the Suburban Neighborhoods and are intended to preserve and enhance the natural desert landscape and appropriate agricultural uses. Housing is scattered across the landscape in a random pattern, within large-lot subdivisions, or clustered to preserve open space, views, and other natural features. Because trip distances are typically too long for walking, transportation mobility is largely dependent on automobiles but non-motorized trail facilities are included where appropriate. The availability of public infrastructure is limited.



#### Density Range:

0-2 du/ac

#### Aesthetics and Built Form

- Large-lot, single-family detached homes that utilize quality building materials and apply high quality design are encouraged.
- Neighborhood commercial uses should be located on parcels that are 15 acres or less in size, relate to the prevailing scale of adjacent development, and placed at appropriate roadway intersections.
- Conventional, suburban style community commercial development patterns are discouraged.
- Architecture styles should maintain the unique regional rural character rather than promote standardized “franchise” or “corporate” architecture.
- All buildings heights should be respectful of the surrounding view shed.
- Buildings should be generously set back from the street and oriented in a manner that preserves major community views of surrounding mountains.
- Development should be sensitive to existing topography and preserve natural features, washes and wildlife corridors.
- Streets should be located, and their rights-of-way sized, in accordance with the intensity and density of land uses served. Local roadway cross sections are typically defined by the roadway, unpaved shoulders, and natural desert landscaping lining the edges.
- Vehicular connectivity should be limited with large block lengths and infrequent intersections to be consistent with large parcel sizes and preserve the natural character, while incorporating traffic calming techniques where appropriate.
- Low lighting levels should be used to reflect the character of the area and preserve a dark sky at night.

# Land Use Element



- Sidewalks should be provided along arterial, collector and local streets as appropriate.
- Large-lot residential developments should include a trail system, where appropriate, to accommodate pedestrian, bike and equestrian linkages to adjacent development. Linkages to adjacent public lands, if appropriate, should also be provided.

## Typical Uses

- Agricultural uses and accessory uses such as barns or stables
- Large-lot single-family residential uses
- Neighborhood Commercial uses necessary to support the rural lifestyle including small-scale retail or grocery stores, feed and tack stores, and commercial nurseries
- Civic benefit uses such as places of worship, schools, municipal parks or preserves, etc.



## Suburban Neighborhoods

Suburban Neighborhoods represent the transition area between rural settings and urban environments. These neighborhoods reflect the most common pattern of development in the City, and are where the majority of Surprise's population growth will be concentrated. Suburban neighborhoods include predominantly medium-density residential housing types that serve varying income levels. While residential is the primary land use within this neighborhood, they can also include neighborhood and community commercial, professional offices, schools, places of worship, parks, and other civic uses. Most development occurs in large to medium sized planned communities that utilize well-connected street and trail networks to encourage pedestrian and bicycle travel between uses and minimize the need for motor vehicle trips within the neighborhood. All uses in Suburban Neighborhoods are predominantly served by public infrastructure.



### Density Range

2-8 du/ac

### Aesthetics and Built Form

- A mixture of traditional, single-family detached and attached homes that utilize quality building materials and apply high quality design are encouraged to serve a full range of life style and life stage needs
- Residential building setbacks from the front property line should vary to create a more interesting and attractive streetscape.
- Residential buildings should de-emphasize front load garages by providing a mix of garage orientations including, side or angle entry, rear load with alley access, or front load with a set back from the primary living space.
- Neighborhood and community scale retail, professional office and civic uses may be incorporated at strategic locations along proposed or existing arterial corridors that provide convenient access to residential areas.
- Neighborhood and community retail, professional office and civic uses should be clustered to create suburban centers that provide services and activities for the local community. The design and scale of these centers should blend with surrounding proposed or existing suburban residential development to ensure land use compatibility and pedestrian connectivity.
- The maximum combined size of any cluster of non-residential uses should be 30 acres or less.
- The placement of non-residential buildings should be pushed close to the primary roadway, and parking areas should be encouraged to the sides and/or rear of buildings.
- All buildings heights should be respectful of the surrounding view shed.
- New subdivisions should be connected to existing adjacent developments, or provide stub streets to future development areas, to allow for strong internal pedestrian, bicycle, and automobile connectivity. Cul-de-sacs should only be reserved for use when physical site constraints are present.



# Land Use Element



- A traditional grid pattern street network is encouraged. Streets with curvilinear design are also encouraged where local topography and protection of natural features warrant such design.
- The incorporation of “complete streets” should be utilized to enable safe, attractive, and comfortable travel for all users, including automobiles, pedestrians, bicyclists, and transit. The design of residential streets in these suburban neighborhoods should promote slower vehicular speeds, as well as provide on-street parking, and bicycle and pedestrian facilities.
- All major residential development shall include active and passive open space areas designed, located, and oriented to provide high pedestrian accessibility within and around the development, and buffer between less developed and more urban developed areas. The design and placement of public off-street pedestrian trail connections to adjacent development is highly encouraged.



## Typical Uses

- Medium-lot single-family residential uses
- Small-lot single-family residential uses – such as alley loaded, duplexes, court and patio homes, and townhouses
- Neighborhood and Community Commercial uses – such as full service grocery stores, drug stores, personal services, and convenience uses
- Professional Office uses – such as medical office, small-business services
- Civic benefit uses such as places of worship, schools, municipal parks or preserves, etc.

### Urban Neighborhoods

Urban neighborhoods are the highest density residential areas in the City. They generally function as a transitional use between lower intensity suburban areas and high volume roadways/transit corridors, more intensive regional commercial centers, or employment areas. Urban neighborhoods are predominantly residential in nature and are characterized by a diverse mix of residential types; from small-lot to vertical multi-unit developments. However, community commercial uses along with professional employment and civic uses can also be embedded within this neighborhood type. This mixture of residential and nonresidential uses are typically in close proximity to one another to promote a dense, pedestrian oriented, urban environment. The resulting development patterns provide higher street connectivity, smaller block lengths, improved transit options and the greatest degree of public infrastructure services.



#### Density Range

8+ du/ac

commercial centers, or employment areas where direct access to transit is available or will be provided over time.

#### Aesthetics and Built Form

- Buildings should be articulated with varied massing and enhanced architectural details.
- Development patterns should promote a more human scale that places emphasis on the mixing of land uses in a pedestrian-friendly way. Urban residential uses should be designed around some type of neighborhood center or focus area, such as a school complex, civic amenity, community park or commercial services.
- Single-family attached dwellings should relate to and address the street with the main entrance oriented to the street, avoiding garage dominant frontages. The relationship between public and private spaces along residential streets should also be preserved by incorporating covered front porches, defined courtyards or other semi-private transition zones
- Multi-family buildings should be located along, and oriented toward, a proposed or existing collector or arterial corridor or in conjunction with existing multi-family sites, commercial centers, or employment areas where direct access to transit is available or will be provided over time.
- All parking for multi-family buildings should be provided off-street and accommodated internally on site in covered parking clusters, or in garages or carports that are attached and integrated into the building architecture.
- All single-family attached or multi-family buildings should have shallow to moderate front setbacks. Individual multi-family buildings shall also be separated by ample space for pedestrian walkways and landscaping.
- Community commercial, professional office or civic uses should be located at the intersection of a proposed or existing arterial or higher roadway, and oriented toward arterial corridors where direct access to transit is available or will be provided over time.
- Placement of commercial, professional office and civic buildings should reinforce the streetscape through building forward design, use of shallow front setbacks where appropriate and location of parking at the rear and/or side of buildings.

# Land Use Element



- Multi-family or non-residential development with frontage on a suburban neighborhood street should limit public access from that street and limit business associated parking on that street so as to avoid significantly altering the residential character and scale of the existing street.
- The maximum combined size of any cluster of non-residential uses should be 30 acres or less.
- All building heights should be appropriate in scale and transition in relation to surrounding developments.
- A traditional or modified grid pattern street network that incorporates shorter block lengths is encouraged to promote increased pedestrian connectivity.
- New residential development should be integrated with the existing interconnected street network. The design and application of cul-de-sacs, limited street connectivity, or security gating is discouraged.
- The incorporation of “complete streets” should be utilized to enable safe, attractive, and comfortable travel for all users, including automobiles, pedestrians, bicyclists, and transit.
- The design of residential streets in these urban neighborhoods should promote slower vehicular speeds, as well as provide on-street parking, street trees, bicycle and pedestrian network, and transit facilities.
- All residential development should include active and passive open space areas designed, located, and oriented to provide high pedestrian accessibility within and around the development, connections to adjacent development, and buffer between less developed and more urban developed areas.
- Sustainable building practices should be promoted for all new construction





### Typical Uses

- Small-lot single-family attached residential uses – such as duplexes, court or patio homes, and townhouses
- Multi-family residential uses – such as condominiums and apartments
- Vertical mix of residential uses, while integrating commercial development
- Community Commercial uses – such as full service grocery stores, drug stores, personal services, and convenience uses
- Professional Office uses – such as medical office and small-business services
- Civic benefit uses such as places of worship, schools, municipal parks or preserves, etc.

# Land Use Element



## Commerce & Office Land Use Character Area

Due to their prominent geographic location, relationship to adjacent land uses and/or proximity to regional transportation corridors, some areas within the City allow for and encourage greater flexibility in the application of future land uses. The Commerce & Office Land Use Character Area defines those unique areas within the City that, because of their broad development potential, can comfortably accommodate a variety of land uses. These areas contain the highest intensity of development in the City and are intended to provide opportunities for a mixture of commercial and retail uses, office and employment areas, higher density housing, hospitality developments, government and civic uses, educational and medical campuses, and entertainment choices to encourage a true live, work, play environment.

Unlike smaller urban mixed use developments that are typically dedicated to the vertical integration of uses within a single building, the Commerce & Office Land Use Character Area supports both a horizontal and vertical mixture of uses on a larger scale. However, the development pattern for this character area remains walkable and accommodates other forms of transportation including cars, bicycles, and transit to encourage a more urban style living environment.

Commerce & Office Character Areas can generally be classified into four basic Development Types based on their existing or desired mix of uses:

- Mixed Use – Residential
- Mixed Use – Commercial
- Regional Commercial
- Commercial Office

### Commerce & Office development guidelines common to all Development Types:

#### **Compatibility and Transition Measures**

To help limit the impact on adjacent existing or potential uses and promote overall land use compatibility, new development should utilize the following transition measures at the character area edge:

- Respect the context of adjacent building form and architectural style;
- Adjust densities to provide a gradual transition to surrounding uses;
- Step buildings (via building massing, footprint size, and height) to reduce the visual impact to surrounding uses;
- Provide similar streetscape and landscape design to surrounding uses;

- Utilize similar setbacks to surrounding uses;
- Place enhanced landscape/open space buffers between uses; additional measures should be taken to emphasize transition through integration and encourage connectivity between new development and surrounding uses.

#### **Aesthetics and Built Form**

- Development patterns should promote a more human scale that places emphasis on the vertical and horizontal integration and mixing of land uses in a pedestrian-friendly way.
- Multi-family residential uses should be vertically integrated above street level

retail uses where enhanced street related activity is desired. To maintain an active, pedestrian friendly streetscape, stand-alone multi-family development is discouraged in these enhanced activity areas.

- Commercial, professional office or civic uses should be located along and oriented toward collector or arterial corridors where direct access to transit is available or will be provided over time.
- Placement of commercial, professional office, civic and residential buildings should reinforce the streetscape through building forward design, and the use of shallow front setbacks where appropriate.
- Infill development and adaptive reuse of existing building stock is encouraged.
- All building heights should be appropriate in scale and transition in relation surrounding developments.
- Buildings should be articulated with varied massing and include architecturally interesting elements, pedestrian friendly entrances, outdoor dining areas, transparent windows, or other means that emphasize human-scaled design features, particularly at the street level.
- Unbroken stretches of blank walls are discouraged, specifically when it creates physical and visual separation within a “complete” development.
- A traditional or modified-grid pattern street network that incorporates shorter block lengths is encouraged to promote increased pedestrian connectivity and provide enhanced linkages to adjacent land uses.
- The incorporation of “complete streets” should be utilized to enable safe, attractive, and comfortable travel for all users; including automobiles, pedestrians,

bicyclists, and transit. The design of residential and/or activity related streets in these mixed use areas should promote slower vehicular speeds, as well as provide on-street parking, street trees, bicycle and pedestrian network, and transit facilities.

- Development should minimize the use of surface parking in favor of underground or aboveground structured parking. Aboveground structured parking should be lined with residential, commercial or office uses. All surface parking should be located to the rear and/or side of buildings.
- Access to Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.
- Public plazas, squares or other gathering spaces should be provided in each mixed use development.
- Where appropriate, all mixed use developments should include active and passive open space areas designed, located and oriented to provide; high pedestrian accessibility to adjacent development.
- Sustainable building practices should be promoted for all new construction

### Typical Uses

- Multi-family residential uses – such as condominiums and apartments
- Regional Commercial uses – such as restaurants, clothing apparel, department stores, big box anchor stores, resorts, hotels, and movie or entertainment centers.



# Land Use Element



- Professional Office uses – such as medical campus, corporate campus, and small-business services
- Civic uses such as City government, cultural facilities, education campuses, and municipal parks

## Commerce & Office development guidelines unique to each Development Type:

See the following sections for development guidelines specific to each Commerce & Office development type.

### Mixed Use – Residential:

Includes a vertical and or horizontal mixture of residential and non-residential land uses where the residential component of the project constitutes at least 75% of the overall square footage (vertical mixed use) or acreage (horizontal mixed use). The remaining 25% of the square footage or acreage would constitute commercial retail, office, education, medical, entertainment or civic related uses.



### Mixed Use – Commercial:

Includes a vertical and or horizontal mixture of commercial land uses where the commercial (or non-residential) component of the project constitutes at least 75% of the overall square footage (vertical mixed use) or acreage (horizontal mixed use). The remaining 25% of the square footage or acreage would constitute supporting residential uses.



### Regional Commercial:

Includes retail and service oriented businesses that can serve a 5 to 10 mile trade area. Regional shopping centers, lifestyle centers, power centers, “big box” anchor stores, entertainment centers, resorts, hotels and other supporting restaurants and specialty stores.



### Commercial Office:

Consists of a more intensive collection of mid-rise professional office buildings that are concentrated in an urban development form that, by their very nature, also attract supporting retail, restaurant, hotel and civic spaces to support the concentration of professional offices. Educational and medical campuses along with their typical support facilities may also be located within this development type. Stand-alone multi-family residential development could be integrated into the overall design, were appropriate, to offer housing options near quality jobs that shorten commute times and reduce congestion.



# Land Use Element



## Future Planning and Implementation of the Commerce & Office Land Use Character Areas

As the Character Area Land Use plan illustrates, there are numerous Commerce & Office Land Use Character Areas designated in Surprise. The Prasada master planned community and the Litchfield Road/Bell Road intersections represent the only ongoing or already planned mixed use development types. There are numerous other Commerce & Office Land Use Character Area designations that have yet to be planned or developed.

By definition, the Commerce & Office Land Use Character Area allows the greatest diversity and intensity of land uses, that is to say, each area can be developed with its own focus, brand, identity and “character”.

To properly accommodate the unique and varied development scenarios in the Commerce & Office Land Use Character Area, as well as a means to be flexible and responsive to the timing of marketplace realities, it is recommended that each Commerce & Office Land Use Character Area individually conducts a city-initiated or private development-initiated specific area plan to further define land use, circulation and urban form plans for each Commerce & Office Land Use Character Area. Utilizing this planning and zoning tool affords the city added certainty and predictability in the evaluation of proposed land uses, development standards, the look and feel of the urban form, relationship to the surrounding character, and determination of the need and/or appropriateness of the mixture of proposed uses within each Commerce & Office Land Use Character Area.



## Employment Land Use Character Area

The Employment Land Use Character Area is intended to promote economic and business development opportunities that create jobs that are vital to the economic sustainability and growth of the City of Surprise. The largest concentration of the Employment Land Use Character Area is located in close proximity to the Luke AFB Auxiliary 1 field. This designation of large acreage around the Luke Aux 1 field is intended to support and protect the mission of Luke AFB, but also is designated to maximize the clustering of employment-related uses for specialization, synergy, transportation efficiency and exchange of knowledge. Strong access to transportation and water/wastewater infrastructure is necessary to attract and support value-added employment generating businesses into these areas.

Typical employment sites and building development should promote the specific needs of large-scale activities and/or clustering of smaller, complimentary businesses designed in a cohesive, campus style setting. Appropriate uses within the Employment Character Area include those that generate employment such as research/development/hi-tech parks, corporate campuses or business parks, manufacturing/processing facilities, distribution centers, medical campuses, and office/industrial flex spaces.

The Employment Character Area includes a distinct set of development types that include the following:

- Business Parks
- Industrial

### Employment development guidelines common to all Development Types:

#### **Site Design, Aesthetics & Building Orientation**

- Large projects proposed for phased development should, to the greatest degree possible, be planned and designed so that each phase is complete and can exist independently in terms of its functional, vehicular and pedestrian circulation, open space, parking, drainage, landscaping and visual aspects; as well as its connectivity to adjoining existing developments and project phases yet to be completed.
- Projects shall establish and maintain high quality site planning, architecture, signage and landscape design to create an attractive and unified development character and to ensure compatibility to adjacent land uses.
- Multiple buildings on the same site should be designed and grouped to create a cohesive, visual relationship among buildings, while at the same time, provide for functional and shaded employee courtyards, pedestrian plazas, open space and view corridors to surrounding mountains.
- Lot coverage is typically no greater than 60 percent.
- Projects shall provide internally coordinated and continuous pedestrian circulation systems that make walking from building to building convenient and shaded for comfort.
- Buildings should have coordinated signage whereby the height, size, and type are controlled to prevent “visual clutter”.
- Access should be provided from a major collector or arterial roadway. Deceleration

# Land Use Element



lane and turning pocket designs should be increased for those businesses with above average daily truck trips. Driveway access should be controlled with limited driveway connections to the adjoining roadway.

- In multiple building developments, vehicle driveway connectivity between buildings utilizing internally coordinated driveways and connected/shared parking areas between on-site buildings shall be required.
- Buildings shall be designed with “four sided architecture” where design and orientation should encourage safety and privacy of adjacent outdoor spaces, and should reduce noise and odor impacts received from, or generated by, the development project.
- Design buildings to have shadow-relief where pop-outs, offsetting planes, overhangs, and recessed doorways are used to provide visual interest, particularly at the street level.
- Pre-cast walls and/or tilt-up walls should incorporate reveals, recessed panels, recessed windows, molding, and other architectural features to articulate and reduce the monotony of the building exterior.
- Small scale development is appropriate provided that it supports/strengthens major employment uses and does not restrict future large-scale employment-generating development opportunities.
- Locate outdoor storage areas, refuse collection areas, and loading areas in interior rear or side yards and screen with a similar material and color as the primary building.
- Utilize walls and landscaping to reduce glare and noise for adjacent uses whenever possible.

- Provide recreational and/or urban plazas that link visually and/or physically to the city’s pedestrian network or network of public spaces.

## Proximity, Transition & Buffering

- Taller buildings should be made to appear less imposing by stair- stepping building heights back from the street, breaking up the mass of the building, and/or by providing broader open space/pedestrian plaza areas as foreground for the building.
- Buildings located on the exterior of new projects adjacent to the undeveloped edge of the City should maintain a low profile in terms of height, bulk and massing.
- Outdoor Illuminated spaces shall provide shielded or “cut off” fixtures to reduce light “spillage” onto adjacent land uses whenever possible.
- Long, unbroken building facades on large scale buildings should be avoided, especially when adjacent to Neighborhood Character Areas, arterial streets or other highly visible public viewing areas.
- Design of buildings, including building style, form, size, color and material, should take into consideration the development character of adjacent neighboring areas.
- Projects shall provide a safe, direct and convenient connection and integration of bicycle, pedestrian and transit modes of transportation. The provision of multi-modal connections to workplaces is a critical element to not only link people to their work sites, but also provide employees access to a convenient mix of supportive uses and recreation opportunities around their workplaces.
- To promote efficiency in the flow of traffic

on major arterials, full median breaks for turning movements should occur at not less than one-quarter (1/4) mile intervals; with left-turn-only median openings spaced at not less than one-eighth (1/8) mile intervals.

- Projects shall be planned and designed to provide connectivity and linkage to the City's proposed integrated open space, pedestrian and trail systems.
- Major collector or arterial roadways serving employment development should be landscaped, furnished and lighted to provide definition of roadways and reflect the importance and character of the project being served.

### Employment development guidelines unique to each Development Type:

See the following sections for development guidelines specific to each Employment Development Type.



# Land Use Element



## Business Parks

The Business Park Development Type can contain a variety of businesses, offices and light industrial oriented uses that are connected in their street access, site design and orientation and architectural design. Typical uses will consist of research and development parks, corporate campuses, professional offices, office/industrial flex space, and light industrial facilities with limited indoor fabrication/assembly. Heavier industrial operations with outdoor fabrication and/or storage are not appropriate in the Business Park development type.



### Site Design, Aesthetics & Building Orientation

- Building heights will typically be 1 to 3 stories.
- Building setbacks for Business Parks should be moderate to deep in nature; a minimum of 30-40 feet, depending on scale of project and massing of buildings, is appropriate. Building setbacks from existing neighborhood character areas shall maintain a minimum setback of 60 feet.
- Development should reflect a campus or unified development pattern that includes on-site stormwater detention or retention features, parking and continuity in tree and groundcover landscape designs/species types.
- Business parks should, whenever feasible, provide supporting commercial uses to serve workers and patrons of these developments.

### Proximity, Transition & Buffering

- Business Park uses should not be sited adjacent to existing neighborhood character areas with rural or suburban development types. With appropriate buffering, building orientation and setbacks, adjacency to urban density neighborhood character areas may be permitted.



- Outdoor storage and/or loading areas should not be located adjacent to existing residential uses

### Typical Uses

- Professional offices
- Corporate Campus
- Research and development offices/laboratories
- Offices/retail show rooms with light fabrication/assembly flex space
- Supporting retail uses (small restaurant/deli, dry cleaning, shoe repair, etc).
- Compatible public and quasi-public uses

# Land Use Element



## Industrial

The Industrial Development Type are those locations that are suitable for light and heavy industrial related uses such as manufacturing, processing, warehouse, distribution and other types of industrial related facilities.

These areas are major employment and economic providers for the city, but may come with special zoning concerns relating to truck access, infrastructure needs and, depending on the nature of their operational characteristics, may require additional buffer or separation from encroachment of incompatible land uses. Industrial facilities include the operation of laboratories, warehousing and distribution facilities, and a wide variety of light to heavy manufacturing and assembly of products; including compounding, processing, packaging or treatment of various goods. Manufacturing processes using animal products and by-products as component parts in finished materials are not permitted in Surprise. Objectionable vibrations, glare, noise, odors, and dust, must be appropriately mitigated to protect adjacent non-industrial uses. Supporting retail, office and caretaker resident uses are appropriate where integral to the operation of the industrial facility.



### Site Design, Aesthetics & Building Orientation

- Large building setbacks, appropriate to the scale of industrial uses, should be incorporated to buffer adjacent non-industrial uses.
- Multimodal storage containers utilized on a regular basis shall be appropriately buffered and/or screened from adjacent non-industrial uses.
- If permitted by zoning, silos, tanks, and other ancillary structures shall be aesthetically integrated into the site.
- Parking areas and drive aisles should be configured so that they minimize conflicts with loading activities.
- Screening of industrial outdoor storage or fabrication areas should use a combination of elements including solid masonry walls, berms, and landscaping. The method of screening should be

architecturally integrated with the adjacent building in terms of materials, colors, and texture.

- Any outdoor storage materials shall be screened and maintain a deep setback from right of ways.
- Lighter, neutral earth tone colors should be used on industrial buildings to help reduce their perceived size. For larger building surfaces, colors should be muted and subdued.

### Proximity, Transition & Buffering

- Less intensive manufacturing and fabrication uses utilizing indoor spaces for light manufacturing and fabrication uses should not be sited adjacent to existing or planned rural or suburban neighborhood character areas. With appropriate buffering, building orientation and setbacks, adjacency to urban density neighborhood character areas may be permitted.



- More intensive manufacturing and fabrication uses that utilize outdoor spaces for their processing and/or the total square footage of a single building is 400,000 square foot or greater shall not be permitted adjacent to any neighborhood character area.
- The use of public streets for truck staging and queuing is not allowed.
- Bay doors, loading areas and outdoor storage areas should not be located adjacent to existing or planned neighborhood character areas.

### Typical Uses

- Scientific or research laboratories
- Commercial Trade Schools
- Wholesale activities including warehousing and distribution
- Manufacturing and processing (animal products prohibited)
- Industrial Flex space (fabrication and assembly back room/retail or office front room; i.e. cabinet or tile shop)
- Processing and compounding of previously prepared materials
- Automobile body and fender works
- Public and quasi-public uses



# Land Use Element



## Open Space Character Area

### Open Space

The Open Space designation includes public and privately held lands that are to be preserved for natural areas, conservation areas and/or trail and other regional recreational facilities. Open space designations in Surprise are primarily designated in mountainous areas, along designated floodways, riverine areas, and along significant desert wash and other drainage corridors. Open space areas should be maintained in their natural state due to topographic, drainage, vegetative and landform constraints.

The Land Use Plan denotes a significant portion of the City's northern planning area as Open Space. These areas are primarily Bureau of Land Management (BLM) and Arizona State Land Department (ASLD) managed lands consisting of mountainous terrain with slopes of 20% or greater. The City's intent is to establish a large conservation and recreation area at this location. Per Arizona Revised Statutes, ASLD and privately held lands with an Open Space designation may also be developed at a maximum of one dwelling unit per acre. In order to preserve ASLD and privately held lands as Open Space, acquisition of these lands must occur through purchase or trade.

The Land Use Plan also identifies a series of north-south linear open spaces that follow existing desert wash and drainage facilities. The City's intent is to establish an off-street trail system along these wash corridors to enhance non-motorized mobility and connectivity. Please refer to the Recreation & Open Space Element for additional details. Other Open Space designations include areas within designated floodways such as the Hassayampa River, McMicken Dam and Outlet Channel, and the Agua Fria River.

## Development Types Common to Multiple Character Areas

### Community Commercial

The Neighborhood, Commerce & Office, and Employment Land Use Character Areas include parcels of land appropriate for Community Commercial use, even though they are not specifically illustrated on the Character Area Map. Community Commercial use is intended to provide retail goods and services that serve an approximate 1-2 mile primary trade area. Community Commercial uses are typically sited at the intersection of arterial roadways and may also be served by transit. Their typical building configuration is to contain at least one anchor (typically a grocery store) with additional secondary stores (i.e. drug, specialty, sports).



#### Site Design, Orientation and Access

- The total acreage of any one parcel, or assemblage of several parcels for such use, shall not exceed 30 acres, unless market viability and impact (i.e. traffic, noise, glare, etc.) mitigation can be demonstrated
- The buildings should be designed with a cohesive architectural style, height, form, color and massing that is compatible with the neighborhood context
- Roof top components (i.e. mechanical equipment, antennae, vents, solar panels, etc.) shall be screened from ground view by parapet walls or other acceptable design solution
- Building heights may exceed the heights of the surrounding residences, but must be stepped back on the site at least 50 feet
- Access drives and off-street parking lots should be located to collect/disperse traffic in a manner that is safe and does not promote neighborhood cut-through traffic
- The utilization of direct or indirect access drive signalization, deceleration turning lanes, placement of median breaks and/or curb cuts and emergency response
- access may require the preparation of a traffic impact study
- Delivery and service truck access should be separated, occur at the rear or side of the property and take place during regular business hours whenever possible.
- Screen parking lots with walls and landscaping to minimize glare
- For out-parcel pads served with a drive thru, provide adequate circulation, parking and queuing within the adjacent community commercial site
- Require the execution of cross property access agreements for out-parcel pads to utilize site-wide access points to adjacent arterial roadways
- Incorporate Americans With Disabilities Act (ADA) curb ramps for both on and off-site sidewalk/street crossings
- Consider incorporating raised medians/pedestrian refuges on adjacent arterial roadways



# Land Use Element



- Landscaping should utilize species on the Arizona Department of Water Resources (ADWR) Low Water Use Plant list
- Signage should be complementary to the natural environment, site architecture/landscape architecture, with consideration for day/night visibility

## Proximity, Transition and Buffering

- Site the building at the intersection of arterial streets, along public transit routes to foster vehicular access and mobility and reduce vehicular noise and glare for residential uses
- Integrate the buildings on the site with adjacent rural, suburban and/or urban neighborhoods
- Calculate appropriate illumination, provide full cutoff shielded fixtures (aimed downward) and minimize light “spillage” off-property on parking lots
- Utilize distance, walls and landscaping to reduce glare and noise from truck delivery areas for adjacent residential parcels.

## Connectivity Opportunities

- Locate uses along public transportation routes
- Connect the site with interior and exterior sidewalks, trails, and paths to adjacent neighborhoods to reduce vehicle use and enhance community health and air quality

## Typical Uses

- Grocery Stores, Drug Stores, Restaurants, Finance Insurance and Real Estate Offices, Personal Services, etc.



### Public Facility

The Land Use Character Area Map includes the designation (by PF icon) of large scale public facilities. These uses are important to identify and make the public aware of the adjacency or proximity of non-residential uses that exist and/or are planned within the Surprise Planning Area. Such uses are typically of a size that serves a larger area of Surprise and can be located within any Character Area. These large scale public facilities may require on and off-site mitigation and/or buffering. Appropriate uses include but are not limited to: amphitheater/stadium (indoor/outdoor), electrical generation stations, electrical receiving stations, post-secondary educational facility, renewable/conventional energy production facility, solid waste landfill facility, solid waste transfer facility, wastewater treatment plants, water treatment plants, and worship facility.



While not shown on the Land Use Character Area Map, Neighborhood level public facilities can also be located in the Neighborhood, Commerce & Office, and Employment Character Area designations. These public facilities typically include primary (K-8) and secondary (8-12) schools, churches, fire/police stations, municipal/county governmental buildings or electrical substations because they serve the educational, religious and public safety needs of Surprise residents, employees and visitors within their own or several adjacent neighborhoods.

### Development guidelines common to all Public Facility Types:

#### **Site Design, Orientation and Access**

- Buildings should be oriented to enhance the natural topography, solar access, shade, drainage and vegetation on the site, integrate with existing and proposed uses, and enhance off-site mountain views
- All buildings should be designed with four-sided architecture
- Blend the color palette of all exterior building faces, walls and structures into the Sonoran desert environment. The minimal use of accent colors may be appropriate, but reflective materials are discouraged.
- Buildings on a campus style development should be designed with similar architectural style, height, form, and massing as the surrounding neighborhood
- Roof top components (i.e. mechanical equipment, antennae, vents, etc.) should be screened from ground view by parapet walls or other acceptable design solution
- Access drives and parking lots should be located to collect/disperse traffic in a manner that is safe and does not promote neighborhood cut-through traffic.
- Parking lots should be screened with walls and landscaping
- Incorporate painted crosswalks at all street crossings and selected mid-block crossings, if utilized
- Consider incorporating raised medians/pedestrian refuges on adjacent and proximate routes to schools on collector roadways
- Landscaping should utilize species on the

# Land Use Element



Arizona Department of Water Resources (ADWR) Low Water Use Plant list for the Phoenix Active Management Area.

## Proximity, Transition and Buffering

- For lighted facilities, calculate appropriate illumination, provide full cutoff shielded fixtures (aimed downward) and minimize light “spillage” off-property

## Joint Use and Connectivity Opportunities

- Connect buildings or campus with sidewalks, trails, paths to surrounding neighborhoods to reduce vehicular conflicts and enhance student health

### Development guidelines unique to specific Public Facility Types:

See the following sections for development guidelines specific to Public Facility type.

### Elementary, Junior High, High School, and Library Facilities

#### Site Design, Orientation and Access

- Building heights should not exceed the heights of the surrounding residences. Exception: High school and Library building heights may exceed the heights of the surrounding residences, but must be stepped back on the site at least 50 feet
- Access drives and parking lots should be located with adequate depth to contain several busses for off-loading and accessible drop-off/pick-up maneuvering for vehicles

## Proximity, Transition and Buffering

- Site campus’s at the intersection of collector/collector streets or along collector streets to foster vehicular/bus access and mobility and reduce vehicular

noise and congestion for residential uses. Exception: High School and Library Facilities may be located at the intersection of collector/arterial streets or along arterial streets

- Integrate the campus within, and adjacent to, rural and suburban neighborhoods
- Active outdoor athletic fields and/or illuminated spaces should be located away from residential backyards whenever possible.

## Joint Use and Connectivity Opportunities

- Elementary Schools with Neighborhood Parks (recommended to be unlit)
- Co-locate Junior High Schools with Neighborhood Parks (may be lighted)
- Co-locate High Schools with Community Parks (will be lighted)
- Co-locating Libraries with High Schools, Community Parks, Fire Stations or other compatible public facility
- Minimize the placement of residential cul-de-sacs and provide pedestrian/bicyclist “through” connections to foster use

### Municipal Administrative Facilities

#### Site Design, Orientation and Access

- The building should be designed with similar architectural style, height, form and massing as the surrounding area, yet make a statement about the City’s commitment to architectural identity and civic pride
- Building heights should not exceed the heights of the surrounding buildings



### Proximity, Transition and Buffering

- Site the building at the intersection of arterial streets or at mid-block arterial roadways to foster vehicular access and mobility and reduce vehicular noise and glare for residential uses
- Integrate the building within, and adjacent to, suburban and/or urban neighborhoods

### Joint Use and Connectivity Opportunities

- Consider co-locating the use with Community Parks, Fire Stations or other compatible public facility

### Worship Facilities

#### Site Design, Orientation and Access

- Building heights may exceed the heights of the surrounding residences, but must be stepped back on the site at least 50 feet

### Proximity, Transition and Buffering

- Site the building at the intersection of collector/collector or collector/arterial streets or along collector or arterial streets to foster vehicular access and mobility and reduce vehicular noise and glare for residential uses
- Integrate the building within, and adjacent to, rural, suburban and/or urban neighborhoods

### Joint Use and Connectivity Opportunities

- Consider co-locating the use with Community Parks, Fire Stations or other compatible public facility

### Fire-Ambulance Station/Police Substation Facilities

#### Site Design, Orientation and Access

- Building heights may exceed the heights of the surrounding residences, but must be stepped back on the site at least 50 feet

### Proximity, Transition and Buffering

- Site the building at the intersection of collector/collector or collector/arterial streets or along collector or arterial streets to foster vehicular access and mobility and reduce vehicular noise and glare for residential uses
- Integrate the building within, and adjacent to, rural, suburban and/or urban neighborhoods

### Joint Use and Connectivity Opportunities

- Consider co-locating Parks, Police Substation, Fire Station or other compatible public facility

### Hospitals

#### Site Design, Orientation and Access

- Building heights may exceed the heights of the surrounding residences, but must be stepped back on the site at least 50 feet
- Consider incorporating raised medians/pedestrian refuges on adjacent and proximate collector and/or arterial roadways

### Proximity, Transition and Buffering

- Site the building at the intersection of arterial streets or along arterial streets to foster vehicular access and mobility and reduce vehicular noise and glare for residential uses
- Integrate the building within, and adjacent to, suburban and/or urban neighborhoods

### Wireless Communication Facilities

#### Facility Design, Orientation and Access

- Minimize the height, mass or proportion of the structure to reduce conflict with the character of the adjacent and proximate community
- Consider siting facilities in locations where existing trees, cacti and/or buildings

# Land Use Element



obscure some or all of the facility from view

- Reduce the height of the silhouette exhibited by new structures, including the antenna arrays and lattice support components
- Specify compatible colors, textures and materials for the structure that mask the mass of the silhouette and minimize reflection, allowing it to integrate within with the existing environment
- Consider the use of concealing components (i.e. saguaro cactus, date palm, flagpole, church steeple) to disguise the structure within the natural and built environment

## **Proximity, Transition and Screening**

- Utilize walls and/or landscaping to effectively screen equipment shelters and cabinets

## **Co-location and Attachment Options**

- Promote co-location on existing towers/facilities to limit the proliferation of support structures serving wireless communication needs
- Consider affixing facilities on existing walls, flush-mounted, or on non-residential buildings (up to 20 feet above the existing structure) as opposed to building new ground-mounted structures
- Where wireless communication facilities extend beyond the roofline, such facilities shall be set back and screened from view.

## Character Sub-Areas

The City of Surprise has identified select geographies within the Municipal Planning Area where Character Sub-Areas are recognized. The intent of the Character Sub-Areas are to recognize the underlying Land Use Character Areas, but also provide added planning guidance in order to preserve and/or promote the unique qualities of that Sub-Area. Future specific area plans that provide a greater level of detail - character defining attributes including a refined integration of land uses, motorized and non-motorized circulation systems, and urban form design guidance is suggested. Each specific area plan will expressly identify the city's vision and design expectations for each individual Sub-Area. Proposed development activity within these designated Sub-Areas will then utilize the specific area plan guidance to embrace, preserve, or enhance the unique characteristics that define that particular development area. The following Character Sub-Areas are identified:

- Scenic Lands Development
- Surprise Center District
- Heritage District – Original Town Site
- Luke Compatibility District
- Transit Oriented Development
- Wildlife Linkage Corridors
- Aggregate Zones

### Scenic Lands Development

The Scenic Lands Development area consists of approximately 68,000 acres (over 1/3 of the Surprise Municipal Planning Area) of unique and scenic qualities that are only found in these pristine natural settings. The Scenic Lands Development areas are generally north of Carefree Highway, along the Hassayampa River and those areas immediately north and east of the White Tank Mountains Regional Park. The Scenic Lands Development area largely consists of mountain and bajada landform areas with high peaks, jagged slopes, V-shaped ravines and large, natural desert washes with an exemplary inventory of Sonoran Desert vegetative communities. In fact, over 25% of the Scenic Lands Development area lies within mountainous areas that are 20% slope or greater. These areas are intended to remain as natural area open space in perpetuity. The upper bajada areas exhibit the most diverse and dense vegetative communities found in the Surprise Municipal Planning Area.

Future specific area plan guidance for the Scenic Lands Development area shall recognize the visual beauty and other natural area open space

qualities and how the design, intensity and orientation of incoming development and public realm areas can strengthen and enhance the natural area open spaces found in this character area. Specifically, land use, circulation and urban design guidance for the Scenic Lands Development area shall identify techniques that favorably integrates proposed development with the topography, protects large washes for wildlife mobility and promote off street trail systems, protects major vistas, preserves all areas with 20% slope or greater, and demonstrate how executive housing opportunities and/or enclaves of higher intensity residential cluster developments (in select areas) can preserve and enhance public access and use of adjacent natural area open spaces.

### Surprise Center District

The Surprise Center District is identified for the approximately 2.5 square mile area that is home to City of Surprise Recreation Campus, Surprise Stadium, Tennis Complex, Community Park, Aquatic Center, Northwest Regional Library, City Hall and Civic Complex, and the West Point master planned community. The Surprise



# Land Use Element



Center District area is generally bounded by Bell Road to the north, Greenway Road to the south, Dysart Road to the east and Parkview Place to the west. The Surprise Original Town Site is located immediately to the east of the Surprise Center District area.

The Surprise Center District area has been the recipient of considerable financial investment over the years and is supported by strong vehicular access from all four directions. This area currently serves as the recreation and tourism hub of the community by drawing visitors to its world class recreation center and Kansas City Royals/Texas Rangers spring training facilities. Restaurants, hotels and shopping opportunities are in close proximity to support the recreation and tourism destinations. While this area is currently the recreation, tourism, and government services hub of the community, Surprise has long envisioned this area to ultimately be a vibrant downtown – an essential cornerstone element to the growth and vibrancy in creating “One Surprise”. An infusion of mixed use developments, medical offices, higher density residential, hotels, a four year university, restaurants, shops, and entertainment uses are desired to complement and build upon existing uses to create a more economically sustaining and robust downtown destination.

The Surprise Center District recognizes the existing planned land uses and zoning entitlements for this area, but also looks to update existing plans by working collaboratively with area property owners to develop a specific area plan for a fresh evaluation of the existing plans and how the area can enhance trail connections and linkages to the Original Town Site.

## Heritage District - Original Town Site

The Heritage District consists of the Surprise Original Town Site (OTS) which is a one square mile area bounded by Bell Road to the north, Greenway Road to the south, Dysart Road to the west and El Mirage road to the east. Grand

Avenue (US 60) bisects the OTS. The OTS is the historic center of Surprise. Land uses within this square mile area are quite diverse – ranging from the oldest original historic residences to more modern shops, restaurants and offices along the Bell Road commercial frontage, community facilities, industrial uses, multi-family uses, and the Grand Avenue/ BNSF railroad rights-of-way that bisect a portion of the OTS.

The City of Surprise is currently in the process of preparing zoning overlay for the OTS that will establish a Heritage District for the entire OTS area. The General Plan recognizes the cultural value of the preservation of historical qualities of this area and the proactive plans to enhance and protect the qualities that are deemed priority by OTS residents.

## Luke Compatibility District

The Luke Compatibility District (LCD) represents a large swatch of area that is intended to establish a land use pattern that fosters the continued use of Luke Air Force Base and Auxiliary Field #1 to conduct mission-critical training while also accommodating community growth and development. At buildout, the LCD will be the largest concentration of employment-related job opportunities in Surprise, so its importance cannot be overstated as Surprise strives to transform itself from a bedroom community to a global community with world-class aspirations.

Luke Air Force Base Auxiliary # 1 field is generally located at Happy Valley Road and 219<sup>th</sup> Avenue and has been utilized by Luke AFB as a training asset to complement its mission and operations for several decades. The LCD contains areas within the 65 DNL and higher noise contours, as well as a one-half mile buffer area around the 65 DNL line. Employment oriented land uses are the predominant character of this area, but Neighborhood - Rural Development Types are designated within portions of the half-mile buffer area. The Northwest Regional Landfill and Ford Proving Grounds facilities are also currently

located in the LCD. The planned White Tanks Freeway bifurcates the LCD. As this facility is constructed in the future, it will serve as a transportation and logistical catalyst for employment growth opportunities in this area.

Planning within this Sub Area type requires strict adherence to State Statute and should include close adherence to the following development guidelines as well as direct coordination with military personnel.

### Land Use

- Do not allow any alternative energy uses, within the LCD, that directly or indirectly create issues associated with, but not limited to vertical obstructions, glare, people gathering areas, etc. which compromises military aviator training at Auxiliary Field #1.
- Do not allow land uses, within the LCD, which provide water impoundments, as they attract large birds or waterfowl, increasing the risk for Bird Air Strike Hazards (BASH) for military aviators using Auxiliary Field #1.

### Safety Zones

- Development will not be permitted in the Clear Zone (CZ) and Accident Potential Zone I (APZ I) of Luke AFB Auxiliary Field #1; the only allowable land use is agriculture.
- The allowable land uses within Accident Potential Zone II (APZ II) of Luke AFB Auxiliary Field #1 are the uses identified in Arizona Revised Statutes (ARS) 28-8481.

### Vertical Obstructions

- All new development within the LCD shall be reviewed against the provisions of Federal Aviation Regulations (FAR) Part 77 height limits.

### Infrastructure Capacity

- All new development proposals within the LCD will be reviewed in conformance with the City's adopted capital improvement plans (CIP) and/or master infrastructure plans to match service needs with compatible development.

### Noise

- Do not allow the location of sensitive land uses (i.e. activities where people gather) within the 65 DNL or higher noise contours (for the F-35/F-16) of Luke AFB or Auxiliary Field #1 as identified in Arizona Revised Statute (ARS) 28-8481.

### Dust, Light and Glare

- Do not allow any land use, within the LCD, which releases any substance (i.e. steam, dust and smoke) into the air which could impair military aviator visibility.
- Do not allow any land uses, within the LCD, that produce light emissions, glare or distracting lights which could interfere with military aviator day and night vision or be mistaken for auxiliary field lighting.
- Require all exterior lighting fixtures, located within the LCD, to be full cut-off shielded, face downward and minimize 'spillage' outside property boundaries.
- Review all proposed development photometric plans to balance the provision of lighting intensity with personal security and safety within the LCD.

### Frequency Spectrum Impedance and Interference

- Do not allow any land uses, within the LCD, that produce, either directly or indirectly, electrical emissions which could interfere with aircraft communications or navigation requirements.

# Land Use Element



The LCD is established to underscore the importance of a developing a future specific area plan to provide needed guidance detailing:

- 1) The appropriate balance, integration and buffering of employment and other supporting land uses.
- 2) How to maintain the necessary security and protection of Luke's mission and operations as they evolve over time.
- 3) How to recognize the existing operational needs of the Ford Proving Grounds and Northwest Regional Landfill today while also identifying re-development and/or reclamation plans of these facilities upon the conclusion of their intended lifespan.
- 4) Arterial and collector level-roadway circulation planning that recognizes land use and mobility connections pre and post White Tanks Freeway construction while also preserving the continuity of city-wide wildlife linkage corridors and off-street trail connections within existing wash corridors.
- 5) Provide guidance in prioritizing infrastructure investment choices for City officials to proactively support and promote the growth of value-added, high wage jobs in the LCD.
- 6) Evaluate a closer examination of how to mitigate neighborhood character communities in proximity to the 65 DNL line within the LCD north of Grand Avenue (US 60).

## Transit Oriented Development

The Transit Oriented Development area (TOD) designation denotes roadways and adjacent development areas where existing or planned high capacity vehicular multi-modal, and transit

corridors provide regionally significant connections to and from Surprise. The TOD is designated for the following transportation facilities:

- 1) US 60 (Grand Avenue)
- 2) SR 74 (Carefree Highway)
- 3) Loop 303
- 4) Sun Valley Parkway
- 5) Bell Road

The intent of the TOD is to recognize the unique connection between the character of the adjoining land uses together with the motorized, non-motorized and potential transit operations of each corridor by developing individual corridor plans. Developments proposed within these corridors will have expanded design and policy guidance on incorporating safe and convenient walking and biking connections to current and future planned transit operations. Transit operations could be commuter rail planned along Grand Avenue or perhaps expanded bus route opportunities on all corridors. In either case, the Transit Oriented Development areas promote a higher intensification of residential and non-residential uses near existing and planned transit stops to ensure that motorized and non-motorized mobility in proximity to transit stops is efficient and effective in design.

## Wildlife Linkage Corridors

In June of 2011, the city collaborated with the Arizona Game and Fish Department and other stakeholders to amend the General Plan by adopting Resolution No. 2011-68 to create Wildlife Linkage Corridors in Surprise. The Wildlife Linkage Corridors signify existing natural and manmade wash and canal corridors that link isolated habitat patches and larger wildland areas. The Arizona Game and Fish Department conducted wildlife movement research and utilized computer modeling techniques to identify areas important to habitat movement. The following focal species were identified to model wildlife linkages in the Surprise planning area; tiger rattlesnake, lyre snake, kit fox, blacktailed jackrabbit, javelina, mule deer, mountain lion, desert tortoise and the



gila monster.

As Figure 1.1 illustrates, the wildlife linkage corridors typically exist along natural and manmade corridors such as Trilby and Iona washes, the CAP canal, and the McMicken Dam outlet channel. Some of these facilities connect to other regionally significant wash corridors that will also provide important trail linkages to the Hassayampa River, White Tank Regional Park and large open space preserves planned in the northern planning area of Surprise.

The intent of these corridors is to preserve known animal movement patterns so they will not become fragmented as the result of incoming development. They are also intended to promote context sensitive buffers between these natural corridors and the eventual neighborhood, commerce, and employment areas adjacent to them, while providing trail connection opportunities throughout Surprise.

Specifically, the Wildlife Linkage Corridor calls for a 100-foot undisturbed buffer from the edge of floodway (or high water mark) in designated corridor areas. The floodway and 100-foot buffer areas are required to be 500-foot minimum in width to adequately promote and facilitate wildlife movement. The Wildlife Linkage Corridors also call for wildlife friendly development standards within a 900-foot area adjacent to the 500 foot “wildlife linkage area”. The wildlife friendly development standards are intended to be incorporated into community or site designs of proposed development projects adjacent to the wildlife linkage corridors. The City is currently in the process of updating the SUDC to prescribe the wildlife friendly development standards.

### Aggregate Resource Areas

In accordance with Arizona Revised Statutes Section 9-461.05, the Land Use Element and Map identifies known sources of aggregates and policies to preserve currently identified aggregate sites and to avoid incompatible land uses. These locations are derived from maps that are available from state agencies indicating existing permitted locations and aggregate deposits sufficient for future development.

Within the Surprise Municipal Planning Area, there are five (5) known aggregate resource areas and one Aggregate District that possess known or potential extractable resources in commercial quantities. All five aggregate resource areas are all located north of State Route 74 in the northern portions of Surprise’s Municipal Planning Area. Four of the locations are on BLM or ASLD managed lands and one permit is situated upon privately held property near US 60 in the northwest corner of Surprise’s Municipal Planning Area.

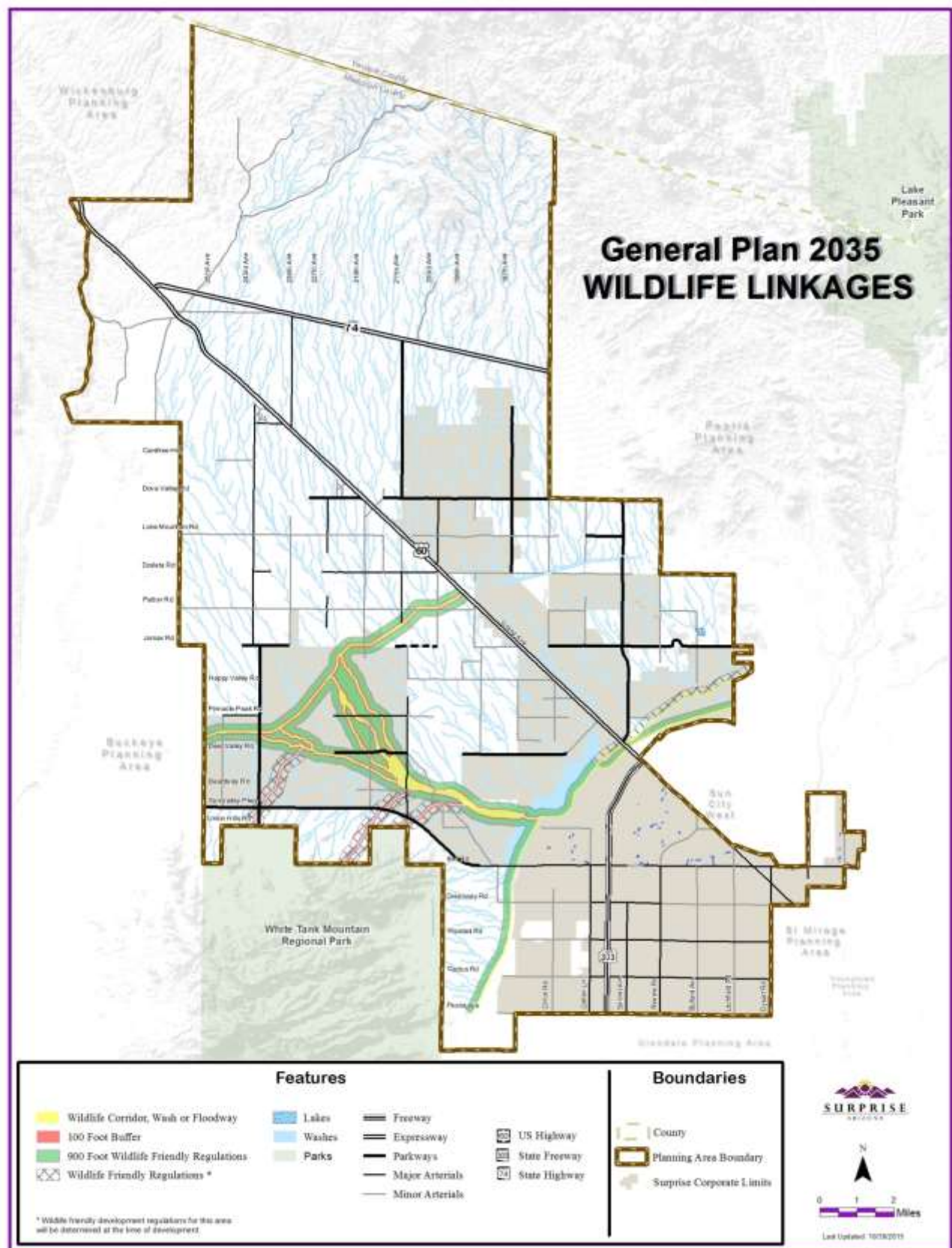
Portions of the Surprise Municipal Planning area along the Agua Fria River are included in an Aggregate District under the jurisdiction of Maricopa County. This Aggregate District extends along a broader reach of the Agua Fria River, extending to the north and south of Surprise’s Municipal Planning Area. Aggregate activities occur within the Surprise planning area, but the permit locations are located outside of Surprise.

With appropriate design and performance standards, land uses such as agriculture, open space and some industrial uses are compatible with mineral extraction and processing while other uses such residential uses are not.

# Land Use Element



**Figure 1.1: Wildlife Linkages Map**



## CHARACTER AREA COMPATIBILITY

| <div><div></div> Encouraged</div> <div><div></div> Discouraged</div> |                                  |           |                        | Adjacent Use                |          |       |                                  |                       |                     |                   |                           |            |                           |                                       |                                  |
|----------------------------------------------------------------------|----------------------------------|-----------|------------------------|-----------------------------|----------|-------|----------------------------------|-----------------------|---------------------|-------------------|---------------------------|------------|---------------------------|---------------------------------------|----------------------------------|
|                                                                      |                                  |           |                        | Neighborhood Character Area |          |       | Commerce & Office Character Area |                       |                     |                   | Employment Character Area |            | Open Space Character Area | Community Commercial Development Type | Public Facility Development Type |
|                                                                      |                                  |           |                        | Dev. Type                   |          |       | Dev. Type                        |                       |                     |                   | Dev. Type                 |            |                           |                                       |                                  |
|                                                                      |                                  |           |                        | Rural                       | Suburban | Urban | Mixed Use: Residential           | Mixed Use: Commercial | Regional Commercial | Commercial Office | Business Park             | Industrial |                           |                                       |                                  |
| Proposed Use                                                         | Neighborhood Character Area      | Dev. Type | Rural                  |                             |          |       |                                  |                       |                     |                   |                           |            |                           |                                       |                                  |
|                                                                      |                                  |           | Suburban               |                             |          |       |                                  |                       |                     |                   |                           |            |                           |                                       |                                  |
|                                                                      |                                  |           | Urban                  |                             |          |       |                                  |                       |                     |                   |                           |            |                           |                                       |                                  |
|                                                                      | Commerce & Office Character Area | Dev. Type | Mixed Use: Residential |                             |          |       |                                  |                       |                     |                   |                           |            |                           |                                       |                                  |
|                                                                      |                                  |           | Mixed Use: Commercial  |                             |          |       |                                  |                       |                     |                   |                           |            |                           |                                       |                                  |
|                                                                      |                                  |           | Regional Commercial    |                             |          |       |                                  |                       |                     |                   |                           |            |                           |                                       |                                  |
|                                                                      |                                  |           | Commercial Office      |                             |          |       |                                  |                       |                     |                   |                           |            |                           |                                       |                                  |
|                                                                      | Employment Character Area        | Dev. Type | Business Park          |                             |          |       |                                  |                       |                     |                   |                           |            |                           |                                       |                                  |
|                                                                      |                                  |           | Industrial             |                             |          |       |                                  |                       |                     |                   |                           |            |                           |                                       |                                  |
|                                                                      | Open Space Character Area        |           |                        |                             |          |       |                                  |                       |                     |                   |                           |            |                           |                                       |                                  |
| Community Commercial Development Type                                |                                  |           |                        |                             |          |       |                                  |                       |                     |                   |                           |            |                           |                                       |                                  |
| Public Facility Development Type                                     |                                  |           |                        |                             |          |       |                                  |                       |                     |                   |                           |            |                           |                                       |                                  |



# Land Use Element

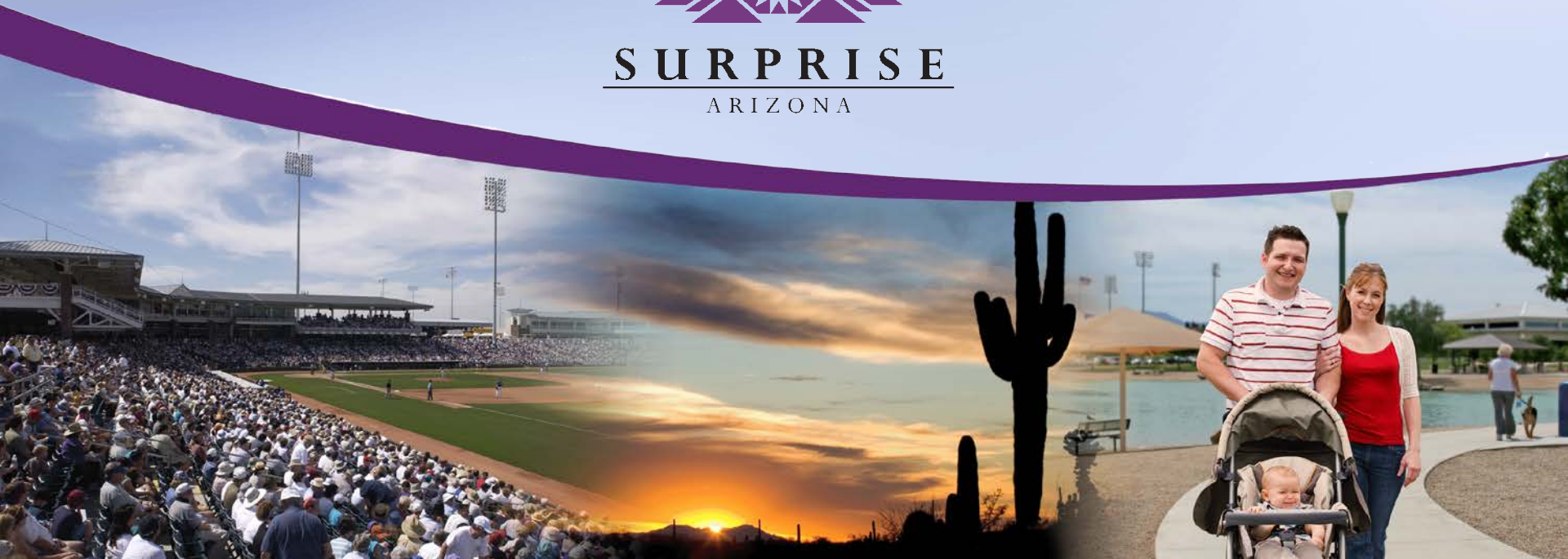


## CHARACTER AREA & ZONING COMPATIBILITY

| <div><div></div> Permitted</div> |       | Proposed Use                |             |             |                                  |                       |                     |                   |                           |             |                           |                                       |                                  |             |
|----------------------------------|-------|-----------------------------|-------------|-------------|----------------------------------|-----------------------|---------------------|-------------------|---------------------------|-------------|---------------------------|---------------------------------------|----------------------------------|-------------|
|                                  |       | Neighborhood Character Area |             |             | Commerce & Office Character Area |                       |                     |                   | Employment Character Area |             | Open Space Character Area | Community Commercial Development Type | Public Facility Development Type |             |
|                                  |       | Dev. Type                   |             |             | Dev. Type                        |                       |                     |                   | Dev. Type                 |             |                           |                                       |                                  |             |
|                                  |       | Rural                       | Suburban    | Urban       | Mixed Use: Residential           | Mixed Use: Commercial | Regional Commercial | Commercial Office | Business Park             | Industrial  |                           |                                       |                                  |             |
| Zoning Districts                 | RR    | <div></div>                 |             |             |                                  |                       |                     |                   |                           |             | <div></div>               |                                       |                                  |             |
|                                  | RE    | <div></div>                 |             |             |                                  |                       |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | RL-2  | <div></div>                 |             |             |                                  |                       |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | RL-3  |                             | <div></div> |             |                                  |                       |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | RL-4  |                             | <div></div> |             |                                  |                       |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | RL-5  |                             | <div></div> |             |                                  |                       |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | RM-6  |                             | <div></div> |             |                                  |                       |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | RM-9  |                             |             | <div></div> |                                  |                       |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | RM-12 |                             |             | <div></div> | <div></div>                      |                       |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | RH-15 |                             |             | <div></div> | <div></div>                      | <div></div>           |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | RH-18 |                             |             | <div></div> | <div></div>                      | <div></div>           |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | RH-21 |                             |             | <div></div> | <div></div>                      | <div></div>           |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | RH-X  |                             |             | <div></div> | <div></div>                      | <div></div>           |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | RC    | <div></div>                 | <div></div> |             |                                  |                       |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | CS    | <div></div>                 |             |             |                                  |                       |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | MU    |                             |             | <div></div> | <div></div>                      | <div></div>           |                     |                   |                           |             |                           |                                       |                                  |             |
|                                  | CN    | <div></div>                 | <div></div> |             |                                  |                       |                     |                   |                           |             |                           | <div></div>                           |                                  |             |
|                                  | CC    |                             | <div></div> | <div></div> |                                  |                       |                     |                   | <div></div>               |             |                           | <div></div>                           |                                  |             |
|                                  | CR    |                             |             |             | <div></div>                      | <div></div>           | <div></div>         | <div></div>       |                           |             |                           |                                       |                                  |             |
|                                  | C-RS  |                             |             | <div></div> |                                  | <div></div>           | <div></div>         |                   |                           |             |                           |                                       |                                  |             |
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# Planning and Zoning Commission General Plan 2035 – Major Amendment

## Public Hearing: November 18, 2015



# Today's Agenda



- I. Summary of Amendment
- II. Background
- III. Revised Land Use Planning Approach
- IV. Surprise Character Area Approach
- V. How to Use the Land Use Element
- VI. Wildlife Linkages: Map vs. Sub Area
- VII. Next Steps
- VIII. Questions & Comments



# I. Summary of Amendment



The foundation of this change:

- Focuses on the Land Use Element
- Includes corresponding text amendments to various supporting Elements.
- Reflects the “Character Area” planning approach
- Removes the Village Plan requirements from the development process.
- Updates all maps to include an additional two square miles to the Planning Area Boundary.
- Revises administration policies and updates the definition of a Major and Minor Amendment to be consistent with the ‘Character Area’ planning approach

## II. Background



### History and Timeline:

- ➔ **November 14, 2014:** Annual General Plan Summit with the Planning and Zoning Commission and the City Council. Direction was given to explore a more holistic view towards development without the restrictions of Village plans, which are integrated into the General Plan.
- **January 13- 15, 2015:** Staff conducted community workshops at 3 different locations throughout the city to gather identify community desire and growth objectives via “Treasures and Challenges” exercise.
- **February 3, 2015:** Staff presentation updating City Council and Planning and Zoning Commission on the development of the city-initiated Major General Plan Amendment - General Plan Elements Update and summary of community workshops.
- ➔ **April 16, 2015:** The Planning and Zoning Commission provided direction to pursue the “Character Area” planning approach.
- ➔ **April 21, 2015:** The City Council provided direction to pursue the “Character Area” planning approach.
- ➔ **April 28, 2015:** Consecutive presentations to stakeholders and at a community workshop provided information about the “Character Area” planning approach and conduct a visual survey.
- **September 9, 2015:** Consecutive presentations to stakeholders and at a community workshop of a detailed update of the proposed Land Use Element as the foundation piece of the Major Amendment to the General Plan 2035.
- ➔ **September 17, 2015:** Presented to the Planning and Zoning Commission a detailed update of the proposed Land Use Element as the foundation piece of the Major Amendment to the General Plan 2035.
- ➔ **October 20, 2015:** Presented to the City Council a detailed update of the proposed Land Use Element as the foundation piece of the Major Amendment to the General Plan 235 (continued from September 15 work session).

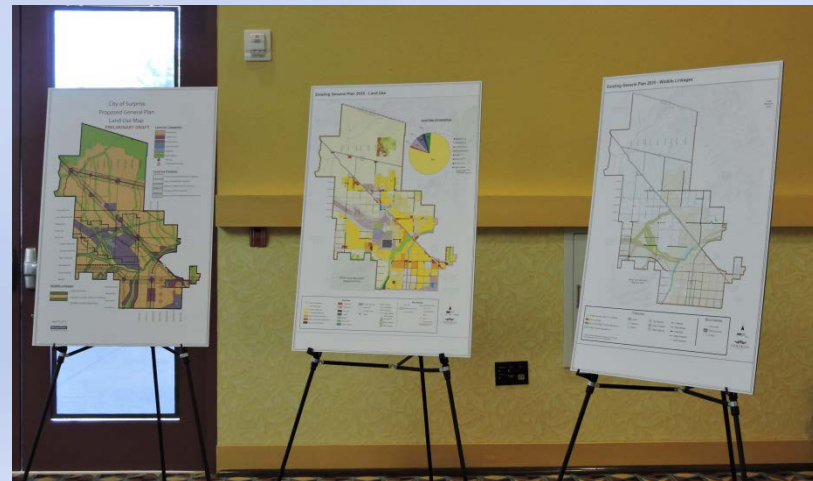
## II. Background



### Citizen Outreach

#### Community Workshops

- Hosted multiple community workshops are different stages throughout the timeline.
- 1<sup>st</sup> Round – January 2015
  - Held over 3 days, at 3 different locations
  - Visioning session to identify community desires and growth objectives
- 2<sup>nd</sup> Round – April 2015
  - Presented information about the Character Area planning approach
  - Conducted a visual survey to engage community members about the vision for Surprise
- 3<sup>rd</sup> Round – September 2015
  - Presented the revised Land Use Element
  - Excerpts from the various design guidance and aesthetic descriptions.
  - Provided context to the vision, implementation, and developer expectations





## II. Background



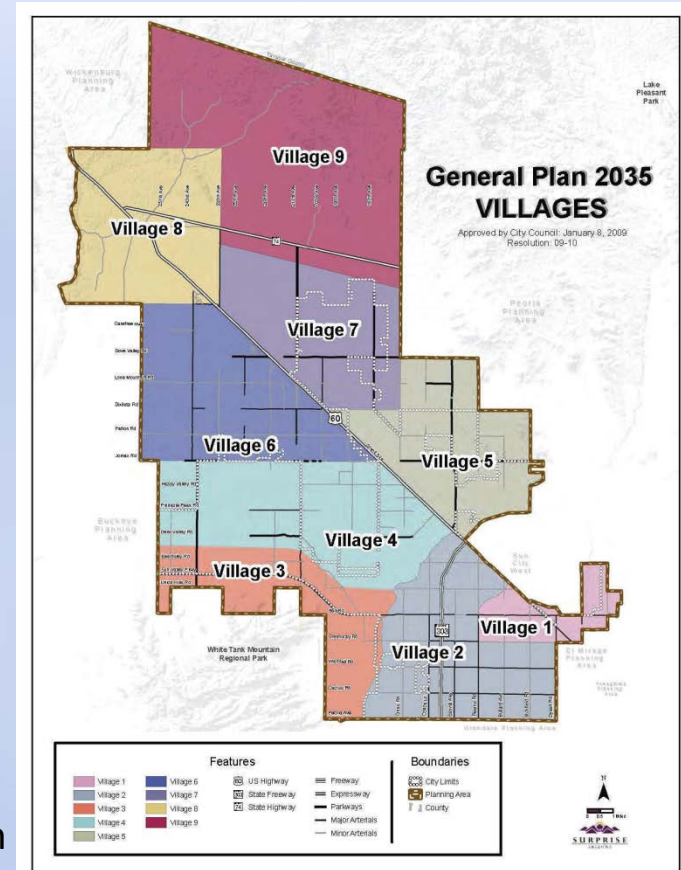
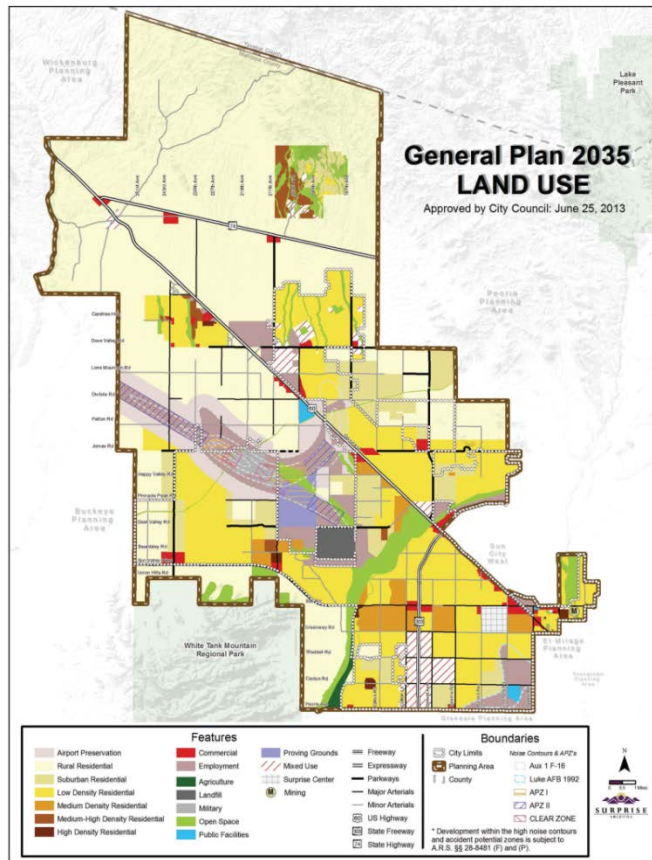
### Current Planning Approaches

#### Land Use Map

- Developed as part of the 2030 General Plan; was not ratified
- Was not updated as part of the creation of the General Plan 2035
- Traditional Land Use planning policy

#### Villages Map

- Restricted property development if Village Plan is not adopted
- Prescribes separation based on geographic boundaries
- Impedes organic growth of the desired character of neighborhoods.

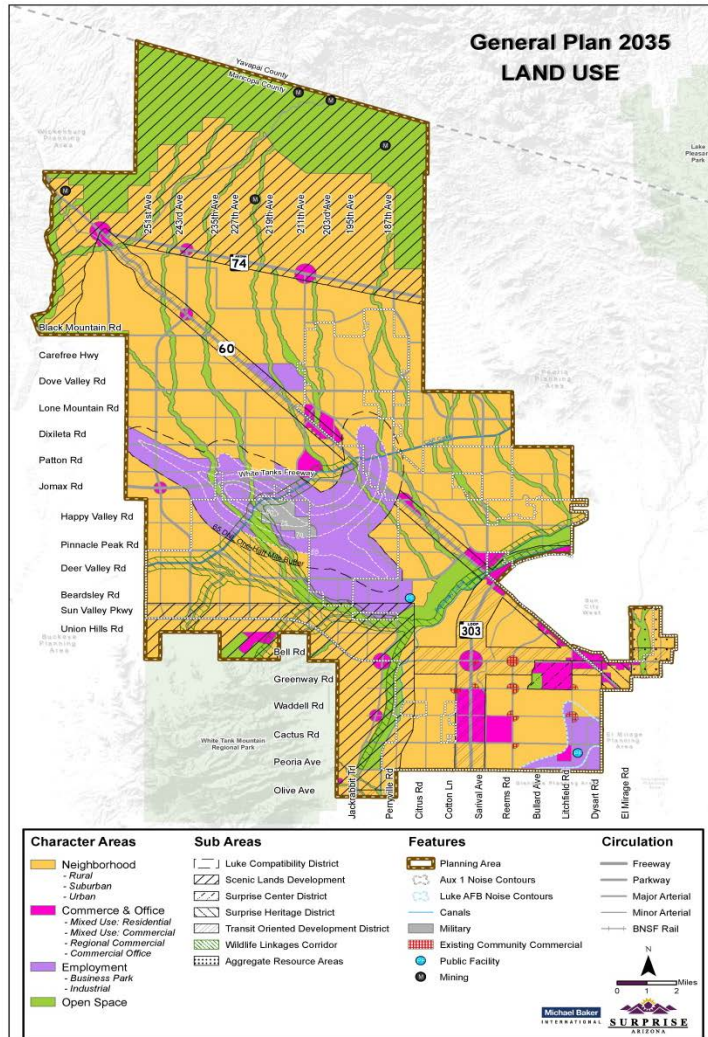




# Character Area Planning Approach

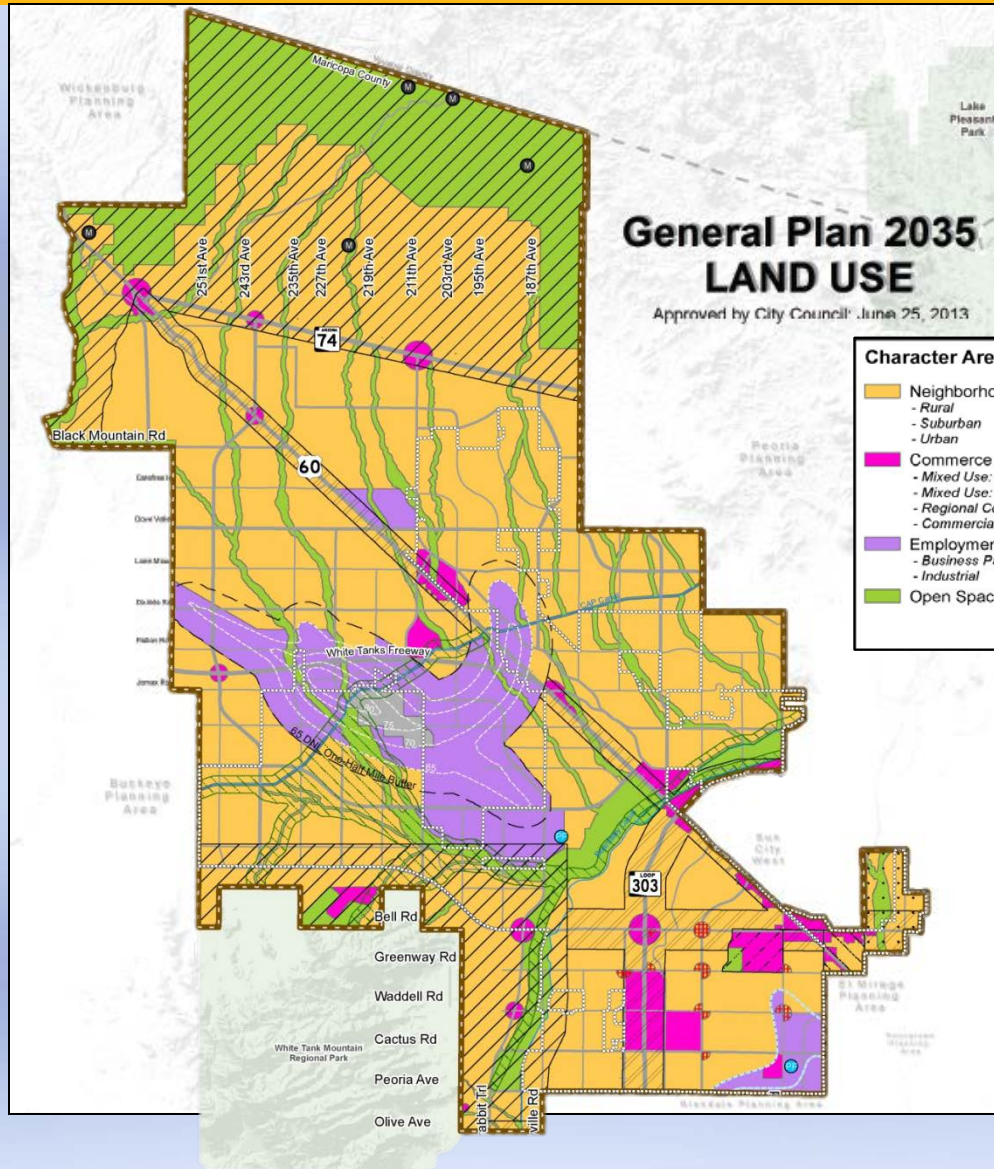
## Land Use Map

- Made up of 4 Character Areas
  - Neighborhood
  - Commerce and Office
  - Employment
  - Open Space
- A subset of 'Development Types' further refine density, intensity, and design guidance
- Identifies 'Sub Areas' to have additional planning guidance in order to preserve and/or promote the unique qualities of that 'Sub-Area'
  - Luke Compatibility District
  - Scenic Land Development
  - Surprise Center District
  - Surprise Heritage District
  - Transit Oriented Development District
  - Wildlife Linkages Corridor
  - Aggregate Resources Area





# III. Revised Land Use Planning Approach



## Character Areas

- Neighborhood
  - Rural
  - Suburban
  - Urban
- Commerce & Office
  - Mixed Use: Residential
  - Mixed Use: Commercial
  - Regional Commercial
  - Commercial Office
- Employment
  - Business Park
  - Industrial
- Open Space

## Sub Areas

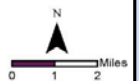
- Luke Compatibility District
- Scenic Lands Development
- Surprise Center District
- Surprise Heritage District
- Transit Oriented Development District
- Wildlife Linkages Corridor
- Aggregate Resource Areas

## Features

- Planning Area
- Aux 1 Noise Contours
- Luke AFB Noise Contours
- Canals
- Military
- Existing Community Commercial
- Public Facility
- Mining

## Circulation

- Freeway
- Parkway
- Major Arterial
- Minor Arterial
- BNSF Rail





# III. Revised Land Use Planning Approach



## How does this impact design?

- The existing plan has an element dedicated to Design, which introduces Character Zones
- These Character Zones have beneficial design guidelines and supportive Goals and Policies, but no “tool” to link them to the existing Land Use Plan
- The proposed Character Area Approach closely mimics these Zones and links them to the Land Use Plan
- The supportive design guidelines, Goals and Policies from the existing General Plan are then rolled into each Character Area to improve implementation

### Existing General Plan

Natural Zone

Rural Zone

Suburban Zone

Urban Zone

Urban Center

-

Special District Zone

### Proposed General Plan

Open Space Character Area

Rural Neighborhoods

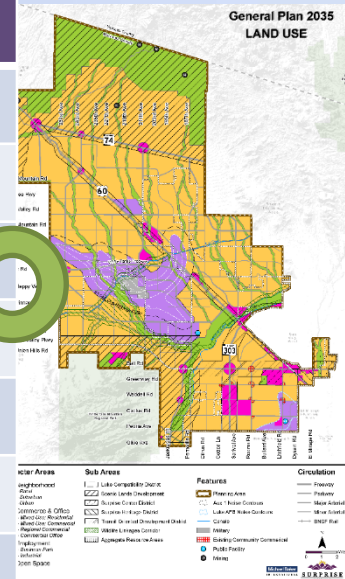
Suburban Neighborhoods

Urban Neighborhoods

Commerce & Office Character Area

Employment Character Area

Sub Areas (7)

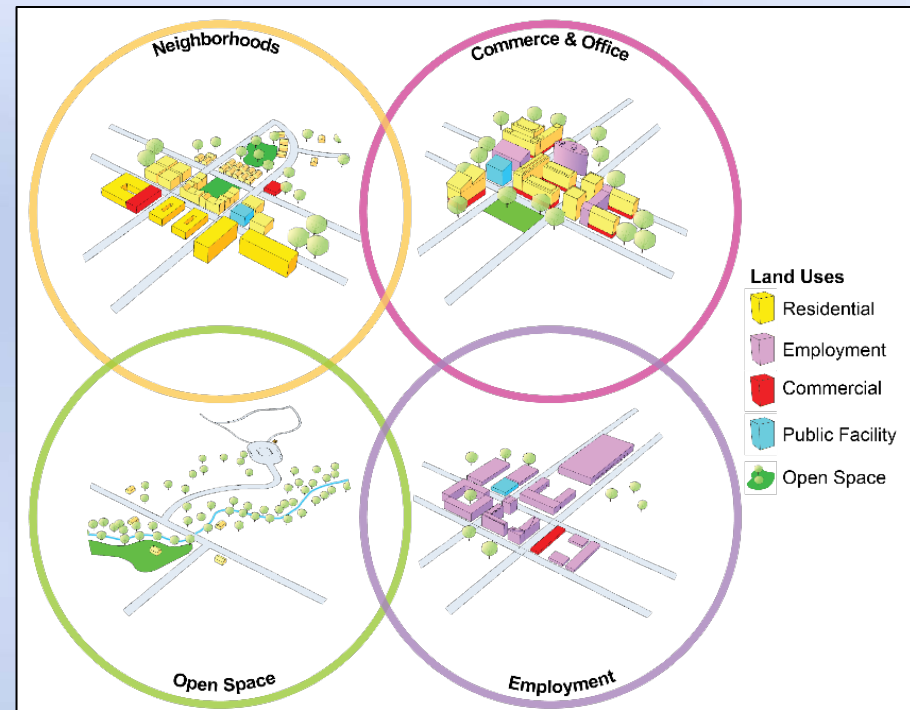


# IV. Surprise Character Area Approach



## Surprise Land Use Character Areas

- The combined form, density, intensity, and development pattern of a defined area is what gives it an identifiable character or “feel”.
- The collection of these individual character areas combine to create a truly unique community.
- Surprise Land Use Character Areas are grouped into four (4) different functional varieties:
  - Neighborhoods,
  - Commerce & Office,
  - Employment, and
  - Open Space



# IV. Surprise Character Area Approach



## Surprise Development Types

The broad nature of development possibilities within some of these Character Areas requires additional refinement.

Development Types provide a higher level of detail. Still provide a degree of flexibility that allows development to adjust to unknown future conditions.

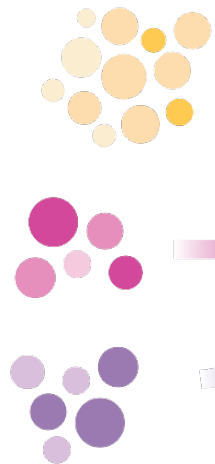
### Character Areas

- **Neighborhood**
- **Commerce & Office**
- **Employment**
- **Open Space**

### Development Types

- **Rural**
- **Suburban**
- **Urban**
- **Community Commercial**
- **Mixed Use: Residential**
- **Mixed Use: Commercial**
- **Regional Commercial**
- **Commercial Office**
- **Business Park**
- **Industrial**
- **Public Facility**

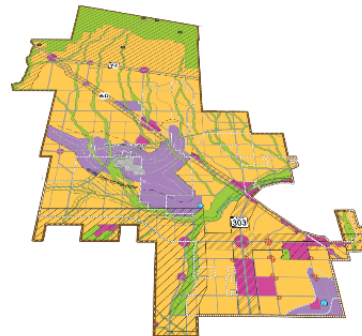
Development  
Types



Character  
Area



Community



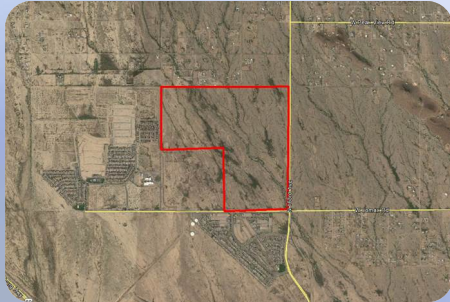




- Character Area/Development Type Compatibility Table
- Table to guide analysis of existing/proposed land uses
- Based on descriptions within the Land Use Element
- Create a functional map of existing land uses and to help evaluate compatibility of new development proposals.
- Encouraged/discourages are terms to begin evaluation

[illegible]

# V. How to Use the Land Use Element



## Desired Land Use

- 4 DU/AC – single family residential
- Grocery store anchored commercial site
- Elementary school site

• Define **Character Area** (Neighborhood)

• Identify **Development Type(s)** based on desired land use (Suburban Neighborhood)

• Review/Apply **Development Guidelines** for that Development Type

• Consider Character and Zoning **Compatibility Tables**

• Consider additional **Sub-Area guidelines** if applicable (N/A)

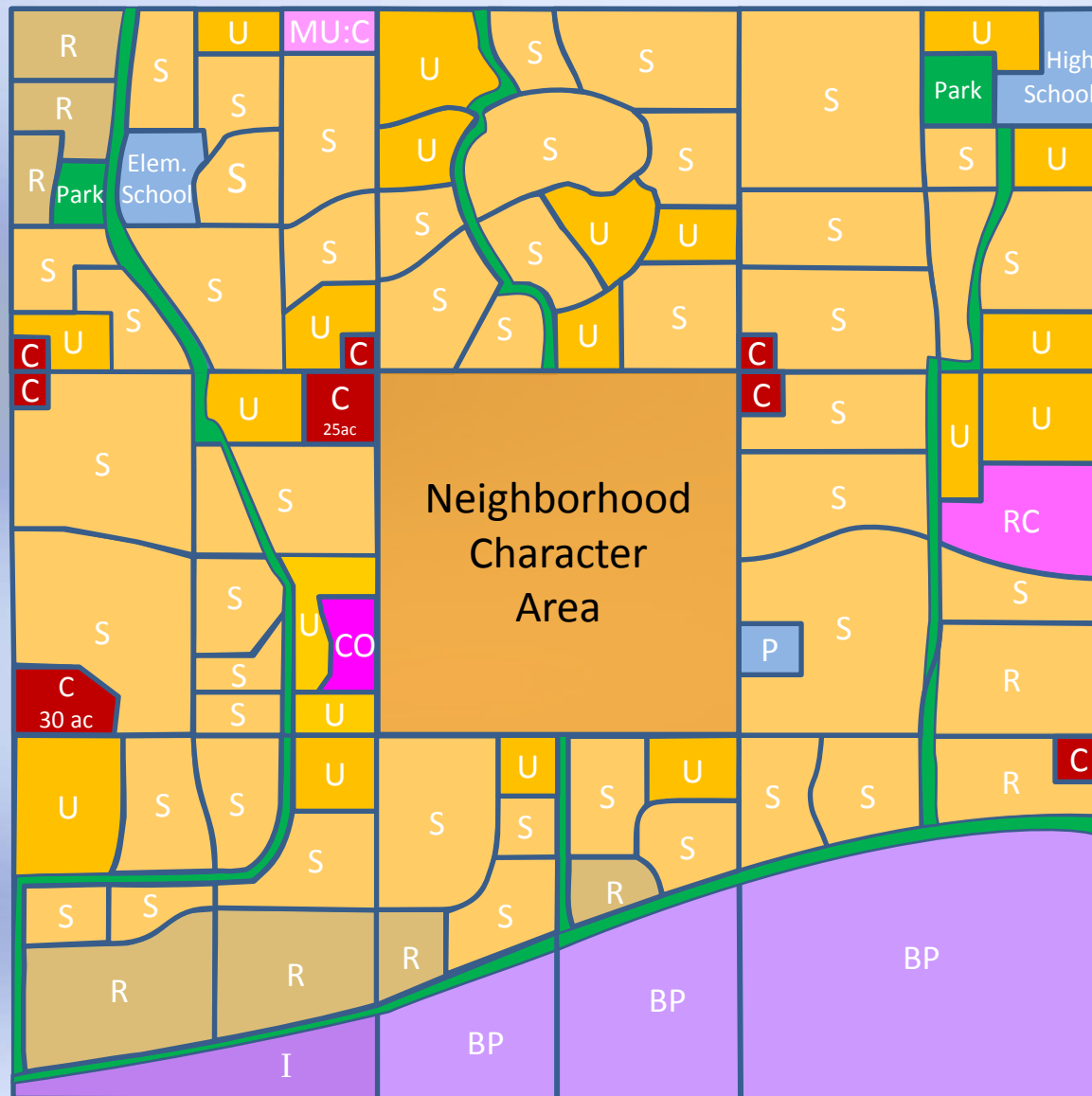
• Review General Plan **Development Review Criteria** and **Amendment Guidelines** if applicable (N/A)

• If Character Area or Development Type options do not match desired land use, then...



**SURPRISE**  
ARIZONA

# V. How to Use the Land Use Element

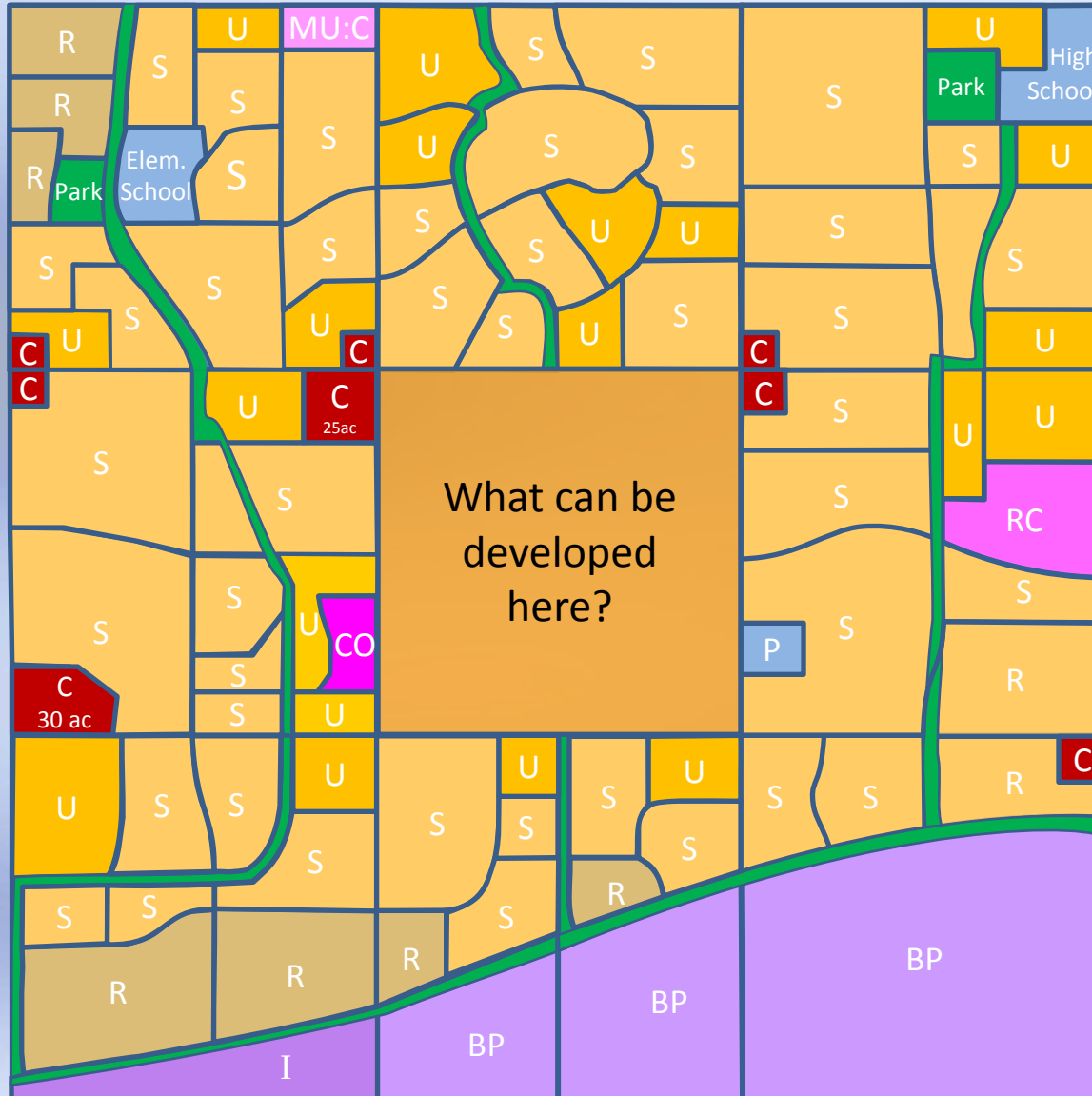


## Character Areas - Development Types

- Neighborhood
  - Rural
  - Suburban
  - Urban
- Commerce & Office
  - Mixed Use: Residential
  - Mixed Use: Commercial
  - Regional Commercial
  - Commercial Office
- Employment
  - Business Park
  - Industrial
- Open Space
- Other Development Types
  - Commercial
  - Public Facility



# V. How to Use the Land Use Element



## Hypothetical Section of Land

- 640 acres (1 square mile)
- Designated Neighborhood
- Not in a sub area
- Unconnected trail system north/south

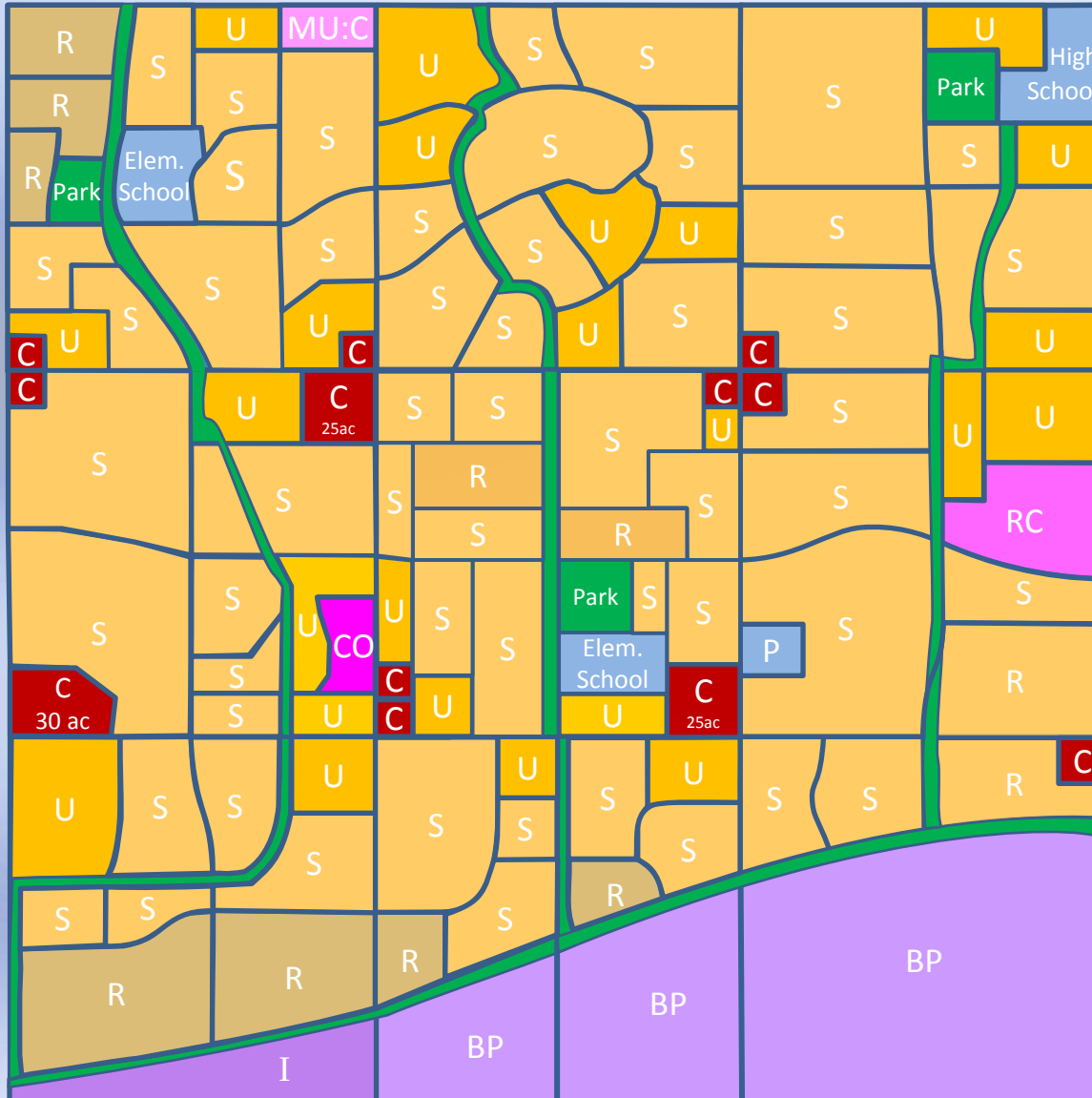
## Where to begin

- Goals of the developer(s)
- Needs of the city?
  - i.e. park services, schools, emergency facilities, jobs nearby/commercial needs
- Open communication between developer and staff

## Factors to Consider

- How many land owners?
- Existing zoning?
- Are there water assurances?

# V. How to Use the Land Use Element



## Hypothetical Section of Land

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## Factors to Consider

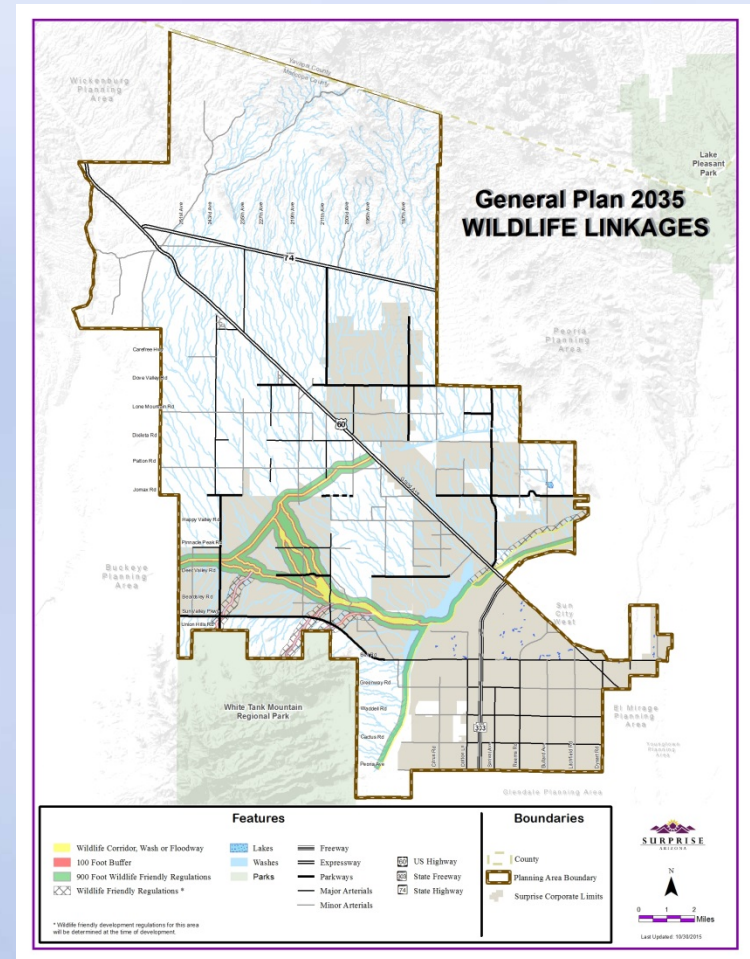
- How many land owners?
- Existing zoning?
- Are there water assurances?

# VI. Wildlife Linkages: Map vs. Sub Area



What is the Wildlife Linkages Map?

- Adopted in 2011 (resolution 2011-68)
- Currently part of the ratified General Plan 2035
- Prevent further fragmentation and elimination of habitats as a result of overdevelopment
- Surprise's effort to be proactive approach to identify, conserve, and restore wildlife habitats
- Primarily include Trilby and Iona Washes (an tributaries south of CAP canal, the CAP canal, McMicken Dam, and the Beardsley Canal
- 100' buffer, outside floodway (min of 500' total width) of undisturbed natural environment
- 900' of "wildlife friendly development standards"
- Future steps intended for an update to the SUDC and bring into conformance with the General Plan
- Identifies existing development regulations, not a land use and not appropriate Land Use Map

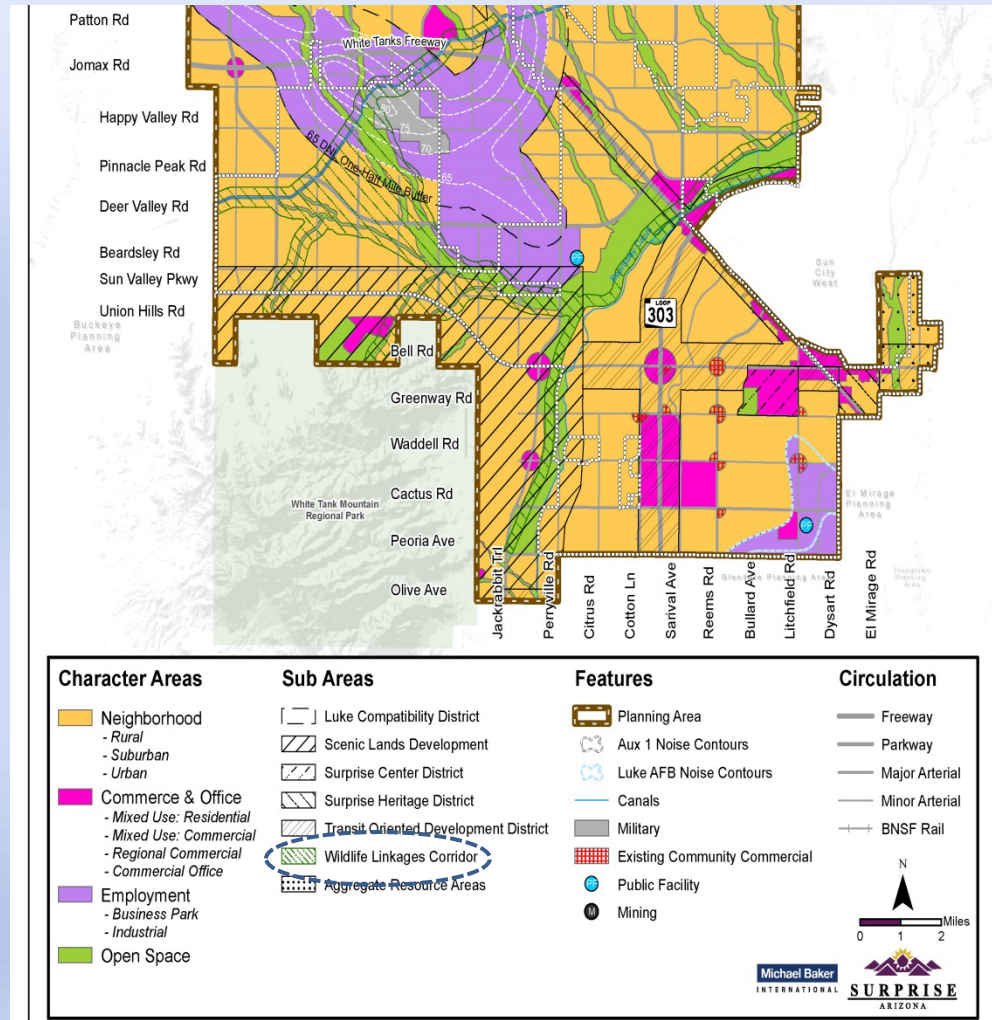




# VI. Wildlife Linkages: Map vs. Sub Area

What is the Wildlife Linkages Corridor Sub Area?

- Cross-hatching on the Land Use Map that follows the major washes and floodways
- Coincides with Wildlife Linkages Map
- All Sub Areas recognize the underlying Character Areas, provide additional guidance to preserve unique qualities
- Provide the reader with essential information
- Identifies the geographic areas that have additional regulations



## VII. What This Major Amendment Means



### Existing Development/Entitlement

- Development rights are still protected
- This amendment does not impose new restrictions for existing entitlements
- If the land is vacant, un-platted, etc. but has existing zoning, staff will invite property owners to discuss meeting their needs and requirements with the possibility of complying with the vision of the General Plan 2035
- Potential tools:
  - Density transfers
  - Participate in developing design guidelines to protect surrounding area
  - Partner with other city departments to ensure flexibility for the property owners

### New Developments

- Participate in the standard development process
- Rezoning and densities must be consistent with the General Plan 2035
- Design and platting comply with the SUDC
- Large scale developments participate in creating design standards

# VII. What This Major Amendment Means



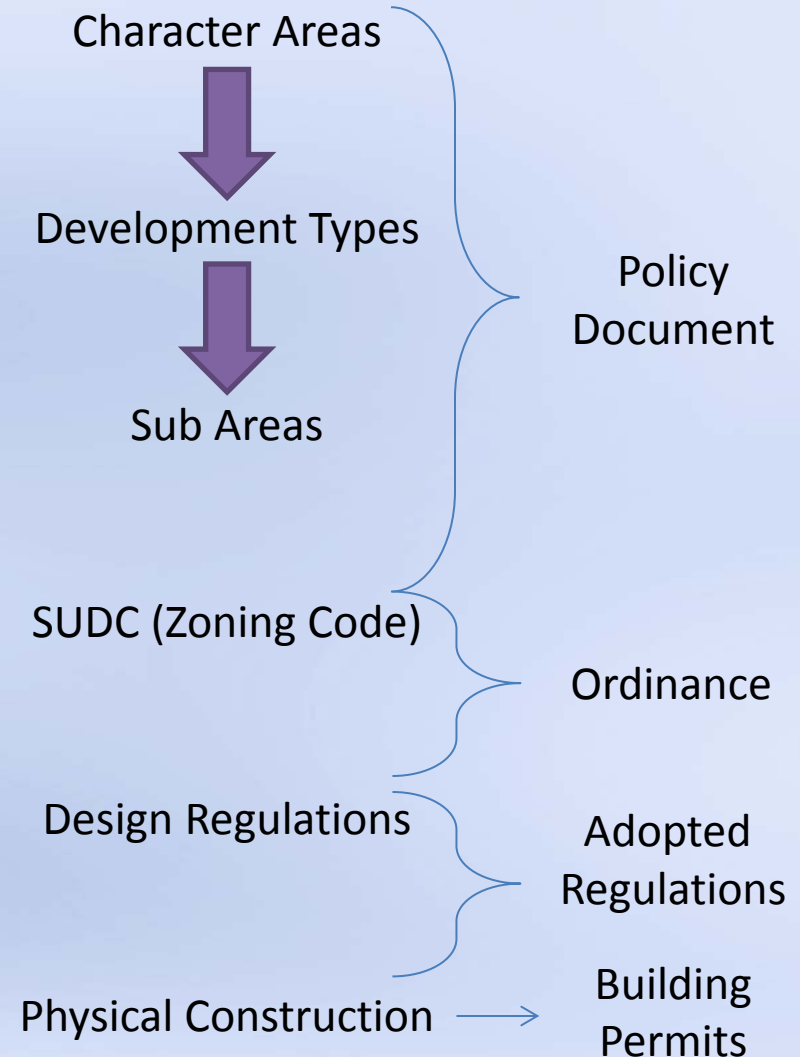
## General Hierarchy of Land Use Policy

### Level I – Character Areas

- Neighborhood
- Commerce & Office
- Employment
- Open Space

### Level II – Development Types

- Rural
- Suburban
- Urban
- Community Commercial
- Mixed Use: Residential
- Mixed Use: Commercial
- Regional Commercial
- Commercial Office
- Business Park
- Industrial
- Public Facility





# VII. What This Major Amendment Means



## General Hierarchy of Land Use Policy

### Level III - Sub Areas

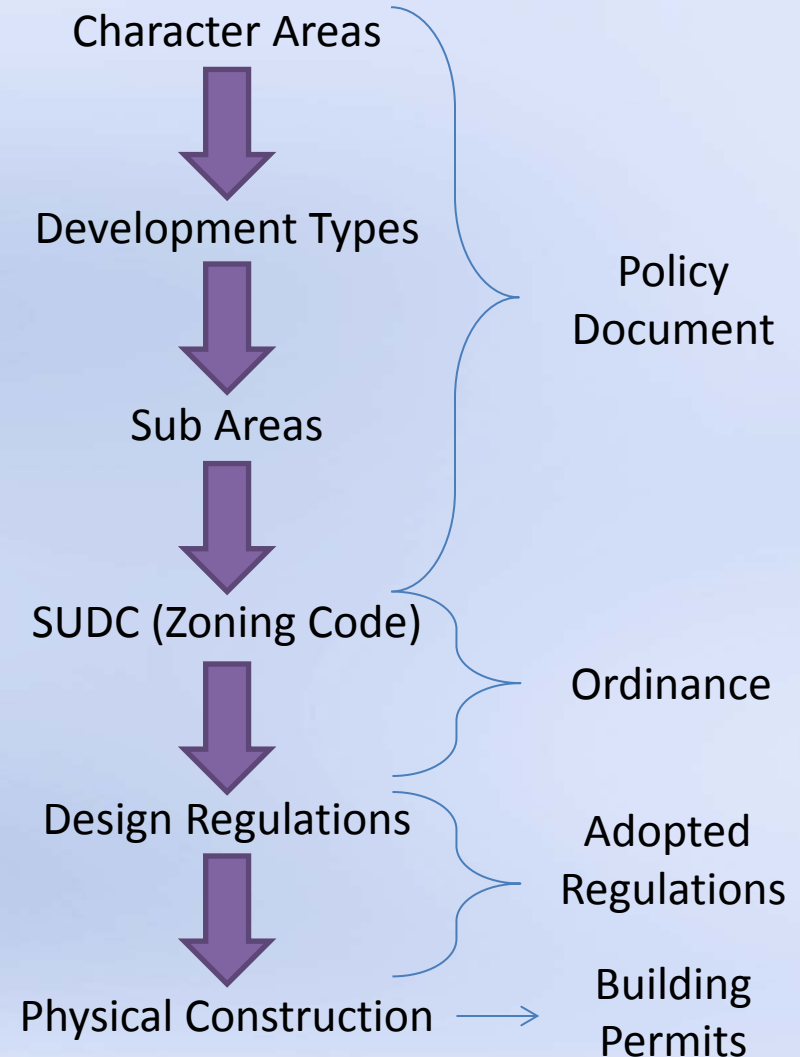
- Luke Compatibility District
- Scenic Lands Development
- Surprise Center Development
- Surprise Heritage District
- Transit Oriented Development District
- Wildlife Linkages Corridor
- Aggregate Resources Areas

### Level IV – Zoning Ordinance

- Zoning Categories
- Setbacks, other development standards

### Level V – Various Design Regulations

- Planning and Engineering Design Standards
  - Form Based standards for higher quality aesthetics and architecture
  - Engineering standards for all development
- Wildlife Friendly Regulations
- OTS Revitalization Plan



## VIII. Next Steps



### This Year

- **November 19:** Offsite Planning and Zoning Public Hearing – discussion
- **December 3:** Regular Planning and Zoning Public Hearing – provide recommendation
- **December 15:** City Council Public Hearing – consideration and action

### Next Year

- **Surprise Heritage District:** Extend outreach to stakeholders. Present draft language to the Planning and Zoning Commission and City Council
- **Update SUDC:** In order to meet State Statutes, the zoning ordinance must be in compliance with the General Plan 2035.
  - Some revisions and draft language has already been presented through work sessions
  - i.e. Sign Ordinance, Wireless Telecommunication Facilities

# Questions or Comments?



# Growth Element

## INTRODUCTION

The purpose of the Growth Element is to establish policies that will lead to sustainable growth over the next 10-20 years by promoting more efficient coordination of land use, transportation, and infrastructure development. The policies and plans outlined within this Element are designed to sustain high quality of life within Surprise, protect natural resources, and drive economic vitality by ensuring that necessary public facilities are completed in harmony with both existing and new development.

## DISCUSSION

The City of Surprise's population is projected to reach approximately 750,000 residents upon build-out of the City's Planning Area. This means, with a current population of just over 123,000 residents, there is significant opportunity for growth within the City over the next 10-20 years and beyond. Where and when growth is accommodated has major implications on the outlay of infrastructure, service levels and on the costs to maintain City operations and infrastructure. Therefore, the ability to wisely manage and direct growth to key strategic locations is critical for Surprise's continued success and prosperity.

This element provides the direction for managing this expected growth by creating a link between planned land use, transportation, and infrastructure facilities with specific implementation techniques such as zoning ordinances, capital improvement programs, impact fee requirements, and design guidelines.

### Growth Management Strategy

While demographics, market trends, community needs, and land resources often drive growth, development must be strategically planned and phased to maximize the efficient use of urban facilities and services.

Through the use of smart growth policies that promote development near existing transportation options, public infrastructure, and

community facilities; foster distinct, attractive communities with a strong sense of place; and preserve open space and critical environmental areas the City has developed a strong policy framework to guide growth management in a sustainable way, which reflects the community vision established within the General Plan 2035.

### Recent Growth and Development Patterns

#### Recent Growth

Over the decade of 2000 to 2010, Surprise had an astounding population growth rate of 281%, making it the 6th fastest growing city in Arizona over that time frame. The current population of Surprise is approximately 123,000 (2013 US Census estimate) and continues to grow at a steady pace. Affordable housing, an abundance of parks and open spaces, quality schools, sustainable employment opportunities, connected transportation systems, sense of community pride, and a low crime rate are just a few reasons that contribute to a superior quality of life that draw incoming residents to Surprise.

Historically known as a community that caters to the active adult lifestyle, Surprise has experienced an infusion of younger families that have helped generate more diverse services, recreation and retail shopping opportunities in Surprise over the past decade. In fact, the median age in Surprise is now 36.8 years old (2010) and was 46.1 years of age in 2000.

## Surprise General Plan 2035: Foundation for the Future

Like the majority of fast growing cities, Surprise has its challenges with achieving an appropriate jobs to housing balance that ensures a sustainable growth model into the future. Much like the population, the labor force in Surprise has shown positive growth of 4.7% over the last 10 years. However, Surprise experiences a significant amount of daily workers migrating out to jobs in other cities throughout the region. In 2011 Surprise had a workforce of 42,440 people, of which 38,734 of the residents commuted to work outside of Surprise. Whereas 10,148 people commute into Surprise for work and only 3,706 people both live and work in Surprise.

This condition has caused Surprise residents, elected officials and employers to place an importance within the General Plan 2035 on reducing the current trend of residents commuting elsewhere for higher paying, professional wage jobs.

### Development Patterns

The analysis of Surprise's present development pattern is one of the fundamental steps in formulating a growth plan for the City. The evaluation of current land use patterns coupled with the understanding of existing and planned transportation corridors, public facilities and environmental constraints, enables a determination of development potential to be made for the remaining undeveloped portions of the planning area.

Up to today, the majority of the City's growth has largely been concentrated within the southeastern portion of the City's planning area. This roughly 40 square mile core area is bounded by Grand Avenue (US 60) on the north, Peoria Avenue on the south, Beardsley Canal on the west, and Dysart Road to the east.

Growth within this area has historically been dominated by sprawling low-density suburban development on former agricultural lands. Of this development, a large concentration of active-adult communities are located north of Bell

Road, while traditional single-family communities are primarily located south of Bell Road. Smaller clusters of multi-family development are also scattered throughout this portion of the City.

Along with their foundation of suburban residential development, the City maintains a service base of commercial, business and industrial uses. Retail and service uses are generally concentrated along Bell Road and Grand Avenue, while neighborhood type retail and service uses are located at the intersection of many major arterials within the central core of Surprise. However, with the development of Loop 303, additional regional retail and service uses have begun to concentrate along this important regional transportation corridor.

The planned Surprise Center District, or downtown, is also located within this core development area and is currently comprised of Surprise's spring training facilities, community park, aquatics and tennis center, and the City Hall and Public Facility complex.

Almost all industrial development currently within the City constitutes light manufacturing, distribution and storage facilities. These uses are generally located along the existing BNSF railroad line in the southeast portion of Surprise as well as at the north east intersection of Bell Road and Grand Avenue.

The remaining portions of land north of the Beardsley canal within the City limits and the larger Surprise planning area is predominantly undeveloped. However, the limited land use that does exist in this area is diverse and has a significant impact on the future growth of Surprise. Most notably, the Luke Air Force Base Auxiliary Field #1 (AUX 1) is located along Happy Valley Road, west of 211th Avenue. Immediately adjacent to AUX 1 is the Ford Proving Grounds, which borders the Northwest Regional Landfill.

In addition to these large non-residential land uses, several existing residential land uses can be found in the vast Surprise planning area

# Growth Element



north of the Beardsley canal. Most residential development consists of smaller pockets of rural residential development scattered north of Jomax Road and south of SR 74, including the communities of Wittman and Circle City. However, multiple large scale suburban planned area developments are currently under construction along the 163rd Avenue alignment.

## Growth Areas

With a planning area of approximately 302 square miles, growth in the City of Surprise has the ability to occur at many levels and in many directions. Growth areas are not static—they are prone to change due to outside influences such as market conditions and specific city needs. The Anticipated Growth Map shows where growth is highly likely and encouraged in the City. The growth areas are categorized by the type of development that may occur, and will be further defined as part of a city-initiated or private development-initiated specific area plan to better define land use, circulation and urban form plans for each area.

The following growth area descriptions identify a general narrative of each area's existing and desired future development characteristics. The intent is to provide a more enhanced picture of these areas that is in keeping with the recommended land uses identified in the Character Area Land Use Plan. Land use decisions affecting property within these growth areas should not only take into account these general descriptions, but should also be based upon future area-specific planning recommendations and appropriate design principles that may relate to future requests for development.

### Residential

**Cactus & Citrus:** As some of the last available land within the existing urbanized area of Surprise, this growth area is well suited for

residential development. The defined arterial roadway system and Loop 303 freeway provide optimal connectivity for future residents to access destinations within Surprise as well as the larger region. Residential development in this area should reflect densities that respect existing adjacent development, while also fostering a population base that will promote future transit opportunities and support more intense non-residential development desired along the Loop 303 corridor.

**163rd Ave Corridor:** This area is already experiencing new residential growth as developable land south of the Beardsley canal is becoming more limited. With access along 163rd Avenue and Grand Avenue as well as close proximity to Loop 303, availability of existing services, and adjacency to desired open space linkages, growth in this area should include a full range of housing opportunities along with appropriately located commercial areas.

**Sun Valley Parkway:** While residential development may not occur in this area as quickly as other residential growth areas, this land is readily accessible with its placement along Sun Valley Parkway. Given the proximity to the White Tank Mountain Regional Park, this area is well suited to create a smooth transition from urban to rural residential land uses. The location of this area provides opportunities to define a more natural edge with the park that includes wildlife corridors and community trail linkages to a City-wide open space system.

### Employment

**Bell Road:** The Bell Road corridor is largely built-out, therefore growth along this corridor is expected to be primarily infill development of vacant sites or redevelopment of underutilized properties. Much of this infill development should take the form of commercial, office and appropriately placed mixed-use projects. However, a potential exists for infill development to further degrade traffic congestion along Bell



## Surprise General Plan 2035: Foundation for the Future

Road. Consequently, growth management strategies for this area should focus on the timely development of circulation system improvements related to infill development projects, such as the use of transit or other alternative transportation methods.

**Railplex:** This growth area is already a significant employment center within Surprise. The availability of extensive land resources combined with the placement of existing infrastructure and rail access, positions this area to immediately support a mix of export-oriented base sector activities, such as warehouse distribution, light or heavy manufacturing, research and development uses, and select business services. In order to support near term job growth in the City, development in this area should focus on supporting a variety of employment types from small and mid-size warehouse projects to large scale manufacturing. In addition, the maintenance of the “goods movement” infrastructure within this growth area is also important to remain competitive within the region.

**303 Corridor:** The 303 Corridor is expected to be a prestigious corporate center and high density development area. The strong connections this growth area has to the Loop 303 regional transportation system, as well as the local circulation system, makes this area appropriate for a mix of employment and residential uses. Development should create an attractive public realm and include provisions for enhanced community amenities, transportation and infrastructure, and other public services. Density, building design and streetscapes must support transit oriented development and must encourage the use of alternative modes of transportation as the preferred method of travel to and within this area.

**Grand & Beardsley:** As development occurs along 163rd Avenue, this growth area will play a prominent role in providing a variety of employment opportunities, such as office and institutional jobs and regional shopping services. Access to Loop 303 will also help to

draw people beyond the adjacent residential neighborhoods to this mixed use area. The relationship between these various uses and their impact on one another and surrounding residential neighborhoods deserves special consideration. With the BNSF rail line and Beardsley canal running through this area, it will be critical to provide adequate connections to the surrounding planned residential neighborhoods and open space linkages to ensure this area is not an isolated development. Consideration should also be given to take advantage of future mass transit systems that might be built along the existing BNSF rail line.

Special Districts:

**City Center:** City Center or Downtown Surprise has a unique role to play in the 21st century development of the West Valley region. In addition to being the civic, administrative, legal, cultural, and entertainment center, downtown will also offer transit connections and is planned as an exciting pedestrian environment.

The downtown should be a vibrant city and regional center where residents are able to live, work and play. Most of this area should integrate a diverse, but compatible, cluster of land uses where residents, employees, shoppers, tourists, and students can gather in a well-designed mixed use environment. Development should exhibit high architectural and urban design standards where the public realm is inviting and the street network is supportive of alternative modes of transportation.

**Heritage District:** The Original Town Site (OTS) of Surprise currently includes over 16% of undeveloped lands within its boundaries, in addition to many vacant properties. Therefore future growth in this area is envisioned to have a strong focus on providing much needed services for the residents living within the Heritage District, while protecting and expanding the cultural aspects of the City's roots. The revitalization of the Heritage District will provide a balanced approach to heritage neighborhood

# Growth Element



renewal and a heritage arts, culture, and entertainment-oriented development sector—providing unique cultural and heritage assets for the city as a whole.

The ultimate pattern of revitalization supports design strategies and public improvements that capitalize on the cultural aspects of walkability and “front yard-living” that provide the basis for a vibrant, culturally diverse community, while providing regional connectivity and expanded services.

Current planning efforts for this area include the Village 1 Plan and the Specific Plan for the Revitalization of the Original Town Site that ensures the vision of future investment.

## Managed Growth Areas

Managing growth not only involves the identification of those areas that are appropriate for enhanced development, it also requires controlling growth in areas that exhibit important natural resources.

Surprise has many significant natural areas that help give the City a unique identity. In order to protect and ensure that future generations will be able to use and enjoy these natural resource areas, some portions of the City require a more context sensitive development pattern. These lands include Sub Areas such as the Scenic Lands Development and Wildlife Linkages Corridor, and may also include additional key resource lands to be further defined through future studies.

To limit the density and intensity of development in these important natural resource areas and maintain an overall healthy and diverse environment, the City will utilize the various conservation goals and policies provided throughout the General Plan 2035 along with all accompanying existing and future planning policy documents.

## GOALS AND POLICIES

GOAL 1: Support sustainable growth that ensures effective, efficient, and equitable provision of public services, land, and infrastructure.

### Policies

- 1 Promote infrastructure expansion where it will be more efficient and effective, and minimizes adverse impacts outside the identified growth areas.
- 2 Give priority to infrastructure upgrades and improvements in the identified growth areas.
- 3 Focus infrastructure improvements in designated growth areas and contiguous to existing development.
- 4 Make development decisions predictable, fair and cost effective.
- 5 Promote and provide incentives for infill development, redevelopment and growth in existing urbanized areas.
- 6 Expand efforts to ensure all new development and future development includes community and stakeholder collaboration.
- 7 Promote sustainable and green building practices to lessen the demand on infrastructure.

GOAL 2: Emphasize efficient transportation to, from, and within growth areas, focusing on automobile, transit, and other forms of circulation.

### Policies

1. Promote physical planning and design techniques that facilitate access to, and use of, transit services and other multi-modal circulation options.
2. Concentrate circulation infrastructure expansion in identified growth areas and coordinate improvements with development activity.

## Surprise General Plan 2035: Foundation for the Future

### GOAL 3: Conserve significant natural resources and open space in the Growth Areas.

#### Policies

1. Allow for growth management strategies, such as the transfer of development rights, to conserve open space.
2. Strengthen connections between open space areas within, and outside of growth areas by identifying open space corridors between these areas.
3. Safeguard and maintain significant historic, archaeological, and natural resources in the growth areas.
4. Create and adopt design guidelines specific to the OTS.
5. Continue to educate and inform residents of the value in preserving the heritage of the OTS.
6. Promote pedestrian connectivity as an integral part of all OTS development.
7. Encourage adaptive reuse of vacant properties to preserve cultural identity and invigorate underutilized areas.

### GOAL 4: Foster the continued development of a unique and well-designed downtown.

#### Policies

1. Create and adopt design guidelines specific to the downtown area.
2. Promote art as an integral part of all downtown development.
3. Remove barriers that may hinder residential development in the identified downtown area.

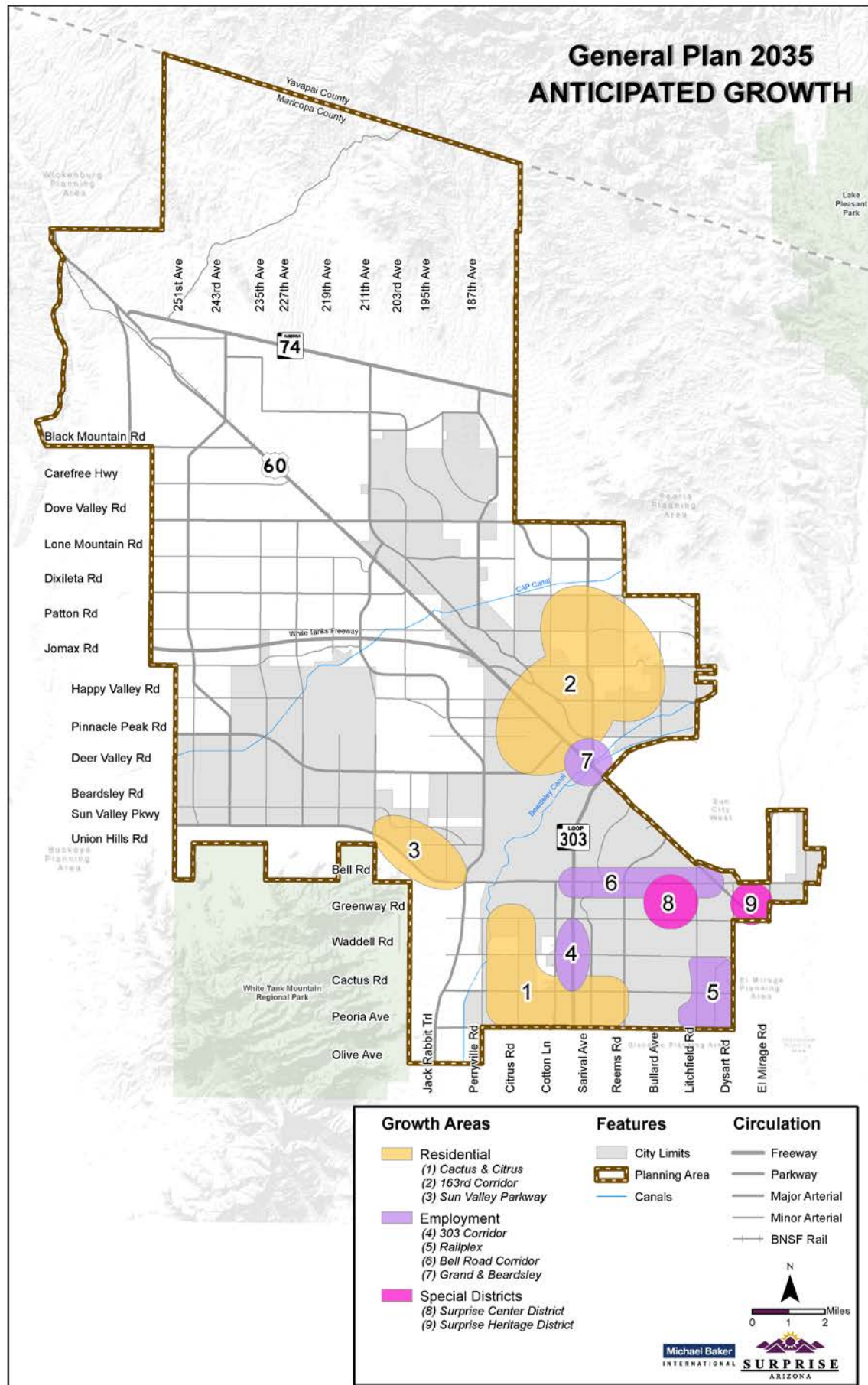
### GOAL 5: Protect the historic qualities of the Original Town Site (OTS) while promoting compatible, context-sensitive infill development.

#### Policies

1. Seek opportunities to leverage outside funding and incentives to promote growth in the OTS.
2. Identify local, state and federal resource programs and grant opportunities that can be used to enhance social programs and/or public facilities in the OTS.
3. Continue to work with other public, private, and non-profit entities to enhance needed services in the OTS.



# Surprise General Plan 2035: Foundation for the Future



# Economic Vitality Element

## INTRODUCTION

Over the decade of 2000 to 2010, Surprise had an astounding population growth rate of 281%, making it the 6<sup>th</sup> fastest growing city in Arizona over that time frame. Affordable housing, an abundance of parks and open spaces, quality schools, quality, sustainable employment opportunities, connected transportation systems, sense of community pride, and a low crime rate are just a few reasons that contribute to a superior quality of life that draw incoming residents to Surprise.

The Economic Vitality Element policy offers necessary guidance to provide for the City's regional competitiveness and long-term economic and fiscal stability by capitalizing on Surprise's strengths and overcoming our challenges. Based on analysis of recognized business trends and a strong understanding of the needs and variety of Surprise's business industries, this policy framework aims to ensure economic decision making builds on traditional economies and explores new economies to build a healthy, diversified economy.

This Economic Vitality Element recognizes, draws from and is consistent with the recently updated City of Surprise Economic Development *Strategic Action Plan*. The *Strategic Action Plan* details tactics that Surprise can utilize to increase visibility, build awareness, and establish the City as an attractive investment destination for its targeted industries.

## ECONOMIC VISION

The City of Surprise recognizes that an economic development plan should be guided by a clear vision, long range plan and continuous commitment to the implementation of the goals and policies of the plan. The vision recognizes that City leaders must be committed to working with local business owners to facilitate the retention and expansion of existing businesses and extend networks and regional collaborations beyond the city to attract new business investment into Surprise. The vision also recognizes the need for flexible land use policies that promote a mixture of uses and densities to promote a diversity of jobs and housing choices for residents, a commitment to infrastructure investment to promote job growth and close partnership with local schools to ensure quality education to cultivate a strong and well-trained labor force.

## THE ECONOMY OF SURPRISE: TODAY AND TOMORROW

The explosive population growth has relied heavily on the construction industry as a key contributor to Surprise's employment base to cater to the construction of houses and services. The City of Surprise is a dynamic city that has and will continue to experience moderate to rapid population growth. The City Council has been pro-active in its desire to establish business-friendly policies while still promoting quality growth - initiative and innovation are core values of Council. The future of Surprise is tied to its ability to continue to secure and maintain a stable and diverse employment base. Without self-sustaining and growing economic activity, cities lose their essence and stagnate.

Like the majority of fast growing cities on the fringe of a major metropolitan area, Surprise has its challenges with achieving a jobs to housing balance to ensure a sustainable growth model

into the future. Surprise residents, elected officials and employers equally desire to reduce the current trend of residents commuting elsewhere for higher paying, professional wage jobs. The majority of jobs within the city of Surprise primarily are included in the health services, retail, education and public administration areas.

Surprise has made great strides in overcoming the image of a “bedroom” community, consisting of primarily residential neighborhoods and very little commercial activity. Surprise currently has a population of approximately 125,000 with over 4.3 million square feet of occupied retail commercial space to serve the population and provide a robust sales tax base for the City. Regional employment projections are also optimistic for Surprise and the General Plan Element Update process will maintain a sharp focus on helping Surprise achieve a sustainable and diverse balance of job types that Surprise desires.

In order to keep moving forward, Surprise must continue to diversify and strengthen a variety of employment sectors, encourage the growth and education of its labor force, and build and maintain a high quality of life for its residents. Future employment growth projections for Surprise are bright. In fact, the projected annual employment growth rate in Surprise of 4%, will outpace that of Maricopa County as a whole. The Maricopa Association of Governments projects the following:

| Table 1: City of Surprise Employment Projections |               |               |               |
|--------------------------------------------------|---------------|---------------|---------------|
|                                                  | 2020          | 2030          | 2040          |
| Retail                                           | 11,808        | 20,671        | 28,530        |
| Office                                           | 5,418         | 13,827        | 22,676        |
| Industrial                                       | 2,758         | 6,331         | 10,475        |
| Public                                           | 5,243         | 7,998         | 10,382        |
| Other                                            | 9,947         | 15,735        | 20,126        |
| <b>TOTAL</b>                                     | <b>35,174</b> | <b>64,562</b> | <b>92,189</b> |

Source: MAG

As previously noted, Surprise has an occupational mix that is similar to that of Maricopa County, but has a larger proportion of existing jobs found in the healthcare, public administration, retail and education sectors. Surprise lags the Maricopa County average for jobs in the professional, scientific and technical services and manufacturing sectors.

### THE CITY’S COMPETITIVE ADVANTAGE

Much like the population, the labor force in Surprise has shown positive growth over the last 13 years, as shown in Table 2. Labor force growth outpaced the growth of Maricopa County and the state of Arizona by more than 4 percent.

Table 2: Labor Force Participation Rates, 2000-2013

|                 | 2005      | 2010      | 2013      | CAGR |
|-----------------|-----------|-----------|-----------|------|
| Surprise        | 27,220    | 44,517    | 43,930    | 4.7% |
| Maricopa County | 1,840,207 | 1,934,701 | 1,903,174 | 0.3% |
| Arizona         | 2,858,656 | 3,105,648 | 3,012,476 | 0.4% |

Source: Arizona Workforce Informer, February 2015

### Employment by Industry

There are 43,941 people over the age of 16 living in Surprise that are employed either within the city limits of Surprise or elsewhere. As Table 3 illustrates, their employment is highly concentrated in educational, health and social services (25%), followed by retail trade (13%). Professional services combined with finance, insurance and real estate represents nearly 15 percent of all jobs.





**Table 3: Employment by Industry, Surprise and Maricopa County, 2013**

| INDUSTRY                                               | Surprise      | Percent     | Maricopa County  | Percent     |
|--------------------------------------------------------|---------------|-------------|------------------|-------------|
| <b>Civilian employed population 16 years and over</b>  | <b>43,941</b> | <b>100%</b> | <b>1,734,641</b> | <b>100%</b> |
| Agriculture, forestry, fishing and hunting, and mining | 239           | 0.5%        | 10,746           | 0.6%        |
| Construction                                           | 2,289         | 5.2%        | 116,069          | 6.7%        |
| Manufacturing                                          | 2,195         | 5.0%        | 139,514          | 8.0%        |
| Wholesale trade                                        | 1,162         | 2.6%        | 47,134           | 2.7%        |
| Retail trade                                           | 5,864         | 13.3%       | 211,807          | 12.2%       |
| Transportation and warehousing, and utilities          | 2,258         | 5.1%        | 88,809           | 5.1%        |
| Information                                            | 771           | 1.8%        | 34,154           | 2.0%        |
| Finance and insurance                                  | 3,227         | 7.3%        | 119,763          | 6.9%        |
| Real estate & rental & leasing                         | 1,346         | 3.1%        | 45,412           | 2.6%        |
| Professional, scientific, and technical services       | 2,019         | 4.6%        | 117,044          | 6.7%        |
| Management of companies and enterprises                | 10            | 0.0%        | 1,018            | 0.1%        |
| Admin & support & waste management services            | 2,342         | 5.3%        | 104,772          | 6.0%        |
| Educational services                                   | 4,153         | 9.5%        | 152,089          | 8.8%        |
| Health care and social assistance                      | 6,651         | 15.1%       | 215,622          | 12.4%       |
| Arts, entertainment, and recreation                    | 800           | 1.8%        | 37,972           | 2.2%        |
| Accommodation and food services                        | 2,489         | 5.7%        | 132,942          | 7.7%        |
| Other services, except public administration           | 2,771         | 6.3%        | 83,247           | 4.8%        |
| Public administration                                  | 3,355         | 7.6%        | 76,527           | 4.4%        |

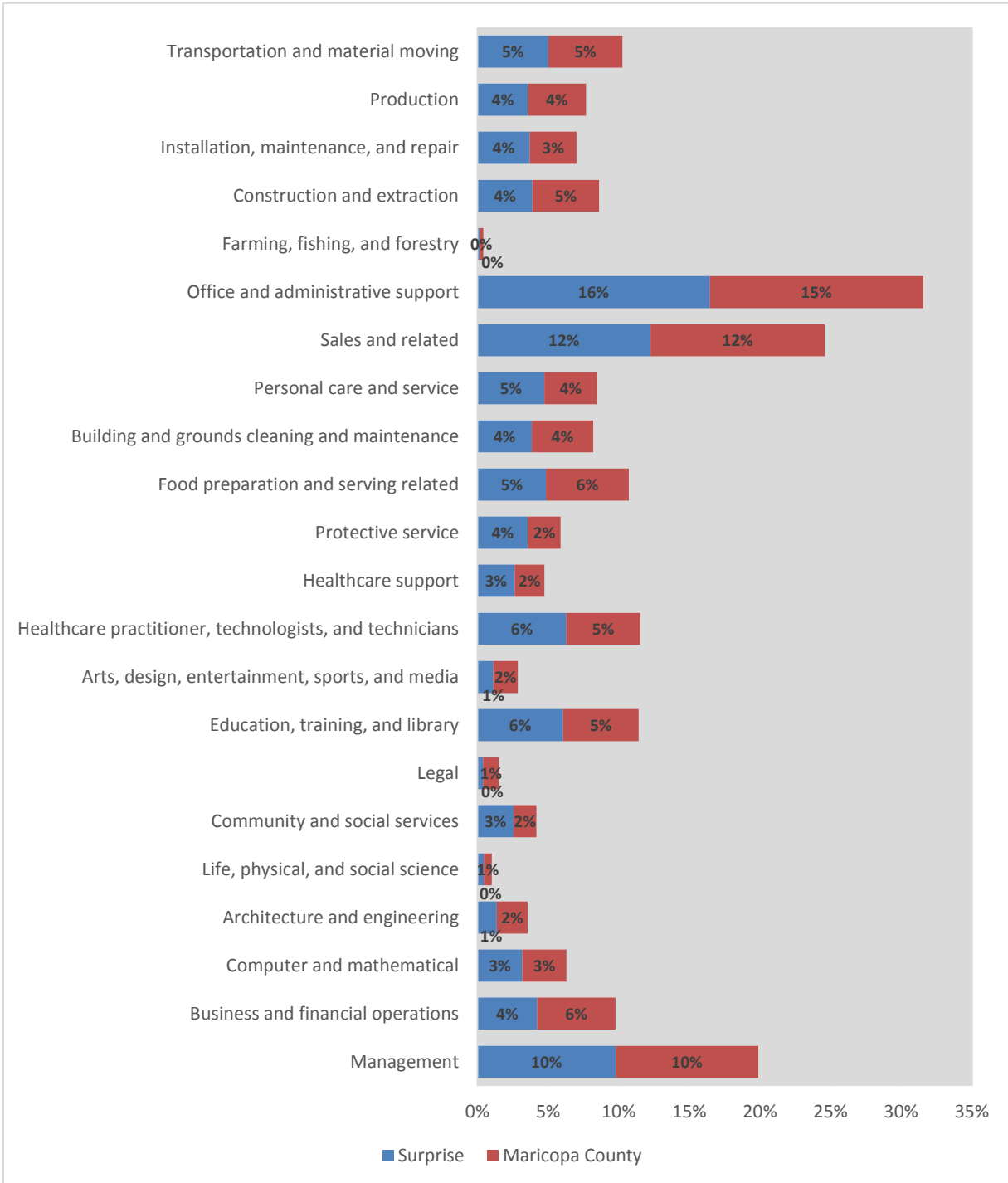
Source: ACS 2009-2013

When comparing the mix of employment to Maricopa County, Surprise has a competitive advantage in retail trade, educational services, healthcare and social assistance and public administration. The City has a strong desire to expand the job base in the professional, scientific and technical services as well as the advanced manufacturing sectors.

## Surprise General Plan 2035: Foundation for the Future

### Employment by Occupation

Figure 1 shows that Surprise has an occupational structure that is nearly identical to Maricopa County. The notable differences are in office, healthcare, education and community services in which Surprise has a greater percentage than that of Maricopa County.



**Figure 1: Employment by Occupation**

Source: ACS 2009-13

# Economic Development



## CULTIVATING AND ATTRACTING A SKILLED, EDUCATED AND WELL-TRAINED WORKFORCE

The development of a highly skilled and trained workforce is a medium to long term proposition – it takes a collaboration of commitment between the City, local school districts, businesses and others to invest the time and resources to train workers that will attract employers to invest in Surprise. The City will continue to take an active role by encouraging job training, apprenticeship programs, workforce development and life-long learning.

### Educational Attainment & Income

The City of Surprise has an educated population, which is reflected in the number of high school and college graduates. As Table 5 illustrates, greater than 92 percent of the population in Surprise has a high school diploma or higher, compared to the county overall at 86 percent. The City, however, slightly lags Maricopa County in the population earning a Bachelor's Degree or higher with 28 percent compared to the county at nearly 30 percent. When examining the breakdown between males and females, a

bachelor's degree or higher than females.

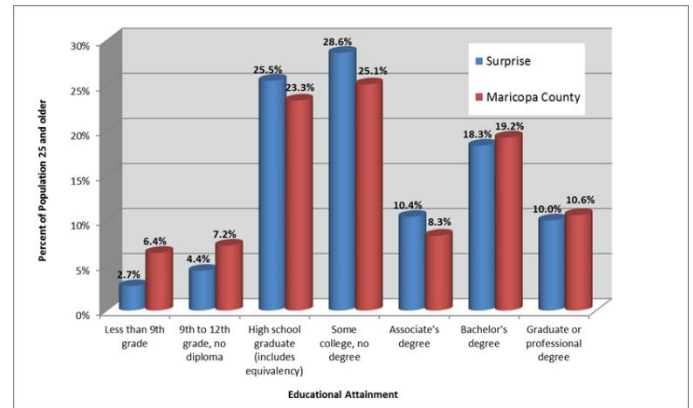


Table 5: Educational Attainment & Income

Residents of Surprise have a median household income of \$58,455, which is slightly higher than Maricopa County as a whole, as shown in **Error! Reference source not found.** 4. Surprise's income distribution is greater for earners between \$50,000 and \$149,999 than the County (55% compared to 44%) but there is a smaller percentage of Surprise residents with incomes greater than \$150,000 compared to the County (4% to 9%).

Table 4: Median Household Income, Surprise and Maricopa County

| Income and Benefits     | Surprise   |         | Maricopa County |         |
|-------------------------|------------|---------|-----------------|---------|
|                         | Households | Percent | Households      | Percent |
| Less than \$10,000      | 1,591      | 3.7%    | 95,990          | 6.8%    |
| \$10,000 to \$14,999    | 1,157      | 2.7%    | 64,115          | 4.5%    |
| \$15,000 to \$24,999    | 3,368      | 7.8%    | 144,974         | 10.3%   |
| \$25,000 to \$34,999    | 4,537      | 10.5%   | 150,256         | 10.6%   |
| \$35,000 to \$49,999    | 6,713      | 15.6%   | 203,272         | 14.4%   |
| \$50,000 to \$74,999    | 10,578     | 24.6%   | 260,943         | 18.5%   |
| \$75,000 to \$99,999    | 7,155      | 16.6%   | 175,620         | 12.4%   |
| \$100,000 to \$149,999  | 6,099      | 14.2%   | 188,605         | 13.4%   |
| \$150,000 to \$199,999  | 1,424      | 3.3%    | 66,447          | 4.7%    |
| \$200,000 or more       | 457        | 1.1%    | 61,505          | 4.4%    |
| Median household income | \$58,455   |         | \$53,596        |         |

Source: ACS 2009-13



### Worker Inflow/Outflow

Surprise experiences a significant amount of daily worker out migration to jobs in other cities throughout the region. A 2008 labor market study identified 84% of the city's working population leaving the community to work in other locales. This is a trend that Surprise would like to reverse by increasing and diversifying the job base within the City of Surprise to keep more workers within the city and reduce commutes which together increases the tax base and quality of life for these workers.

In 2011 Surprise had a workforce of 42,440 people,<sup>1</sup> of which 38,734 of the residents commuted outside of Surprise to work, which is depicted in Figure 2. There are 10,148 people working in Surprise that live elsewhere, and 3,706 people that both live and work in Surprise, for a combined total of 13,854 people that work in Surprise.

### THINK GLOBALLY, PLAN REGIONALLY, ACT LOCALLY

Cities generally operate in a marketplace that is in a continuous state of flux. Local market conditions are often influenced by the competitive forces of adjacent municipalities and the regional, national and international marketplaces are constantly changing. In today's world of increased technology and communications, it is important for Surprise to have a strategic and balanced economic development strategy that recognizes competition and change locally and abroad.

Surprise continues to be recognized as one of the top "North American Cities of the Year" by Foreign Direct Investment (fDi) magazine. The City of Surprise is a proud partner with the very successful international networking program and business resource called "BIEN." ConnectBIEN.com uses an online platform to connect individual businesses and improve cross-border freight and trade opportunities.

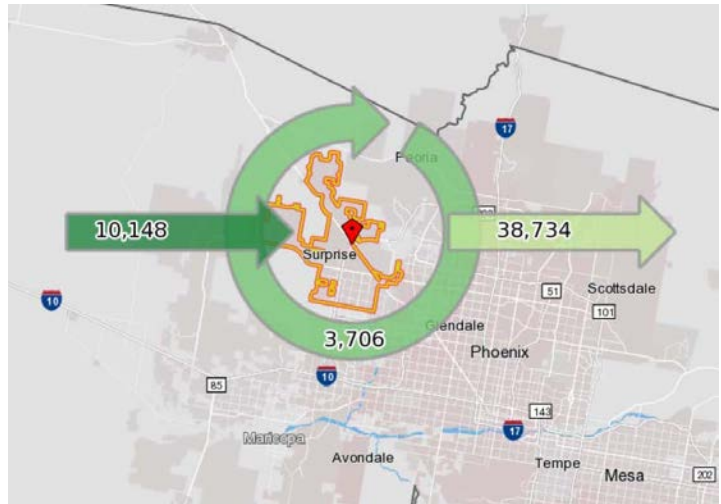


Figure 2: Surprise Worker Inflow-Outflow

The Phoenix Valley's strategic location has contributed to its emergence as the 13th largest metropolitan area in the country in terms of population and 13th largest in terms of economic activity. Key connections between the Phoenix metro-area and the Southwest U.S. include:

- Proximity to major centers of culture, capital, and trade including Los Angeles – the ninth largest global megacity, second only in the U.S. to New York and the gateway to trade with Asia.
- Proximity to the Pacific coast and its unique economic, natural, and cultural assets.
- Major natural features that impact development form and economic foundations, including the Great Drainage Basin, Colorado River, Continental Divide, Mojave and Sonoran Deserts, and Pacific Ocean.
- Access to trade connections with South America, Central America, and Mexico.
- International airports, connecting the region to the globe.
- Transcontinental shipping and passenger rail.
- Highway passenger and shipping connections, including the CANAMEX corridor.

<sup>1</sup> This figure comes from US Census LEHD Origin-Destination Employment Statistics, which will not match the figure provided in the US Census 2013 Employment by Industry data.

# Economic Development



As a City, Surprise has a broad assortment of assets that form the foundation for Surprise to develop into a full-service community with a nationally-recognized identity and economy. Some of these assets include:

- High concentration of retirees and retirement communities.
- Extensive and expanding health care facilities.
- Increasing presence of families and educated and skilled workers.
- Growing presence of retiring Boomers.
- Access to business expertise and available investment capital.
- Expanding transportation infrastructure including the Loop 303, US 60 and SR 74.
- Increased educational and training offerings at ASU-West campus.
- Access to general aviation.
- Natural border of outstanding recreational assets including the White Tanks Mountain Regional Park, Tonto National Forest, Lake Pleasant State Park, and Hells Canyon Wilderness Area.
- Significant growth potential within the 302 square mile municipal planning area boundary.

## **SURPRISE'S BUSINESS CLIMATE & EMPLOYMENT CENTERS**

Emerging. Innovative. Sustainable. Global. World-class. These are just some of the characteristics that describe the business climate that Surprise currently embraces and strives to achieve.

Business retention, attraction and development are important to a healthy and thriving business climate and creating a diversified employment base. Expanding and diversifying the types of businesses in the City increases employment opportunities, generates additional tax

revenues, and directly and indirectly enhances the quality of life for Surprise residents. The ability to draw investment in the community must also be supported by quality pre and post-secondary education, shopping, dining and entertainment opportunities as employers consider these

Surprise originated as a “bedroom community” whereby growth was primarily driven by affordable land and home prices. Today, Surprise is a safe, family-oriented community of 125,000 people with an infrastructure foundation and assets that will support expanded job growth that continue to outpace the overall job growth in Maricopa County.

### **Strategic Employment Centers**

As the City of Surprise continues to grow its population base, it is important the City maintain a pro-business environment in order to successfully attract employers that offer above average wages. An expansion of diverse job types also serves as a catalyst and complement to yielding a broad spectrum of housing choices and diversity of services offered to the residents and employees in Surprise. With a municipal planning area of 302 square miles, there is ample land to support multiple employment centers throughout the City. The primary existing employment centers in Surprise today include:

#### **Southwest Railplex**

The Southwest Railplex is an advanced manufacturing hub consisting of two square miles generally located between Waddell Rd and Peoria Avenue and Litchfield Road to Dysart Road. This area is served by excellent infrastructure including a BNSF rail spur, two APS power substations, city water treatment facility and arterial roadway access with proximate connections to US 60 and Loop 303. The area is home to four corporate headquarters including Rio Glass and Gestamp Solar.

## Surprise General Plan 2035: Foundation for the Future

### Surprise Center

The Surprise Center District is approximately one square mile area that is home to City of Surprise Recreation Campus, Surprise Stadium, Tennis Complex, Community Park, Aquatic Center, Northwest Regional Library, City Hall and Civic Complex, and the West Point master planned community. The Surprise Center District area is generally bounded by Bell Road to the north, Greenway Road to the south, Dysart Road to the east and Parkview Place to the west.

The Surprise Center District area has been the recipient of considerable financial investment over the years and is supported by strong vehicular access from all four directions. This area currently serves as the recreation and tourism hub of the community by drawing visitors to its world class recreation center and Kansas City Royals/Texas Rangers spring training facilities. Restaurants, hotels and shopping opportunities are in close proximity to support the recreation and tourism destinations. Communiversity @ Surprise is home to five colleges and universities that offer a variety of degrees that range from business management to healthcare.

While this area is currently the recreation, tourism, and government services hub of the community, Surprise has long envisioned this area to ultimately be a vibrant downtown – an essential cornerstone element to the growth and vibrancy in creating “One Surprise”. An infusion of mixed use developments, medical offices, higher density residential, hotels, a four year university, restaurants, shops, and entertainment uses are desired to complement and build upon existing uses to create a more economically sustaining and robust downtown destination.

### Loop 303/Prasada

With the ability to leverage its proximity and access to the Loop 303 freeway and nearby existing and planned residential communities, the Loop 303/Prasada area consists of approximately 1,800 acres of proposed

commerce and office related land uses. This area is planned to serve as a regional retail and office hub that already is home to Auto Show at Prasada which is one of the best performing car dealerships in the United States. This area also has a planned regional mall, regional hospital/medical campus and a regional professional office center that collectively could employ as many as 20,000 jobs in this area.

### AZ TechCelerator

The AZ TechCelerator, a four-building campus, totaling nearly 60,000 square feet is designed to “incubate” new, start-up innovation business ventures by providing affordable space, tools and resources to grow new businesses. The City offers access to experienced mentors and partnerships with area businesses such as University of Advancing Technologies (UAT), the Arizona Small Business Development Center (AZ SBDC) and Service Corps. of Retired Executives (SCORE).

Located in the Original Town Site (OTS), the AZ TechCelerator is a city-owned building that has recently undertaken a \$500,000 renovation. The center is currently home to 12 tenant businesses including Google, Inc. and MD24 House Call.

### Luke AFB Compatibility District

The Luke Compatibility District (LCD) represents a large swath of Employment-designated land uses intended primarily for industrial and business park-oriented operations that promote and support the continued mission of Luke Air Force Base and Auxiliary Field #1. The LCD will be the largest concentration of planned employment-related land uses in Surprise, but currently does not possess the needed transportation and utility infrastructure to adequately service the entire LCD area. Land absorption in the LCD area will occur over the long term as the other key employment geographies within the municipal planning area typically have more favorable access to roadways and utility infrastructure. The LCD boundaries are derived from its proximity to the noise contour lines of Luke Aux #1 and thus



# Economic Development



generates a large mass on employment generating businesses that yields land supplies that may or may not be entirely absorbed in the buildout condition.

To that end, the Ford Proving Grounds and Northwest Regional Landfill are the primary employers within the Luke Compatibility District - two user types that selected their sites based on its remoteness to urbanization. The planned White Tanks Freeway bifurcates the LCD just north of the Jomax Road alignment. As this facility is constructed in the future, it will serve as a transportation and logistical catalyst for industrial and commerce park employment growth opportunities in this area.

## **JOBS TO HOUSING BALANCE**

The analysis of the number of jobs compared to housing units is one of several techniques to measure the balance that exists between employment and residential uses in the Surprise Planning Area. This is an important measure to locate a job base in the community that not only fosters economic prosperity and sustainability, but diminishes the typical out/in migration of vehicle commuters, which diminishes air quality and quality of life.

A low jobs/housing ratio (below 1.0 job to dwelling unit) indicates a community that exhibits a substantial amount of population with a lower level of jobs. A jobs/housing ratio (above 1.0) indicates a substantial employment base. In a balanced community, the theory is that most residents have the ability to work relatively close to home. Even though many residents would still commute out of the area by choice or necessity, research indicates that in areas where jobs and housing are in balance, people on average commute shorter distances and spend less time in their cars, reducing transportation related environmental impacts and providing an improved quality of life.

At the present time, Surprise exhibits an existing jobs/housing ratio of 0.42. By comparison, Peoria (0.68), Chandler (1.25), and Maricopa County (1.21) all exhibit ratios higher than Surprise. At buildout, the City has the ability to achieve a ratio of 1.00.

# Surprise General Plan 2035: Foundation for the Future

## GOALS AND POLICIES

Goal 1: Strengthen Surprise as a center for sustainable business and commerce.

### Policies

1. Encourage and promote partnerships between research institutions and businesses in emerging industries, technologies, and incubators.
2. Facilitate and enhance collaboration among the Surprise business community and City government.
3. Attract and retain businesses that provide high-paying jobs to strengthen the economic base of Surprise.
4. Retain, expand and support the City's medical facilities that serve as a major employer and community service provider.
5. Develop and utilize innovative economic development techniques to retain and expand diverse businesses of all sizes.
6. Consider using public resources and initiatives to encourage the revitalization and redevelopment of underutilized properties.
7. Identify the infrastructure that is needed within the targeted employment centers, establish priorities, and determine ways to fund/finance the infrastructure, in order to be competitive.
8. Research the feasibility of siting a university backed technology park in one of the City's employment centers.
9. Conduct research to determine the feasibility of establishing a Military Reuse Zone in proximity to Aux 1.
10. Support small business enterprise with access to professional resources that will assist in all stages of a business life cycle.

Goal 2: Make Surprise a center for business and commerce in southwest United States.

### Policies

1. Target specific economic sectors for expansion in, or relocation to, Surprise that will provide a positive economic impact.
2. In collaboration with WESTMARC, promote the Greater Maricopa Foreign Trade Zone (GMFTZ) to expand economic development opportunities in Surprise.
3. Collaborate with the land owners and developers of Loop303/Prasada to identify business opportunities, attract investment and foster job creation.
4. Where needed, consider the creation of public/private partnerships to strategically advance the city's economic development agenda.
5. Continue to promote the attraction of investment in Surprise City Center, including higher education, spec office space, medical facilities, hotel, and additional dining and retail offerings.
6. Market the AZ TechCelerator to home based technology businesses and other startup companies that match the vision of the AZ TechCelerator.
7. Consider utilizing a portion of AZ TechCelerator as "co-working" space to foster collaboration, idea generation, and business development.
8. Determine the feasibility of attracting family oriented entertainment venues and identify fully serviced sites within the city to accommodate this use.

# Economic Development



9. Consider the establishment of an entertainment overlay district.
10. Utilize GPLET for selected projects within targeted areas.
11. Promote Foreign Trade Zones to expand economic development opportunities in Surprise.

Goal 3: Promote strong regional, statewide, national, and global partnerships and economic relationships.

## Policies

1. Partner with other jurisdictions, organizations, and the business community to leverage Surprise's resources in areas including, But not limited to, national and international marketing, regional economic issues and opportunities, workforce development, industry cluster development, and establishing emerging industries.
2. Partner with the state and other jurisdictions to implement techniques and programs that enhance the City's ability to compete nation- ally and internationally for economic growth.
3. Utilize the research services that GPEC and MAG have to offer and participate in domestic and international marketing missions that support the City's quest for strategic industry targets.
4. Collaborate more closely with the Regional Chamber of Commerce on job creation.

Goal 4: Broaden the range of education alternatives for all age groups.

## Policies

1. Support accessible and effective education to help the community meet the challenges of a changing economy.
2. Strengthen the community's public and private relationships with educational institutions to promote incubator activities, research, and entrepreneurial partnerships and opportunities.
3. Provide educational opportunities that support workforce attraction and retention in Surprise.
4. Attract new educational opportunities and retain existing.
5. Attract a higher education institution(s) that will enhance educational and cultural opportunities for Surprise residents.



# Housing Element

## INTRODUCTION

Housing in the City of Surprise traditionally has been shaped by market factors, including consumer preferences, land availability, and household size. Since the mid-1990s the City, like many other communities throughout the nation, has experienced phenomenal growth in residential development. In the future, the same housing issues which historically have concerned the nation will present both a challenge and opportunity for the City. The need to plan effectively for housing with quality neighborhoods is, and will continue to be, a priority since residential land uses are predominant within the planning area. Surprise's responsibility is to provide an opportunity for an ample mixture of market rate housing and responsibly serve those residents requiring special housing needs; such as the elderly, people with physical and emotional disabilities, the homeless, and individuals requiring group or foster care. Serving these diverse needs will shape the amount, type, and location of the City's housing stock within both the Neighborhood and the Commerce and Business character areas. The purpose of the Housing Element is to:

- Create a policy foundation for housing strategies that considers each community's character.
- Guide zoning and other regulations.
- Address changing needs in the City.
- Preserve and improve existing neighborhoods.
- Identify reinvestment/ preservation opportunities.
- Identify connections among neighborhood units and the necessary accessory uses that support the neighborhoods.
- Comply with state law requirements.
- Address affordable housing as a critical need.

## DISCUSSION

The Housing Element of the General Plan provides a key component upon which to guide future residential revitalization and development within the City. The Land Use Element contains a substantial amount of land recommended for Neighborhoods, leading the character "feel" and intensity of the community. The Housing Element guides the balance in housing products with market-rate housing offering a range of choices, locations, and price. Public supported and assisted housing provides a responsible approach for those residents in need of shelter or are members of the special needs population within the City.

In 1990, the federal government adopted the

National Affordable Housing Act. This legislation created some new federal housing programs and consolidated planning and reporting requirements for several programs which are administered by the U.S. Department of Housing and Urban development (HUD). Beginning in 1995, cities, counties, and states were required to develop a five-year Consolidated Plan and update it each year with an annual strategy for investing funds. The five-year plan contains a description of community needs, goals, and priorities in the areas of affordable housing, human services, public facilities, and other programs designed to improve the quality of life for low and moderate income residents of the community.

# Housing Element



The City of Surprise has developed and updated the Consolidated Plan (currently 2015-2019), to determine priorities, establish strategic goals, and allocate resources for the HUD funded programs administered by the City, namely the Community Development Block Grant Program (CDBG) and the HOME Investment Partnerships Program (HOME). The City's lead agency responsible for the Consolidated Plan's development and implementation is the Neighborhood Services Division of the Human Service & Community Vitality Department.

The Consolidated Plan affirms the objectives of Title I of the Housing and Community Development Act of 1974, the National Affordable Housing Act of 1990, the Homeless Emergency Assistance and Rapid Transition to Housing Act (HEARTH) of 2009 (which reauthorized the 1987 McKinney-Vento Homeless Assistance Act) and addresses the needs of persons living with HIV/AIDS.

## Existing Conditions

The Surprise vision promotes and encourages healthy, identifiable neighborhoods whose character and lifestyle are strengthened by infill and rehabilitation measures and by the preservation of its existing housing stock. Housing measures are good indicators of the state of housing in the community, especially when compared to each other. Key housing measures (as identified below) are based on the availability of secondary source data elements with a focus on either the physical housing stock or on the characteristics of housing occupants. Measures include:

**Housing Form and Characteristics:** What kind of housing is in our community (single-family, multi-unit, number of rooms, floor area)?

**Housing Condition:** What is the condition, state of repair, or level of maintenance of the housing in our community?

**Value and /or Investment in Housing:** What are the economic impacts of housing in our community?

**Development:** Where are new units being built, what kind of units, and what is the impact on the existing stock (i.e. conversions, demolition)?

**Amenity:** What services are provided with housing (example: daycare) or nearby (schools, shopping, parks)?

**Supply:** How many of each type of housing is available in the community (single family, executive, seniors)?

**Income:** What are the ranges of income among the residents in our community?

**Cost/Affordability:** How does the cost of housing compare to the ability of our community residents to pay for it?

**Jobs-Housing Balance:** How should Surprise face the critical challenges of providing and locating housing and jobs in proximity to one another?

**Tenure:** Who owns the housing (rental, ownership, life-lease, condominium)?

**Stability:** Are our residents staying within a single neighborhood, or are they transient? Are our neighborhoods growing or declining in population?

**Target Populations:** Are the special needs of some of our residents being met in the housing market (people with disabilities, the homeless)?

**Housing Resources:** Are there pre-purchase and post-purchase educational services, housing counseling services, and opportunities for community revitalization available?

**Market Forces:** How strong is the impact of the national and regional economic conditions on the home ownership rate?

## Housing Stock

While the City's housing supply is large enough to meet demand, there is a significant

disconnect between the supply of housing units and their location, price, and quality. In 2010, the City contained a total stock of 52,586 housing units, of which 65 percent were owner occupied, 17 percent were renter occupied, and 18 percent were vacant. These housing units consist of single-family units, multi-family units and mobile homes. Approximately 83 percent of the City's housing is single family detached, 11 percent is attached or multi-family, and 6 percent consist of mobile homes. Less than 110 units of the housing stock were built prior to 1940 and only 10 percent were built prior to 1990. The majority (65 percent) of the City's housing stock was developed between 1990 and 2005. The remaining 25 percent has been developed over the past 10 years.

The 2010 rate of home ownership was nearly 76 percent and the median value of owner occupied units (between 2009-2013) was \$172,000. In comparison, the same rates in Maricopa County were 64 percent and \$165,000, respectively. Slightly more than eight percent of the City's stock consists of multi-family units while more than 20 percent exists in the County. In 2010, the City's average household size was 2.73 persons per household (pph), which is higher than the County at 2.67 pph.

### ***Housing Form and Characteristics***

The housing stock in the region has been heavily influenced by Spanish, Craftsman, Bungalow, Prairie, and Ranch styles, each adding its own flavor to the local architecture. The guidelines for home building focus on architectural design elements, such as quality, scale, volume, height, materials, visual axes, roof profiles and proportion. While architectural aspects are important, social-cultural context is also an important element of housing. Keeping in mind the architectural aspects as well as the sociocultural context, the design guidelines encourage high quality design which evokes a sense of place, displays an appropriate scale and intensity, and creates a positive visual

identity and image for each community.

The three most important aspects of individual housing units include:

1. Location
2. Site
  - Visual impact, layout and landscaping
  - Open space
  - Routes and movement
3. Unit
  - Size and layout
  - Noise, light, and services
  - Accessibility and visitability
  - Energy, green building, and sustainability
  - Lifecycle issues
  - Performance in use

Builders are also encouraged to be cognizant of the changing needs of a person's life. A lifecycle house includes fixed accessible features (wider doors and halls, open floor spaces, clear traffic patterns, etc.) and adaptable features such as wall reinforcement for grab bars and removable base cabinets for future knee space.

### ***Housing Condition***

Most of the City's housing stock is less than 10 years old. However as Surprise ages, neighborhoods and homes also continue to age. It is critical to ensure that homes and neighborhoods maintain the quality residents have come to expect. Deterioration is determined by homes in need of paint and new roofs, landscape trimming and upkeep, and documented building code violations. All of these indicators provide evidence that proper maintenance is needed.

Today Surprise prides itself in its quality neighborhoods requiring consistent vigilance to maintain them over the long term. Due to the economic downturn, the presence of many vacant homes and the availability of foreclosed homes within neighborhoods brought a decline in the rate of new built homes. As the older portions of the community continue to age,



# Housing Element



conservation and revitalization policies will be necessary to help sustain positive neighborhood characteristics. These policies should include the need for an aggressive infill initiative in order to assure continued neighborhood vitality.

## ***Value and/or Investment in Housing Development***

Housing contributes to the local economy in two ways: through private investment and consumption spending on housing services. Residential investment includes construction of new single-family and multifamily structures, residential remodeling, production of manufactured homes, and broker's fees. Consumption spending on housing services includes the amount of rent paid by tenants and the imputed value that housing serves to its home owners. Homebuilding generates income and jobs for local residents, as well as revenue for local governments. Home building also imposes costs on local governments that typically supply police and fire protection, potable water supply and service, sewer collection and treatment, solid waste collection and other public services to support the new homes. Therefore, the economic benefits of home building not only include the effect of the construction activity itself, but the impact that occurs when the new home is occupied and provides the demand for commercial services and goods

## ***Supply***

The City of Surprise's housing mix is deficient in housing that contains amenities and conveniences that support the median housing stock. Surprise has not been able to attract developers to build higher-end housing. Providing the full range of housing is critical for the City's economic development effort in retaining and attracting a higher income workforce.

## ***Income***

According to the 2010 American Community Survey, the median household income in the

City of Surprise was \$57,708, an increase of approximately 30 percent over that of 2000 (\$44,156). However, this reflects an approximate dip of 14 percent compared with the median household income (\$51,204) exhibited within Maricopa County in 2010.

## ***Cost/Affordability***

Surprise is recognized for its affordability. First time homebuyers have been able to purchase quality homes in master planned neighborhoods. Monitoring housing affordability as the City matures will be an important activity to ensuring housing choice to meet the needs of a growing city.

## ***Jobs/Housing Balance***

Jobs/housing balance is a measure of the harmony between employment and dwelling units in a specific area. A low jobs/housing ratio (below 1) indicates a housing rich community while a high jobs/housing ratio (above 1) indicates an employment center. Theoretically, in a balanced community most residents work relatively close to home. Even though many residents would still commute out of the area by choice or necessity, research indicates that in areas where jobs and housing are in balance, people on average do in fact commute shorter distances and spend less time in their cars, reducing transportation related environmental impacts and providing an improved quality of life. Surprise does not appear to be in balance, with an overall existing jobs/housing ratio of 0.42 (MAG 2010).

## **Household Tenure and Composition**

As of January 1, 2013, there were 43,079 households in Surprise. Of that number, 75.8 percent of the households were owner occupied, 24.1 percent were renter occupied. Family households represented 76 percent of all households, including: 62 percent married couple families; four percent male-headed households; and 10 percent female-headed households. Non-family households comprised 24 percent of all households.

### ***Stability***

As a family matures, its members have different housing needs. The concept of lifecycle housing provides residents with the option of staying in Surprise after they have outgrown the traditional single family home. The concept identifies a number of phases:

- pre-marriage,
- married,
- pre-child,
- child-bearing,
- child-rearing, and
- post child.

The census data presented previously illustrates that a majority of Surprise households fall under the “child bearing” and “child rearing” phase. As these households mature, the children begin their own households while the parents move into the ‘post baby’ phase. The children of Surprise residents entering into their own phase (typically pre-marriage, married and/or pre-child/child bearing) should have affordable rental or ownership opportunities available to them when they are ready to leave home.

Older residents, moving into and through the ‘post baby’ phase, commonly find themselves with a long-tenured home in an active market. Looking to transition from a large home with a large yard, this homeowner often wants to downsize and relocate to a home that will allow them to age in place for as long as possible. This new home would also incorporate senior friendly design elements, i.e. landscape maintenance, one floor, laundry adjacent to the bedroom, door handles-not knobs, raised dishwasher, etc. While senior living communities provide an assemblage of homes and amenities, older residents should be able to find low maintenance and/or specially designed housing throughout Surprise when the single family home becomes an inappropriate choice. The presence of “lifecycle” housing conditions promotes stability

within the City.

### **Special Needs Populations**

It is the City’s goal to ensure that the community offers a mix of housing choices for a variety of family types and sizes. The US Department of Housing and Urban Development (HUD) identifies seven groups of people who are characterized as special needs: the elderly, the frail elderly, persons with severe mental illness, the developmentally disabled, physically disabled, persons that are alcohol/drug addicted, and persons with HIV/AIDS and their families. In a manner to quantify the segment of the City’s population that exhibits these characteristics, the Consolidated Plan (2015-2019) illustrates these existing conditions in the City and how it will assist 131 residents over the next 5 years.

### ***Elderly***

The Census Bureau reports that the United States population 65 years and older is expected to double within 25 years. The elderly in Surprise approximate 16,000 residents (US Census, 2010). The elderly are defined as those individuals who are more than 62 years of age (24 CFR 91.5 and 24 CFR 5.100).

In recent years, several age-restricted neighborhoods have been developed in Surprise. The City has supported these developments as a way of meeting another segment of the housing market. While golf was the primary amenity in the past, the inclusion of active recreation (i.e. gyms, swimming, hiking, pickleball, etc.) has been growing.

Even though the trend has changed and now includes more conventional housing for any age, this segment of the City’s population will continue to be significant. Homebuilders are incorporating more features in homes to make them appeal to the elderly including universal design, which minimizes access barriers, creative floor plans and the inclusion of guest houses to provide the ability to house a relative

# Housing Element



on the same lot as the primary residence of a younger relative.

## ***Frail Elderly***

The frail elderly in Surprise are estimated to total approximately 2,700 residents (Area of Agency on Aging, 2013). The frail elderly are defined as those individuals who are over 65 years of age, dependent on others for activities of daily living, and are often in institutional care. The Consolidated Plan intends to assist 23 of these residents over the next five years.

## ***Severe Mental Illness***

Persons with Severe Mental Illness are estimated to total 4,000 residents (Mental Health: Health Service Executive). The Consolidated Plan intends to assist 4 of these residents over the next five years.

## ***Developmentally Disabled***

The developmentally disabled as well as the aging population, creates an increasing need for housing that is accessible for occupants as well as visitors. Accessibility can be improved with the concept of Visitability and universal design. Design principles of Visitability can include at least one zero-step entrance on an accessible route leading from a driveway or public sidewalk, all interior doors providing at least 31 3/4 inches (81 cm) of unobstructed passage space, and at least a half bathroom on the main floor for residential projects. Universal design incorporates features that make homes adaptable to persons who require barrier-free access without negatively impacting curb appeal or value. Many universal design features make a home more convenient and mitigate common household safety hazards. The developmentally disabled are estimated to total 700 residents (Bethesda Institute, 2006) in the City. The Consolidated Plan intends to assist 13 of these residents over the next five years.

## ***Physically Disabled***

The physically disabled are estimated to total

14,000 residents (disabilitystatistics.org, 2012). The Consolidated Plan intends to assist 18 of these residents over the next five years.

## ***Drug/Alcohol Addicted***

Persons with alcohol/drug addictions are estimated to total 12,000 residents (Closing the Addiction Treatment Gap (CATG), 2010). The Consolidated Plan intends to assist 5 of these residents over the next five years.

## ***Persons with HIV/AIDS***

Persons with HIV/AIDS and their families are estimated to total 300 residents in the City (Arizona Department of Health Services Annual Report, 2012). The Consolidated Plan intends to assist 2 of these residents over the next five years.

## ***Homelessness***

Although the causes and factors associated with homelessness are complex, there are consistent, identifiable contributing factors for both individuals and families in urban and rural communities in Surprise. This includes poverty, domestic violence, substance abuse, health, and general mental health issues-any one of which can and do exacerbate the downward spiral to homelessness. According to the 'Regional Plan to End Homelessness' published by the Maricopa Association of Governments Continuum of Care Subcommittee (MAG CoC) in March 2009, there are no homeless persons in Surprise. However, the City conducted a Point in Time Homeless Street Count (February 2014) in conjunction with MAG and interviewed two homeless persons.

Strategies focusing on housing and housing supportive services are necessary to prevent and end homelessness, and to reestablish homeless persons within a community. In the Valley, the MAG CoC manages the collaborative efforts of communities and agencies in Maricopa County to plan for the needs of the homeless. It also serves as the conduit for federal funding on behalf of



## Surprise General Plan 2035: Foundation for the Future

agencies organized to address the needs of the homeless.

### Housing Resources

As federal resources for affordable and supportive housing shrink, the remaining federal resources such as the Community Development Block Grant (CDBG), the HOME investment partnership program, Housing Choice Vouchers, Low-Income Housing Tax Credits (LIHTC), and USDA rural housing programs become critical and need to be protected. Regional and local governments are increasingly dependent on resources such as housing trust funds and housing bonds to support affordable housing development.

### Market Forces

No plan is complete if it fails to consider the external forces that support or constrain success. Owner-occupied homes constitute the nation's and the City of Surprise's largest form of privately held capital. Therefore, national and regional economic conditions have a strong impact on the homeownership rate. Market interest rates have had an important role in the affordability of homeownership as evident in the early 2000s. Counteracting the positive effect of affordable credit were the substantial increases in home prices in some regions. The housing boom in turn led to predatory lending practices and the Federal Bureau of Investigation reported a sharp increase in mortgage fraud during 2004. After years of stellar growth, residential housing, and housing finance markedly slowed in 2007. Regular reports on significant increases in mortgage foreclosures, especially among borrowers who financed with sub-prime mortgages were prevalent in 2007. These wide-spread foreclosures have repercussions not only for borrowers and lenders but also for neighborhoods, credit availability, and even financial markets.

### Housing Strategies

Providing safe, decent housing that is not overcrowded and will not overburden a household financially is critical for the well-being of individuals, families, neighborhoods, and the community.

The Housing Element emphasizes strategies that collectively address the availability, affordability, condition, and access to housing by the general population as well as special needs groups. Strategies include:

- Adequate supply of land for housing.
- Preservation of existing housing and neighborhoods.
- Improvement of housing opportunities for special needs groups.
- Provision of affordable housing.
- Awareness of market forces.

### Future Needs

The Housing Element provides guidance for safe, affordable housing which meets the needs of the communities within the region. These communities are committed to accomplishing all they reasonably can to ensure an ample mixture of available housing and to address special housing needs. The local governments, in partnership with the private sector, will work toward the provision of assisted housing for persons and families of low and moderate income within the region. The future need for housing is determined primarily by the forecasted growth in households in a community. Each new household created by a child moving out of a parent's home or by a family moving to a community for employment creates the need for a housing unit. The anticipated housing needed for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, moderate cost increase, avoid the concentration of lower income households, and to provide for replacement housing.

# Housing Element



## GOALS AND POLICIES

### Goal 1: Housing Stock

Safeguard the condition and quality of housing stock in order to maintain attractive and livable neighborhoods.

#### Policies

1. The City shall review and consider updating its development standards to incorporate new housing product types.
2. Promote physical design, building structure, lot layout relationships, and landscaping opportunities between existing and new housing construction to help the new developments complement the surrounding neighborhoods.
3. Integrate sustainable building practices (i.e. solar orientation and/or energy production, dual pane windows, low flush toilets, Energy Star appliances, drought tolerant landscaping and water conservation and reclamation) into new housing design and housing renovations.
4. Seek appropriate resources to revitalize and maintain single- and multi-family housing developments.
5. Support the inclusion of accessory dwelling units on appropriately sized lots that are well designed and compatible with the primary residence.
6. Explore other creative housing opportunities such as live-work spaces in suburban, urban, and residential mixed use areas, where appropriate to the character of the area.
7. Locate higher density housing along transit corridors to maximize direct patron access and buffer proximate lower density housing neighborhoods

8. Promote and facilitate the build out of vacant and underutilized land through infill, reuse, revitalization and redevelopment activities for appropriate rural, suburban or urban housing development.
9. The City shall continue to work with for-profit and non-profit home builders, other community development corporations, and health and human services providers to maintain existing public housing and provide affordable housing on infill, revitalization and redevelopment parcels.

### Goal 2: Housing Variety

Seek a variety of housing options that meet the socioeconomic needs of people who live and work in the City.

#### Policies

1. Update City ordinances and policies to pro- actively support housing diversity.
2. Establish appropriate incentives for the development of quality housing that accommodates a variety of income levels.
3. Promote various residential options that provide amenities and conveniences within the residence and surrounding community that is above the median housing mix.
4. Consider incentives for the development of diverse housing types, including smaller, more affordable units.
5. Maintain a communitywide housing mix to serve the evolving demographic and economic needs of its residents.
6. Leverage state and federal funding opportunities for the preservation of safe and affordable housing.

## Surprise General Plan 2035: Foundation for the Future

7. Preserve and expand quality, affordable rental options within various areas of the community.
8. Integrate housing and employment through mixed-use projects in more urban areas, as a means to increase housing supply while promoting diversity and neighborhood vitality.
9. Improve infrastructure in the OTS to enhance existing housing, housing rehabilitation efforts and targeted housing infill opportunities.
10. Preserve neighborhoods by working with HUD to continue operating and funding its Major Housing Rehabilitation Assistance Program for qualified home buyers.
11. The City shall enhance the habitability of owner-occupied housing by working with HUD to continue operating and funding its Emergency Housing Rehabilitation Assistance Program.
12. Seek appropriate funding to implement the objectives of the Consolidated Plan.
13. On an annual basis, review and confirm those residents that are part of its homeless and special needs populations.
14. The City shall consider executing an intergovernmental agreement with the Housing Authority of Maricopa County (HAMC) to continue ensuring the housing needs of low and moderate income households of City residents in a high quality manner.
15. The City shall work with the HAMC to preserve the affordability of quality rental housing through the continued administration of the Housing Choice Voucher (HCV) Program.
16. The City shall support the efforts of for and non-profit housing developers who

are committed to construct tax credit assisted rental housing for families and the elderly.

### Goal 3: Housing for all Ages

Increase housing choices that serve all age groups and needs.

#### Policies

1. Support policies and techniques, including but not limited to, universal/barrier free home design that provides housing opportunities to meet the unique needs of the elderly and disabled.
2. Encourage design standards set by Americans with Disabilities Act (28 CFR Part 36) for all residential projects.
3. Encourage design principles of visitability, for residential projects.
4. Create non-vehicular connections between housing and adjacent uses; including but not limited to, senior centers, childcare centers, preschools, youth centers, and other community facilities to provide opportunities for intergenerational connections
5. Integrate elderly and assisted care facilities into neighborhoods and create non-vehicular connections between residential developments to promote opportunities for aging in place and continuum of care for the elderly.
6. Seek opportunities to locate housing for those citizens with special needs near transportation services and facilities that will reduce their reliance on the automobile, without diminishing their community mobility.



# Housing Element



7. Support agencies and organizations that provide shelter, housing, and services to vulnerable populations.
8. Support affordable housing development that includes supportive uses, services, and facilities to meet a variety of household needs.
9. Participate actively in identifying regional partners and solutions for those special needs that may be most appropriately addressed at the regional level.

## Goal 4: Federal Housing Requirements

Facilitate compliance with federal, state, and county fair housing requirements regarding the sale or rental of housing.

### Policies

1. Update City policies to support regional, state, and federal efforts that prohibit discrimination in the sale or rental of housing and other prohibited practices towards any person because of race, color, religion, sex, handicap, familial status, or national origin.
2. Provide access to education and training for the development community and property owners in how they can meet fair housing requirements for those properties covered by federal, state, and local regulations.

## Recreation and Open Space Element

### INTRODUCTION

The Recreation and Open Space Element provides general guidelines to enhance the provision of parks, recreation, and open space within the City of Surprise and its planning area. The element identifies the City's philosophy relative to the desired level of facilities and their interrelationship with land use, transportation, and public facilities programming.

### DISCUSSION

As Surprise continues to grow, there are priorities to improve the quality of life through the addition of new parks, reinvestment in our existing parks, and our programming. The Community and Recreation Services department is the primary provider of recreation and cultural services for the City.

The City's programs include aquatics, youth and adult sports, tennis programming, library services, special interest classes, teen programming, and adaptive programming totaling over 1,700 programs and 190,000 participants annually. In addition, special event and sports tourism includes spring training, regional and national tennis tournaments, as well as community and signature events such as annual Surprise Party event and performances in the park. Overall, the Community and Recreation Services Department delivers over 2,000 recreation and special event programs, servicing over 490,000 participants annually.

With a renewed energy and focus on our resident's health, recreational experience and cultural amenities, the Parks Department has recently updated the Parks and Recreation Master Plan that establishes a vision for the City of Surprise Park System.

Through a combination of surveys and work sessions with the citizens and the Community and Recreation Service Advisory Commission

members identified four goals for the development of the City's Parks, Recreation and Open Space System:

**Improve City Residents' Quality of Life by Reinvesting in our Existing Parks**

**Promote Active Recreation, Sports and Tourism**

**Provide a Connected Park Experience Through the Development of an Overall Park System**

**Pursue Opportunities to Create New Community Parks and Open Space**

#### Parks

The City of Surprise prides itself on accommodating the needs of families and the overall community. Whether a park is provided and cared for by the City or by a community Home Owner Association (HOA), it is important to plan their location, amenities, and accessibility to the community.

#### **Locations**

All residents of Surprise should live within walking distance of an active recreation space in the form of a park or other public recreation amenities. These parks, whether maintained by public or private funds, should be open to public uses and linked by a combination of walking, trail, and park systems. Maps showing existing and proposed Community, City and Regional parks can be found on pages 10-14.

# Recreation and Open Space Element



## **Uses**

The uses programmed into each park and recreation area must be carefully considered to provide an equitable distribution of all interests. When a recreation space is proposed, consideration should be given to the type and diversity of the use in each neighborhood. The programming of uses that complement the neighborhood must be weighed in the creation of park plans. For example, a rural neighborhood may prefer equestrian and hiking activities where an urban setting may not have space or interest in those activities. Some neighborhoods may have a more dominant recreational activity to help form its unique identity while others may be more balanced to all interests.

In areas that are adjacent to open space it may be appropriate to introduce region-specific activities such as picnic grounds that take advantage of views or camping areas that are located away from the main city areas. The size of recreation areas should be appropriate for the uses programmed for the location. In suburban settings a traditional park, including soccer field, basketball court, and other popular sports, may be encouraged with the number provided dependent on those uses. In a more urban setting a better use may include a plaza or common area with little or no playground or sports facilities, but programmed with flexibility to meet changing needs.

## **Public/Private Recreation Space**

The development pattern of Surprise is primarily structured around master planned communities providing private neighborhood level parks that are less than 5-acres (and many less than 1-acre) in size. These smaller parks provide an important level of play associated with a neighborhood setting, but yield a very small programmable space and

location not able to support use by the larger community. The City will evaluate future park development opportunities and acquisitions based on their ability to meet Community Park level (25+ acres) programming, including lighted sport fields, skate parks, dog runs, etc. Parks are a civic treasure and should be the focal points within neighborhoods and our community.

## **Maintenance**

One of the most pressing issues with maintaining recreation space is the cost associated with regular care. The City's maintenance, operations and programming efforts are most efficient in the larger parks. Homeowner's Associations are best suited to manage and maintain smaller parks as they can directly respond to their residents' needs and expectations. The City may elect to take over the maintenance of a park, only if a private entity is no longer able to care for it and is willing to convey the property to the City. It is important that recreational places in the City should be preserved as amenities for community residents.

## **Open Space**

Open space can take on many forms, shapes, purposes, and functions. Every city values different types of open space within the community. Open space should be defined as either natural or developed. Natural open space is land that is preserved in its natural ecological state, while developed open space has been created or restored by human activity to convey a sense of openness. Developed open space may contain passive or active recreation activities such as walking, wildlife viewing, etc., as well as golf courses, landscape tracts and retention basins for storm water.

There are at least five types of open space



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that perform very different but important functions. The five categories are:

### ***Hazardous Critical Areas***

These open space lands are set aside from intensive development and at times, from public access to protect people and property from hazard. They are not suitable for open space development because hazardous conditions or public health and safety constraints exist. These include flood prone areas, earth fissure or land settlement zones, landfills and airport public safety zones surrounding the Luke Auxiliary Field One.

### ***Ecological Critical Areas***

Unlike hazardous critical areas, which seek to reduce hazards to people, ecological critical areas seek to set aside land to protect natural resources and environmental processes from human disturbance. Land in its natural state can perform a number of useful functions, called ecosystem services, which include wildlife habitat and recreation opportunities in the form of photography and nature watching. In many communities, natural landscapes and wildlife attracts eco-tourism that contributes substantially to the local economy. Examples of these areas include McMicken Dam water impoundment area, hillsides, major washes and wildlife corridors.

### ***Agriculturally Significant Resource Lands***

Often overlooked is the protection of lands that are used to provide important resources. Many farms in the southern part of the City have already been lost to development. In order to protect important agricultural areas that remain, the City will have to consider enacting regulations or using innovative techniques such as creating agricultural lands for “farm to table” opportunities and as buffers within airport public safety zones.

### ***Conservation Areas***

Natural areas and open spaces offer places to exercise, socialize with others, and space for people to get away from development and

experience the natural environment. Conservation areas provide opportunities for a Nature Center and trails that promote education, hands on learning and exploration.

### ***Greenbelts***

Open space can be used to define natural boundaries between urban and rural areas. The separation they provide serves to buffer more urban uses and activities from rural and resource-based uses. Similarly, they can separate different land uses which might otherwise be incompatible. These lands can provide a break or gap between developments to reinforce distinct community identities. They can also facilitate access between areas when foot or bike paths and trails are included. These trails can provide fitness and recreation opportunities and non-motorized access to natural areas, schools, or even commercial and employment centers. A linked system greatly expands opportunities for engagement in both urban life and the enjoyment of natural beauty.

Other considerations regarding open space include the following:

### ***Natural Resources***

Washes, mountains, and other environmentally sensitive lands can form the framework for a premier, natural open space network in the City of Surprise. Large tracts of open space and regional parks can be linked together through a system of natural and man-made open space, active recreation areas and trails.

### ***Property Acquisition***

Major washes and environmentally sensitive lands can be difficult to acquire without the assistance of the development community. As development occurs, the City can actively look to partner with developers to preserve open space (washes, hillsides, etc.) land during the entitlement process. In other cases, natural areas might be preserved through zoning entitlements if they are

# Recreation and Open Space Element



unsuitable for development. Another method of acquiring open space for preservation is through direct land purchase.

## **Use**

Use of open space areas is intentionally limited to low impact recreation uses and education. The most common form of recreation appropriate in open space areas is an interconnected trail system. The Trail Map (figure xx) shows a hierarchy of connected trails, including major trails, and minor trails with limited access to other areas. The design of these trails will vary depending on context and use, but should consider a range of uses including hiking, bicycling, and equestrian use. As trails travel through open space, trail-related development should be limited to trailheads with minor amenities such as lighting signage, and occasional rest areas with shade shelters and water.

## **Regional Cooperation**

When looking at preserving open space and creating interconnected trail systems, the City must consider regional opportunities. As nearby cities and both Maricopa and Yavapai Counties plan for open space and trails, Surprise should coordinate to ensure a complement of uses and economies of scale. The City already recognizes the Maricopa County Regional Trails System Plan as an important recreational amenity that connects the larger area. Key locations with regional significance that are identified in the Plan include White Tanks Regional Park, the West Valley Recreation Corridor, the Bradshaw Mountains, Beardsley Canal, and McMicken Dam. These locations will provide routes through the City to connect with the rest of the Valley. In the case of the White Tanks and Bradshaw Mountains they can create spectacular destinations for outdoor enthusiasts. Regional cooperation will also be

important in order to develop trails along private and public corridors such as canals, major washes and utility easements. With cooperation of landowners and a public use easement, trails can be developed so that they have little or no impact on the existing uses of the property.

## **Recreation Centers**

The City is the primary provider of Recreation Centers in the City. As the City grows, as with any recreation use, it will be necessary to determine a desired level of service for residents. In meeting the demand for Recreation Centers, the City will determine the programs required to meet the user **need** and plan the number and size of the recreation centers accordingly, recognizing that a City-level recreation center will have a broader offering of programs than that of a smaller Community-level center. For example, the Surprise Stadium is large enough to support a large population and area of the City. Smaller facilities like the aquatics center occur more frequently due to the smaller service area and the number of people they can serve.

## **Types**

The City of Surprise has several recreation centers including a spring training stadium complex, aquatics centers, a tennis and racquet facility, and a fully accessible athletic facility. As community needs and interests change relative to recreational trends and resident demographics, the City should determine what is feasible to be built versus what activities may be short lived trends. The City should also look at other municipalities across the Valley and the nation to compare what recreation opportunities Surprise to capitalize on to meet current and future needs and attract visitors.

## Surprise General Plan 2035: Foundation for the Future

### **Locations**

In determining the location of Recreation Centers the City must consider:

- Demand from the residents based on public input and surveys
- Distance they must travel to use it
- Number of other recreational opportunities in the area
- Cost of construction
- Funding timeframe to build the facility
- Competition from private run facilities

### **Public/Private Partnerships**

When analyzing level of service for recreational centers it is important to consider the potential for partnerships with private, not-for-profit and other entities such as Charter Schools and School Districts. There is also the potential to turn over the recreation center service entirely to a non-profit or private partner. Common examples of this are fitness centers built by the YMCA and Boys and Girls Club.

These partnerships may provide operational support of a City owned facility or a separately owned and operated facility. When considering partnerships or private provisions of services, the City must ensure the service is provided at a reasonable cost to the residents. The City should determine if operational costs will be sustainable, whether the City will subsidize initial construction costs and/or operational costs, and determine if there are competing facilities and timing concerns for when the facility and recreational service can be provided.

Equally, the City should determine if the private or non-profit provider will be able to consistently provide the service at the level desired by residents. If the level of service cannot be met, it is in the best interest of the residents, that the City should provide and operate the Recreation Center.

### **Future Considerations**

#### ***Inclusion and Diversity***

Surprise is becoming more diverse. Language barriers and cultural differences contribute to the challenge of being inclusive in providing recreation services. Differing values associated with cultural backgrounds, age demographics, income levels, single parents, racial and ethnic minorities, and persons with disabilities, must be considered in the development of the Plan.

People with disabilities should have similar opportunities to independently use, enjoy, and participate in park programs. A great example is the City's Dreamcatcher Park, which incorporates the principles of Universal Design to create places where all feel welcome. Creating accessible places will be a goal for all future parks and open space facilities.

#### ***Health of the Citizens***

Communities should provide adequate facilities so everyone has the opportunity to access the outdoors and exercise near their home. Almost two-thirds of American adults do not get the recommended level of physical activity and the number of overweight youth is also growing at record levels. The City will continue to research and diversify their program offerings so that residents have a variety of opportunities to increase their activity level and physical well-being.

#### ***Planning for the Future***

Recent trends in urban growth, financially challenged public agencies, changing land use patterns, etc. strongly suggest that decisions should be made early enough to identify and protect adequate open space before it is threatened by development and when it can be acquired at a much lower cost to the public.

These trends suggest that we cannot simply view open space as the land left over after other uses have been planned and



# Recreation and Open Space Element



developed. Open space lands are disappearing at an increasingly rapid rate. The City of Surprise, with its natural setting between mountains and rivers, has a unique opportunity to provide a diversity of activities and preserve quality open space for future generations. Land for open space, parks and civic uses should be planned as if it were infrastructure; establishing a framework that balances quality of life with economic development and community needs for the foreseeable future.

## GOALS AND POLICIES

### Goal 1: Opportunities

Create and maintain a high quality of life for Surprise residents by providing adequate open space and recreational opportunities.

#### Policies

1. Develop distinctive parks for the City of Surprise, with high quality facilities and design, unique character and uses, attractive safe, comfortable and sustainable
2. Periodically update the Surprise Parks, Recreation and Trails Master Plan to adapt to population growth, land use, recreational trends and community needs in determining the specific size, facilities, and locations for new parks; revitalization activities for existing parks; and programs/enhancements for existing public and private recreation programs.
3. Utilize park classifications (e.g., Neighborhood Park, Community park, City Parkland urban park/sports complex) and LOS requirements to increase recreational acreage within the City to meet specific park and open space targets.
4. Ensure parks and recreation facilities are designed to accommodate persons of all ages and abilities.
5. Locate Community level parks to complement private HOA neighborhood parks so that a wider diversity of activities and opportunities for organized sports can be provided to the residents. Develop distinctive parks for the City of Surprise, with high quality facilities and design, unique character and uses, attractive safe, comfortable and sustainable
6. Develop parks in conjunction with schools so that shared facilities meet both the school and residents' needs.
7. Utilize floodplains and storm water management areas to develop compatible passive and active recreational areas and open space.
8. Develop parks that contain a mix of active and passive recreation facilities, potentially including tot lots, defined and improved play field and/or sport court areas, and picnic/ seating/shade areas that are landscaped/ hardscaped in a pleasing manner. Parks should generally be located in the center of their service area and can be developed jointly with schools and private development.
9. Establish a standard of 8.0 acres of parkland per 1,000 population allocated as:
  - 3.0 acres for City owned developed parks
  - 3.5 acres for City owned open space
  - 1.5 acres for private, open parks
10. Overall parkland acreage will be measured by size requirements for park types and open space types.
11. Continue to improve, expand, and construct parks in conjunction with housing growth, demographic composition, and user desires.

### Goal 2: Parks

Provide high quality, safe, sustainable and

## Surprise General Plan 2035: Foundation for the Future

distinctive parks that meet community needs.

### Policies

1. Periodically review and update the Parks, Recreation and Trails Master Plan in the City's as it applies to development proposals to determine if they are meeting the need for new City and Community level parks.
2. Increase the amount of park and open space identified in the City's developments to total 13 percent (i.e., equally divided between parks and open space areas) of the net project area.
3. Ensure all City parks have adequate facilities and personnel to manage, maintain and operate an attractive, safe and effective park system.
4. Regularly evaluate and update the requirements for impact fees and dedication of land in-lieu of impact fees as needed to assemble land and fund park design, development and maintenance.
5. Identify and acquire Community Parks (greater than 25-acres in size) for city ownership, that are not constrained by more than 50% of land area utilized for storm water management.
6. The minimum park size dedicated donated to the City or offered to the City through development agreements will be 15-acres in size, with no more than 50% of the land area utilized for storm water management.
7. Privately developed neighborhood (HOA) parks will have meaningful playgrounds and neighborhood amenities provided for the residents, with storm water management limited to a maximum of 70% of land area.
8. Maintain a Capital Improvements Program (CIP) that includes, land costs, infrastructure, design, construction, and revitalization of parks utilizing available resources over a ten-year timeframe.
9. Community level parks should be developed when the residential designated land within its service area is 50 percent

built-out.

10. Private HOA neighborhood parks and school recreational facilities proposed as an amenity in a subdivision shall be developed in conjunction with the first phase of the proposed development.

### Goal 3: Greenway and Signature Trail

Create a system of Signature Greenways throughout the City that utilizes existing natural and constructed features to connect the City together and to other parts of the valley.

### Policies

1. Protect and secure Trilby Wash, 2 West Wash and Whitman Wash as continuous Greenbelt corridors that create the City's signature trail and linear park system.
2. Evaluate the appropriate impact fee or dedication of in-lieu land to assemble major wash corridors as part of the City's signature Greenway and linear park system.
3. Work with The Nature Conservancy, Trust for Public Lands and other conservancies to identify and secure open space from public use.
4. Provide a connected parkway road system that provides continuous open space and trails access along at least one side of roadways as part of the Greenway system.
5. Provide grade separated crossings along the Greenway at major arterials, canals, washes and railroads, and provide safe roadway crossings at intersections so that multiuse trail corridors are integrated into contiguous open space.

### Goal 4: Sports Tourism

Continue to promote Surprise as a sports destination that attracts visitors and supports economic development.

### Policies

1. Continue to develop facilities and

# Recreation and Open Space Element



signature events that attract both amateur and professional sport tournaments at the local, regional and national level.

2. Develop facilities and a sports complex to host soccer, lacrosse and field sport signature events while providing expanded recreational facilities for the residents.
3. Develop an indoor Fieldhouse Facility to host volleyball, basketball and court signature events while providing expanded recreational facilities for the residents.

## Goal 5: Regional Planning

Coordinate park planning and capital improvements with other jurisdictions to support open space and recreation needs in the larger region.

### Policies

1. Coordinate with the Maricopa County Parks Department to utilize county land to buffer adjacent uses, provide trail connections, and potentially add a trailhead at the north edge of the White Tank Mountain Regional Park.
2. Coordinate with Maricopa County Planning and Development Department to incorporate adopted park and open space standards within proposed projects developed inside the planning area.
3. Coordinate with the Cities of Buckeye and Peoria to establish and maintain appropriate trail connections where common jurisdictional boundaries exist.
4. Communicate regularly with the Arizona State Land Department and other public agencies to gain their consent for the appropriate designation, disposition, or acquisition of land classified as parks or open space under their control within the Surprise planning area.
5. Ensure that any development in the floodplain is processed through appropriate regulatory agencies and

meets all necessary requirements.

## Goal 6: Variety of Activities

Enhance the quantity, variety and value of recreational activities available to City residents.

### Policies

1. Evaluate the need for multi-purpose Recreation Center(s) to serve all age groups and abilities.
2. Survey City residents every three years to determine their desires for new recreational activities and programs.
3. Initiate and maintain partnerships with school districts, charter schools, and other educational providers within the planning area to utilize their facilities for City sponsored recreation programs.
4. Continue to develop city-wide events and celebrations that build community civic pride and attract visitors to the City for signature events.

## Goal 7: Natural Open Space

Expand the City's Open Space System to protect valued resources and meet the future needs of City residents.

### Policies

1. Identify appropriate locations for natural open space areas and Greenway corridors within the Surprise planning area.
2. Create an open space zoning classification within the City's municipal code to implement the designation of open space in the general plan.
3. Ensure that property owners provide approval, in writing, prior to rezoning lands for open space per State of Arizona Revised Statutes.
4. Designate and zone areas identified as "Conservation Areas" on the MAG Desert



## Surprise General Plan 2035: Foundation for the Future

Spaces Plan as open space.

5. Achieve an open space standard of 3.5 acres per 1,000 residents through partnerships, conservation easements and acquisitions.
6. Monitor the planning and design process of the West Valley Recreation Corridor that focuses on the connectivity of the Agua Fria/ New River Corridor from Estrella Regional Park to north of Lake Pleasant Regional Park for pedestrians, bicyclists, and equestrians.
7. Work with the Town of Buckeye, Maricopa County and the Arizona Game and Fish Department to identify and implement wildlife open space corridors between White Tank Mountain Regional Park, the Hassayampa River, Agua Fria River and McMicken Dam.
8. Utilize natural washes as part of a connected trail system throughout the planning area. Washes should also be considered as natural drainage conveyances, as part of the community's stormwater management system.
9. Establish a White Tank Mountain North Trailhead Park. Pursue partnerships with the Maricopa County Parks Department to secure and develop a trailhead park on the northern boundary of the White Tank Mountains.
10. Pursue the establishment of a Hassayampa Preserve with the BLM as a continuation of The Nature Conservancy's Hassayampa River Preserve.
11. Pursue the establishment of a Bradshaw Mountain Park trailhead with the United States Forest Service. The opportunity would establish a park at the boundary of the USFS land providing controlled access, trails and open space to the residents of Surprise.
12. Protect scenic resources such as ridgelines, steep-slopes (greater than 10 percent), and Palo Verde-Saguaro foothill vegetation areas as open space through the use of density transfer or purchase of

development rights, acquisition, donation, or other acceptable methods

### Goal 8: Man-made Open Space

Identify the appropriate locations for created open space areas and corridors within the Surprise planning area.

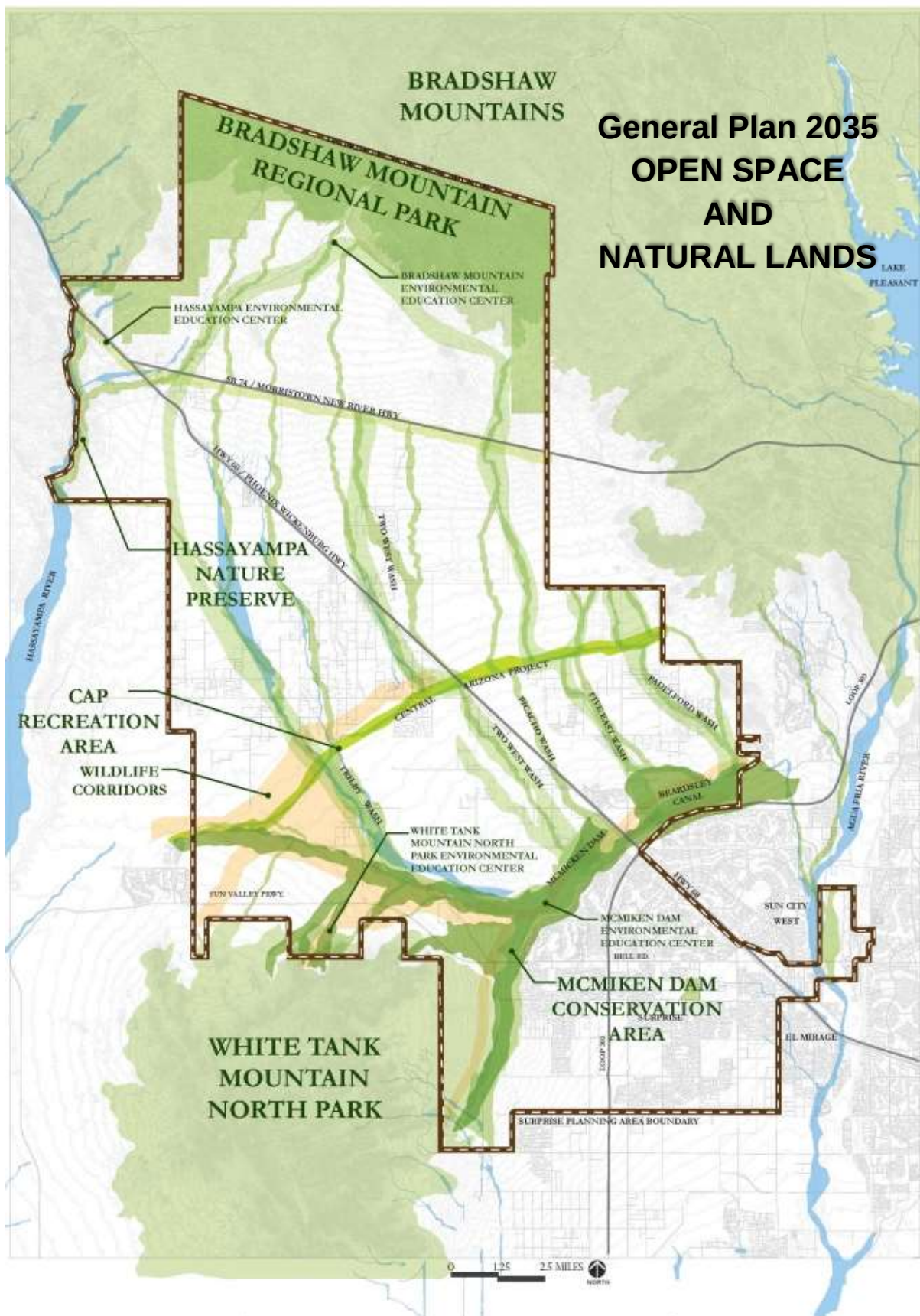
#### Policies

1. Work with the Cities of Buckeye, Peoria, El Mirage, Maricopa County, Bureau of Reclamation, Bureau of Land Management and Maricopa Water District to utilize McMicken Dam, Central Arizona Project canal, Beardsley Canal, and Agua Fria River as the primary open space linkages between White Tank Mountain Regional Park, Lake Pleasant Regional Park, and Estrella Mountain Regional Park.
2. Discourage development within the boundaries of 100-year floodplain and wash corridors and encourage the dedication of a continuous 50-foot minimum setback on both sides of the 100- year floodplain boundary as a recreational buffer and trail corridor.
3. Ensure that natural drainage channels are protected and where feasible used as part of a connected trails system that links open space, parks, recreational facilities, schools and other public facilities.

# Recreation and Open Space Element

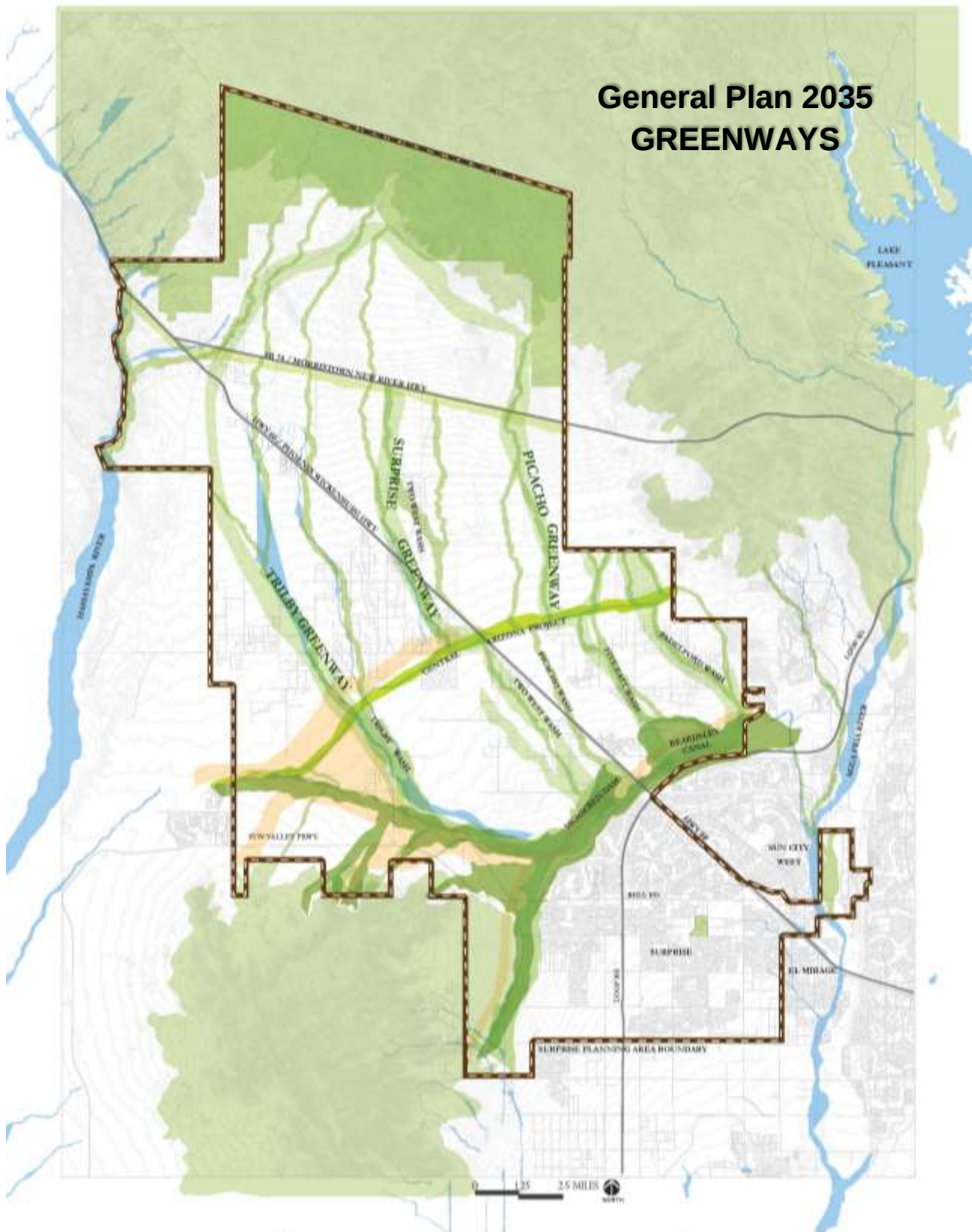


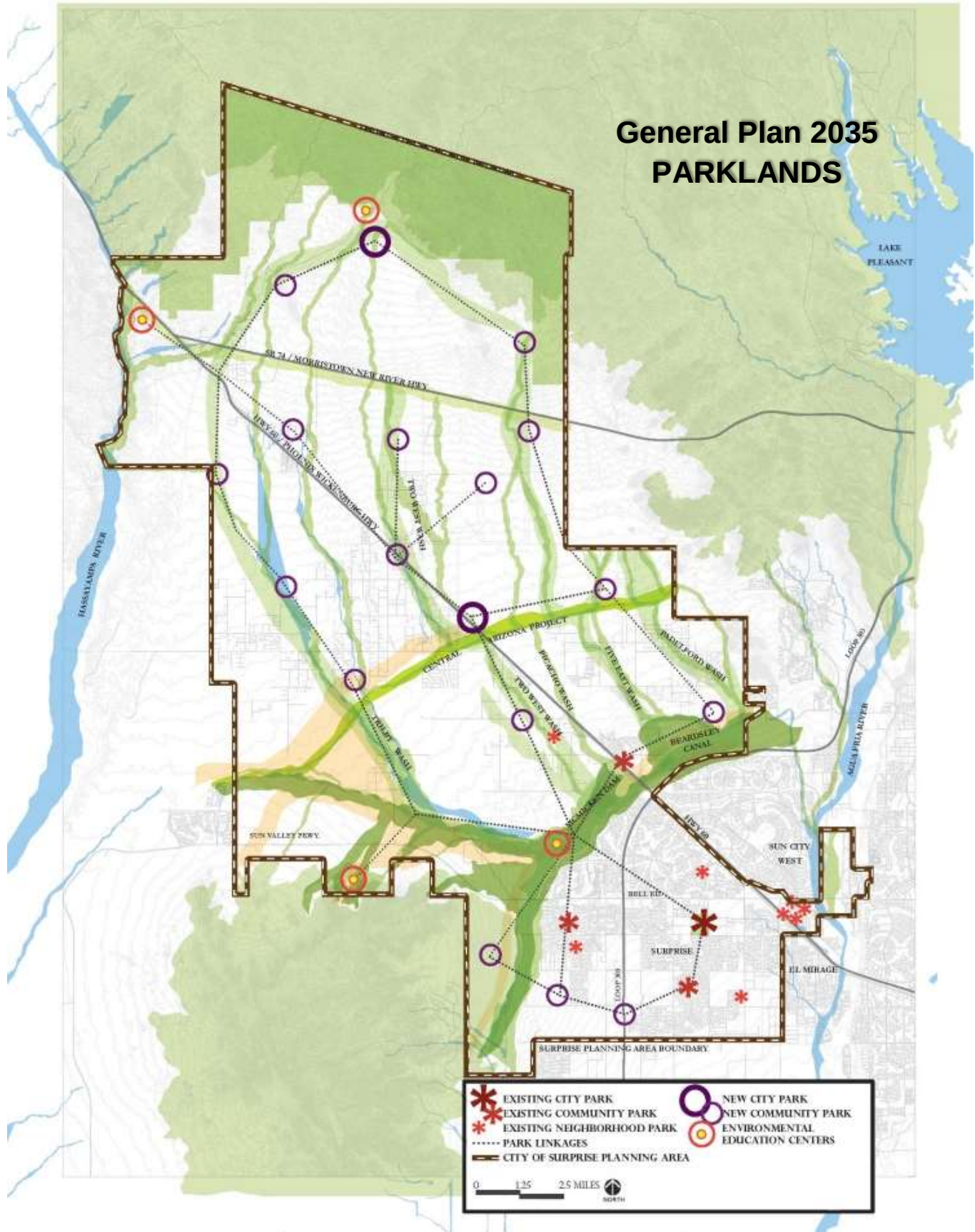






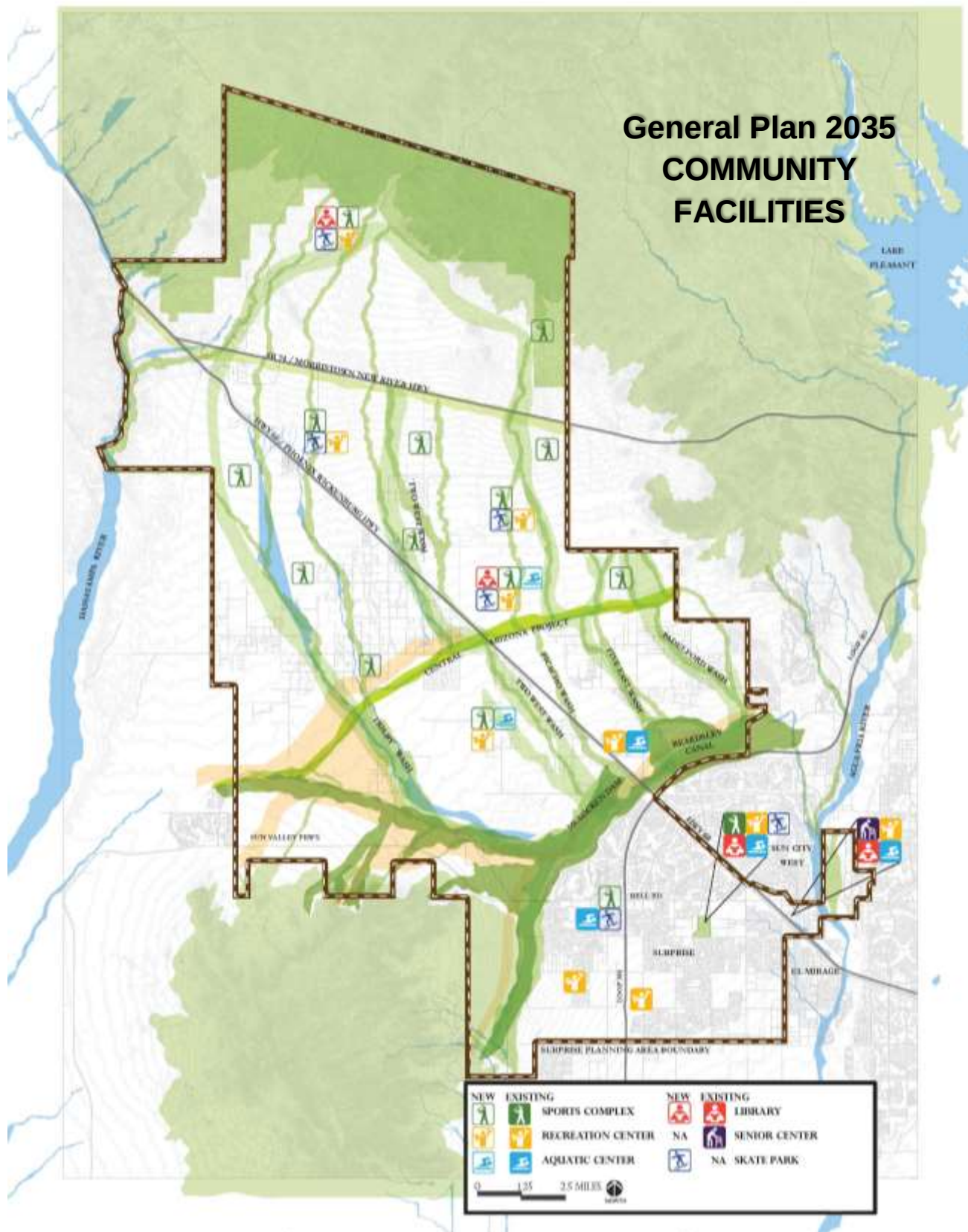
# Recreation and Open Space Element







# Recreation and Open Space Element







## CHAPTER 3: TRANSPORTATION





Transportation and land use are inevitably connected and have a circular relationship; transportation access impacts development patterns, with more intense growth around major roadway or transit facilities while development generates and impact travel demand. Transportation systems are the backbone of any city - without the ability to move people and goods from place to place, it cannot function. Surprise must consider the character and intensity of adjacent land uses, condition of existing roadways and off-street systems, system wide connectivity, accommodation of different travel modes, and access management when planning for the improvement of our streets.

Transportation plans must support and be complimentary to land use plans when prescribing a balance between future development and prioritizing investment choices of the infrastructure needs. The three elements contained in this chapter; Roadway Systems, Transit and Alternative Modes together provide the framework and policy aspirations for Surprise.

Efficient and effective transportation infrastructures often define the appeal, livability and marketability of that city.

Transportation infrastructure can greatly influence a person's decision to buy a home or for employers locating business opportunities that create jobs. Roadways, transit, and accessible trails to nearby open spaces have a significant and important impact on land value, location of development, and the look and feel of the city. It can expand or limit economic opportunity and affect the cost of public services and the City's ability to provide them efficiently. It even influences public health by encouraging people to move about the city or discouraging them due to safety concerns, congestion or lack of adequate connections within or outside the city.

Surprise has grown to Arizona's 10th most populated city with a planning area that is three times its current municipal limits. The automobile is, and will likely continue to be, the primary mode of transportation in Surprise. However, there is increasing desire by residents, business leaders, and elected officials to continue to emphasizing the importance on alternatives modes of travel such as public transit, bicycling, walking, and neighborhood electric vehicles. Surprise leaders recognize that a strong emphasis on all modes of transportation is needed for Surprise to build a world class community and keep pace with anticipated growth.

### Key Transportation Issues in Surprise

Multi-modal transportation is a high priority for the City of Surprise. Specific transportation issues in the City were identified using multiple sources, including surveys, public input received at community meetings and local and regional planning documents. A brief synopsis of each issue is found below.

- Inadequate regional connections – There is limited access to/from Surprise from the rest of the region, including east/west connections, especially crossing the Agua Fria River. Many daily commuters and residents traveling to regional shopping areas frequently are heading in an east-west trip movement to and from Surprise.
- Incomplete internal circulation facilities – Missing links in the roadway network need to be completed. In addition, numerous facilities have not been built to their ultimate size to complete the system and provide adequate capacity for future travel demand. This negatively impedes the flow of traffic and compromises the safety and efficiency of travel for all modes of transportation.
- Congestion on local and regional roadways – Several locations currently experience congestion (e.g., Bell Road, Grand Avenue and 163<sup>rd</sup> Avenue). This problem will get worse as development occurs and additional demand is placed on the transportation system. Overall traffic conditions in Surprise are not severe now, but it is important to recognize that conditions will deteriorate in the future with continuing growth in the region if improvements are not made.
- Inadequate public transportation services – This includes inadequate local transit service within Surprise, as well as regional transit service linking Surprise with other communities in the West Valley and beyond.
- Limited facilities for bicycles and pedestrians – There are very few facilities for bicycles in the City of Surprise, and there are gaps and missing links in the pedestrian facilities throughout the City.
- Maintenance of the transportation network – The City has limited resources to maintain an aging transportation system. Delays in routine maintenance can result in additional long term costs to repair facilities that have deteriorated.
- Transportation funding – As challenging as it is to keep pace with the needs and growth of the transportation system, Surprise has fared remarkably well in achieving collaborative partnerships with other government agencies in the construction and/or planning of various transportation solutions and needs.



# Chapter 3: Transportation

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## EXECUTIVE SUMMARY

This chapter contains three state mandated elements: Roadway Systems, Transit, and Alternate Modes. This chapter contains goals and policies to promote multiple and efficient ways for the movement of residents and visitors.

The Roadway Systems element discusses how to achieve a sufficient roadway network for the future that will support multiple modes of transportation, including travel by private automobile, public transit, walking, bicycling and neighborhood electric vehicles.

The Transit element includes goals to reduce dependence on the private automobile in order to achieve multiple and interrelated goals including: increasing mobility options, preserving and enhancing neighborhood character, improving air quality, and fostering compact development and a more walkable city.

The Alternate Modes element addresses various transportation alternatives that are applicable to Surprise. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across streets. An incomplete system fails to serve the pedestrians, cyclists, transit, individuals with disabilities, and both the youngest and oldest members of our communities.



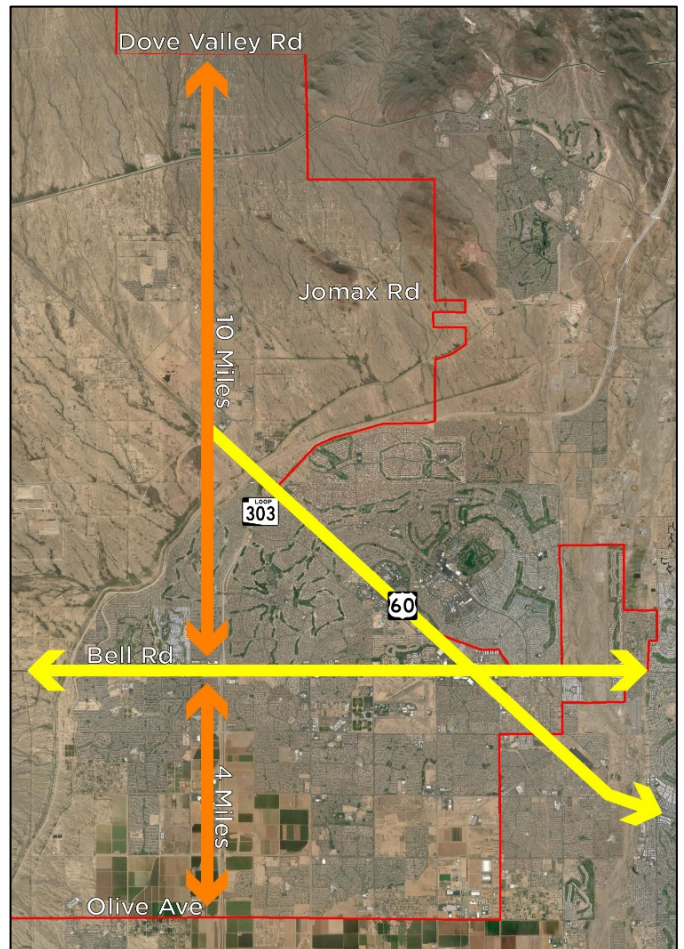
## Key Transportation Issues in Surprise

Multi-modal transportation is a high priority for the City of Surprise. Specific transportation issues in the City were identified using multiple sources including surveys, public input received at community meetings and local and regional planning documents. A brief synopsis of each issue is found below.

### 1) Limited Regional Connections

Today Surprise has a limited number of high capacity arterial roadways connecting the city to the Phoenix metropolitan area. This challenge is particularly acute with limited east-west arterial roadways as Bell Road and Grand Avenue are currently the only two arterial roadway crossings of the Agua Fria River along a 14-mile stretch of the eastern Surprise planning area boundary. Many daily commuters and residents traveling to regional shopping areas frequently are heading in an east-west trip movement to and from Surprise. Additional information on this travel characteristic is provided in the Roadway Systems Element.

To enhance regional connection and accessibility, particularly to the east, additional bridge crossings of the Agua Fria River are planned for Happy Valley Road, Jomax Road, Deer Valley Road, Dove Valley Parkway, and Olive Avenue. Maricopa County Department of Transportation (MCDOT) is currently considering connecting Deer Valley Road in Peoria to Williams Road in Sun City West. This connection over the Agua Fria River is 3.5 miles north of Bell Road and is projected to divert approximately 5,000 trips per day off of Bell Road, thus significantly improve traffic flow on Bell Road.



### 2) Incomplete Internal Circulation Facilities

Surprise, like many fast growing cities, is continually challenged by “gaps” in the roadway system that are a byproduct of a growth pattern that is not always systematic or continuous in nature. That is to say, existing two-lane roadways are widened to 4-lane or 6-lane roadways adjacent to developing residential communities, but then tapers back to a two lane roadway past the community boundary. This negatively impedes the flow of traffic and compromises the safety and efficiency of travel for all modes of transportation.

Incomplete internal circulation facilities also

## Surprise General Plan 2035: Foundation for the Future

represent those areas that lack neighborhood to neighborhood local or collector roadway street connections, common throughout most of Maricopa County.

Surprise has been proactive in already having



*Lack of roadway connection between two residential communities*

conducted a “Gap Analysis” study that has identified and prioritized deficient and/or incomplete roadways and other infrastructure in the city. The city should also continue to partner with the development community to advance the construction of arterial frontage roadways along strategically deficient roadway facilities such as 163rd Avenue and Greenway Road. The city will continue to seek out federal and other supplemental funding sources for the advancement of infrastructure projects that are physical impediments to the mobility and safety of the surrounding land use character.

### **3) Roadway Congestion**

Congestion is an inherent part of any city, the challenges of which date back to the ancient Romans where narrow streets and the overabundance of people and freight moving about actually deteriorated to the point that Julius Caesar banned traffic during daytime hours. In a more modern sense, the challenge for Surprise is to balance roadway capacity with the density and intensity of the adjacent land uses they serve. In Surprise and other cities, poor street connectivity and lack of alternative routes leads to further congestion and possible risks in emergency response situations.

documented congestion challenges on Bell Road. Congestion for a 6-mile strategic segment of Bell Road between Loop 303 and 115th Avenue is already performing below the city's desired level of service. This segment of Bell Rd. currently carries 45,000 to 61,000 vehicle trips per day.

The number of vehicle trips on Bell Road is approximately four times as many vehicle trips than what the Loop 303 currently experiences. Bell Road's intersection with Grand Avenue and numerous driveway access locations reduces the overall performance of Bell Road. The planned design and construction of a grade separated crossing of Grand Avenue will help alleviate the congestion and overall performance of Bell Road. This intersection also happens to be where the Surprise Town Center and a plethora of other commercial retail locations exist along Bell Road

The intersection of 163rd Avenue and Bell Road serves as a single point of access to the Asante, Desert Oasis, Rancho Mercado and other planned communities in the area. With approximately 9,000 vehicle trips per day, egress turning movements onto Grand Avenue from 163rd Avenue are not already operating a safe and desired level of service.

Overall traffic conditions in Surprise are not severe now, but it is important to recognize that conditions will deteriorate in the future with continuing growth in the region if improvements are not made. Expansion of public transit options also helps in the reduction of congestion. Emphasis should be maintained on evaluating capacity improvements and balancing access control measures for minor arterial roadways. Capacity expansion and access management controls should also be designed and constructed along 163rd Avenue where planned communities such as Asante, Desert Oasis and Rancho Mercado are anticipated to experience moderate to rapid growth in the



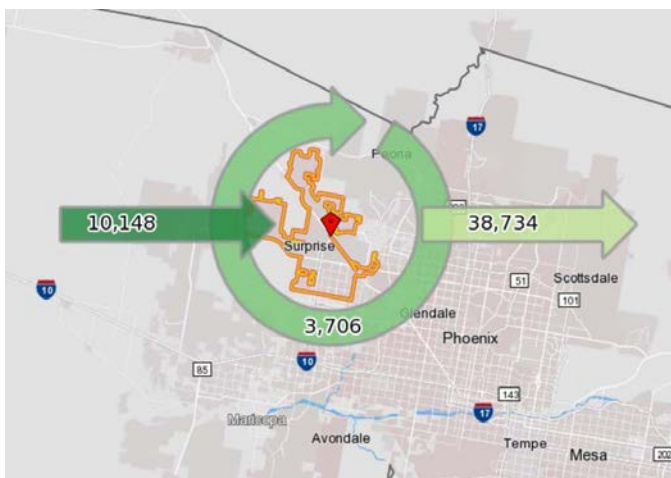
next two decades.

Continued regional collaboration with MAG and adjacent communities in the investment and development of Intelligent Transportation Systems (ITS) for the continued and improved coordination and signalization performance to enhance efficiency and level of service and capacity of existing high capacity roadways in Surprise.

#### **4) Inadequate Public Transportation Services**

In 2011 Surprise had a workforce of 42,440 people, of which 38,734 of the residents commuted outside of Surprise to work. Of these daily commuters, nearly 46 percent of the workforce commutes to Phoenix and nearly 9 percent work in Surprise. Other key cities that Surprise residents out commute to include Glendale (7.4%), Scottsdale (5.5%) and Tempe (5.5%). At the same time, Surprise imports 73.2 percent of its workforce (10,148) from other cities to fill the demand by area employers. Please see Figure 3.1 for reference.

*Figure 3.1: Surprise Worker Inflow-Outflow*



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination. Employment Statistics

There is currently not sufficient public transit services to adequately meet the daily commute demand in Surprise. Surprise is stakeholder with MAG and Valley Metro in the preparation of an ongoing transit circulation

study currently under way. Upon conclusion of that study expected in the Fall of 2015, the City of Surprise will utilize the recommendations of the study to update to the Transit Element in the fall of 2016.

#### **5) Limited Facilities for Bicycles and Pedestrians**

There are very few facilities for bicycles in the City of Surprise, and there are gaps and missing links in the pedestrian facilities throughout the City.

#### **6) Maintenance of the Transportation Network**

The City has limited resources to maintain an aging transportation system. Delays in routine maintenance can result in additional long term costs to repair facilities that have deteriorated.

The public works department maintains a thorough inventory of existing facilities owned and maintained by the city. One key piece of regional infrastructure is the Bell Road bridge over the Agua Fria River. The Agua Fria bridge on Bell Road is critical to east-west mobility in and out of Surprise. This bridge was constructed in the mid 1960's and is accommodating 40,000 to 60,000 vehicle trips a day. A recent fire under the bridge again serves as an important reminder of this bridge's significant role is safely accommodating the daily vehicles and transport of commerce to and from Surprise and the need to not only evaluate and maintain, but enhance its structural integrity on a frequent basis.

#### **7) Transportation Funding**

Funding restrictions that often limit the ability to meet the local transportation system needs are usually more pronounced in fast growing cities like Surprise. There are typically insufficient funds to build new facilities needed to serve existing and projected development, and to maintain and operate the

existing transportation system. The City's FY 2016 Capital Improvement Program (CIP) included a total of \$3.8 million for transportation related improvements.

As challenging as it is to keep pace with the needs and growth of the transportation system, Surprise has fared remarkably well in achieving collaborative partnerships with other government agencies in the construction and/or planning of various transportation solutions and needs. Surprise has partnered with ADOT and MAG (using Proposition 400 monies) for the design and construction of a very important grade separated crossing of Bell Road over US 60/Grand Avenue. This facility will greatly reduce the congestion and increase the overall level of service and performance of Bell Road at this strategically significant location in Surprise. Another example of the City's resourcefulness in maximizing their transportation dollar is the pavement preservation program. In the FY 2016 CIP budget, Surprise has allotted \$874,000, but with the contribution of Transportation Improvement Fund dollars, a total of \$3 million is available for pavement preservation projects in Surprise. Surprise was also the recipient of a grant from MAG to conduct a Safe Routes to Schools study designed to recommend system improvements to enhance the pedestrian and bicycle access and safety of children attending these schools.

## Roadway Systems Element

### INTRODUCTION

The purpose of the Roadway Systems Element is to plan a sufficient roadway network for the future that will support multiple modes of transportation, including travel by private automobile, public transit, walking, bicycling and neighborhood electric vehicles. This system includes all levels of roadway from freeways to local streets.

### DISCUSSION

#### Surprise's Roadway Accessibility & Mobility in the Regional Context

Located approximately 45 minutes from downtown Phoenix, US-60/Grand Avenue and the Loop-303 freeway serve as the largest high capacity roadways that connect the city of Surprise to the Maricopa County region. Surprises location at the northwestern edge of the Phoenix metropolitan area and prominence of the US-60/Grand Avenue corridor make it a gateway for travelers coming to and from Las Vegas and Wickenburg and is an Interim Segment of the CANAMEX Trade Route under the North American Free Trade Agreement (NAFTA).

The existing roadway network within the developed areas of Surprise primarily consists of the one-mile arterial roadway grid system typical of the Phoenix metropolitan area. With the exception of a few isolated roadways with topographical constraints or other physical obstructions, future planned roadways in Surprise will also follow the one-mile arterial roadway grid pattern.

There are currently five Roads of Regional Significance identified by Maricopa County DOT within or immediately adjacent to the Surprise Municipal Planning Area. These roadways include; Loop 303, US-60/Grand Avenue, Bell Road, Dysart Road, and Olive

Avenue. Roadways of Regional Significance are established at MCDOT so as to prioritize their importance and linkage to the regional arterial network. These roadways then are also receive higher recognition and priority when evaluation of regional improvements by MAG and MCDOT.

A 2010 US 60 Access Management Plan Study conducted by MAG recommends an Arizona Parkway section for the entire corridor length along with access management guidelines. The widened median north of Jomax Road accommodates the future White Tanks Freeway. The ultimate facility will comprise one trumpet interchange, four diverging diamond interchanges (DDI), two single point urban interchanges (SPUI) and 13 indirect left turn intersections. Currently, MAG is in the process of completing the US-60/Grand Avenue Corridor Optimization and Access Management Plan and System Study (COMPASS), which is evaluating an overall vision for the corridor. It will establish an access management system and improve traffic operations by reducing rail conflicts along the corridor.

The Loop 303's connection between I-10 and I-17 provides an invaluable transportation corridor that will not only enhance the mobility of people and goods to and from Surprise and the region, but also support employment growth and economic development



## Roadway Systems Element



opportunities in Surprise. Regional services such as automobile dealerships have already been constructed at the Loop 303 and Waddell Road and a future mixture of high intensity commercial uses are planned in the Prasada planned community along Loop 303.

While US-60 and Loop 303 are important facilities to promote regional connectivity, east to west mobility is challenged with the existing roadway infrastructure in Surprise. Bell Road is also a primary community gateway. It is heavily traveled by Surprise residents and Sun City residents that travel east to regional employment and commercial retail centers in Peoria and Glendale. With the exception of Grand Avenue (running diagonally from southeast to northwest), Bell Road current serves as the sole east-west high capacity roadway with the only bridge crossing of the Agua Fria River. The only other bridge crossings of the Agua Fria River are Grand Avenue and the Loop 303, neither facilitating a direct east-west connection along the traditional grid pattern.

The lack of vehicular roadway connections to the east is a constraint that can limit employment growth in Surprise and increases the congestion of Bell Road within Surprise and adjacent communities. A large percentage of residents who commute to jobs east of the city put stress on the performance and capacity of Bell Road and Grand Avenue, particularly during the morning and afternoon peak periods. As jobs are created in Surprise, the reduction in commute patterns will also reduce stress onto the overall performance of the arterial and collector network in Surprise.

With respect to planned long term accessibility and mobility in the region, the White Tanks Freeway has been identified by MAG, in the 2007 Interstate 10/Hassayampa Valley

Transportation Framework Study (Figure 3.3), to serve the future growth and development of the region. The White Tanks Freeway is a planned long term freeway, yet to commit or identify a permanent funding source, will provide east to west regional connectivity from the planned Hassayampa Freeway (possible I-11 corridor) in Buckeye to existing Loop 303 freeway in Surprise. As Figure 3.2 illustrates, within the Surprise planning area, the proposed freeway corridor runs approximately north of the current Jomax Road alignment, until its intersection with Loop 303 freeway.

Figure 3.2



## Surprise General Plan 2035: Foundation for the Future

### Influence of Previous and Ongoing Studies

There are a number of important local and regional transportation planning studies that have influenced the planning and design of existing and planned roadways in Surprise over the last several years. Some refinements to Roadway Circulation Framework map were made in conjunction with the planning process, but the foundation of the Roadway Circulation Plan was made based influences and recommendations identified in the studies identified below. Additional transportation studies associated with transit, commuter rail and bike and pedestrians are identified and discussed in the Transit and Alternative Modes Elements.

**Table 3.1: Previous and Ongoing Studies**

| Study (Year),<br>Author                                                                   | Purpose                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Findings/Key Points                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>US-60/Grand Ave. Access Management Plan: SR -303L/Estrella Freeway to SR-74 (2010)</b> | <p>The study provides a clear vision for the corridor development to guide the actions of the various agencies in the corridor.</p> <p>The study recommends an Arizona Parkway section for the entire corridor length along with access management guidelines.</p> <p>The ultimate facility will comprise one trumpet interchange, four diverging diamond interchanges (DDI), two single point urban interchanges (SPUI) and 13 indirect left turn intersections.</p> | <ul style="list-style-type: none"> <li>US-60/Grand Avenue will connect with several key high-capacity, region serving facilities.</li> <li>Access to US-60/Grand Avenue must reflect the facility's role in regional and state travel, which demands traffic operational concepts that maintain safety and capacity as growth progresses.</li> <li>US-60/Grand Avenue, in combination with US-93 north of Wickenburg, is an Interim Segment of the CANAMEXT Trade Route under the North American Free Trade Agreement (NAFTA).</li> <li>Future BNSF operations potentially will impact traffic operations and truck traffic levels in the Study Corridor.</li> <li>The presence of the parallel BNSF corridor will affect options for a future regional arterial grid system.</li> </ul> |
| <b>North Peoria Traffic Study (2014)</b>                                                  | <p>The study identifies multimodal transportation needs for an area approximately bounded by the Agua Fria River, 67th Avenue, Union Hills Drive and the West Wing Parkway.</p>                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>There are 19 roadway improvements ranging in cost from \$1.6 million to \$22.8 million.</li> <li>There are 15 intersection improvements ranging from operations only to \$1.2 million in costs.</li> <li>There are seven transit improvements ranging in annual cost from \$189,000 to \$275,000 plus one Park-and-ride lot estimated at \$6 million.</li> <li>There are 10 non-motorized improvements ranging in cost from \$50,000 to \$1.5 million.</li> </ul>                                                                                                                                                                                                                                                                                 |
| <b>Peoria Multi-modal Transportation Study (2011) Nelson/Nygaard</b>                      | <p>The study addresses smarter growth with short-term and mid to long-term improvements for local transit service, high capacity transit, an Old Town Transit Center and bus stop improvements.</p>                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>It is more important to extend Valley Metro services into Peoria than to develop purely local circulator services.</li> <li>It is important to provide full rather than limited service.</li> <li>Peoria Dial-A-Ride service needs to be maintained.</li> <li>Bus stop facilities should be improved.</li> <li>An Old Town Transit Center should be developed at the 83rd/Peoria/Grand</li> </ul>                                                                                                                                                                                                                                                                                                                                                 |

# Roadway Systems Element



**Table 3.1: Previous and Ongoing Studies**

| Study (Year),<br>Author                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Purpose                                                                                                                                                                                                                                             | Findings/Key Points                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                     | <p>intersection.</p> <ul style="list-style-type: none"> <li>Projected population and employment levels and densities for the foreseeable future will not support High Capacity Transit.</li> </ul>                                                                                                                                                                                                                                                                                                                                                             |
| <b>Access Management Plan, Draft (2014) Surprise</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | The purpose is to maintain the capacity of roadways while promoting safety and bicycle and pedestrian access by reducing the number of conflict points along the roadway facility.                                                                  | <ul style="list-style-type: none"> <li>The plan defines roadway functional classification for urban and rural roads.</li> <li>The plan defines access management strategies for driveways and intersections, number of access points, auxiliary lanes and internal site circulation.</li> <li>The plan defines bicycle and pedestrian access and mobility and shared use paths for bicycle and pedestrian access.</li> </ul>                                                                                                                                   |
| <b>Maricopa County Department of Transportation (MCDOT) Planning Studies</b> <ul style="list-style-type: none"> <li>163rd Avenue Corridor Improvement Study</li> <li>El Mirage Road Corridor Improvement Study</li> <li>Jackrabbit Trail Parkway Corridor Improvement Study</li> <li>Jomax Road East Corridor Improvement Study</li> <li>Patton-Jomax Corridor Improvement Study</li> <li>Sun Valley Parkway Corridor Improvement Study</li> <li>Turner Parkway Corridor Feasibility Study</li> <li>State Route 74 Access Management Study</li> <li>Deer Valley Parkway Feasibility Study</li> <li>Dove Valley Parkway Feasibility Study</li> </ul> | <p>MCDOT conducted corridor studies for numerous current and future roadways within and adjacent to the Surprise Metropolitan Planning Area. Many of the studies were derived from the Interstate 10-Hassayampa Valley Roadway Framework Study.</p> | <ul style="list-style-type: none"> <li>Many of the studies recommend a preferred or feasible roadway alignment for potential Arizona Parkway facilities.</li> <li>The Arizona Parkway is a six to eight-lane roadway with a wide median in a 200-foot right-of-way that employs indirect left turn intersections and median u-turn features.</li> <li>Most experts agree that the Arizona Parkway achieves greater vehicular capacities at reasonable travel speeds in a safer manner when compared to the conventional principle arterial roadway.</li> </ul> |
| <b>MAG Regional Transit Framework (2010)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | The framework provides an understanding of the region's transit needs and deficiencies with the goal of identifying high-leverage transit investments that can attract a significant number of new passengers                                       | <ul style="list-style-type: none"> <li>Scenario II assumes the existing transit revenues sources and services continue through 2030.</li> <li>Scenario II expands funding to \$11.05 billion that is consistent with peer regions in 2006. This addresses many service deficiencies.</li> </ul>                                                                                                                                                                                                                                                                |



## Surprise General Plan 2035: Foundation for the Future

**Table 3.1: Previous and Ongoing Studies**

| Study (Year), Author                                                                                                | Purpose                                                                                                                                                                                                                                                                                                                                                                                    | Findings/Key Points                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                     | while improving existing transit service.                                                                                                                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>Scenario III expands funding to \$21.46 billion that is a leader among peers and is four times the existing level. Among other service enhancements, it develops a more comprehensive network of higher speed transit.</li> </ul>                                                                                                                                                                                                                                                                                                                            |
| <b>Interstate 10 – Hassayampa Valley Roadway Framework Study (2007)</b><br>Figure 3.3                               | <p>The study develops a multi-modal transportation network for the build-out population and employment in the study area bounded by Loop 303, 459<sup>th</sup> Ave, the Gila River and SR 74. The 3,000,000 person population is derived from the more than 100 entitled master-planned communities.</p>                                                                                   | <p>The project established a transportation framework that:</p> <ul style="list-style-type: none"> <li>Identifies a network of freeways, parkways and arterials</li> <li>Recommends a new arterial facility entitled the “Arizona Parkway” for providing a higher capacity and safer roadway</li> <li>Includes recommendations for transit connections</li> <li>Provides a transportation planning framework for making land use decisions</li> </ul>                                                                                                                                               |
| <b>2035 Regional Transportation Plan (2014)</b><br>MAG                                                              | <p>This is the fourth update of the 2003 RTP. The RTP is the basis for programming of regional transportation funds for regional transportation services in the freeway life cycle program (FLCP), the arterial life cycle program (ALCP) and the transit life cycle program (TLCP).</p>                                                                                                   | <ul style="list-style-type: none"> <li>Freeway/Highway projects include Loop 303 and an interchange at Bell Road and Grand Avenue and an interchange at El Mirage Rd and Loop 303.</li> <li>Arterial street projects include R.O.W. preservation for Jomax Rd and El Mirage Rd improvements between Grand Ave and Bell Road.</li> <li>Transit projects local bus, regional super grid bus and regional Express/LINK bus service on select routes in Surprise.</li> <li>Improvements are funded by a combination of federal, regional transportation sales tax and local revenue sources.</li> </ul> |
| <b>US-60/Grand Avenue Corridor Optimization and Access Management Plan, and System Study (COMPASS) (in process)</b> | <p>The project goals are to:</p> <ul style="list-style-type: none"> <li>Create an overall vision for the corridor</li> <li>Enhance economic development, maintain accessibility, improve traffic operations and reduce highway and rail conflicts.</li> <li>Establish an access management system</li> <li>Develop guidelines for signage, landscaping and aesthetic treatments</li> </ul> | <ul style="list-style-type: none"> <li>The study evaluates Grand Avenue from Loop 303 and Interstate 10, is in process. Draft documents are currently unavailable at the time of this writing.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                           |

### Functional Classification System

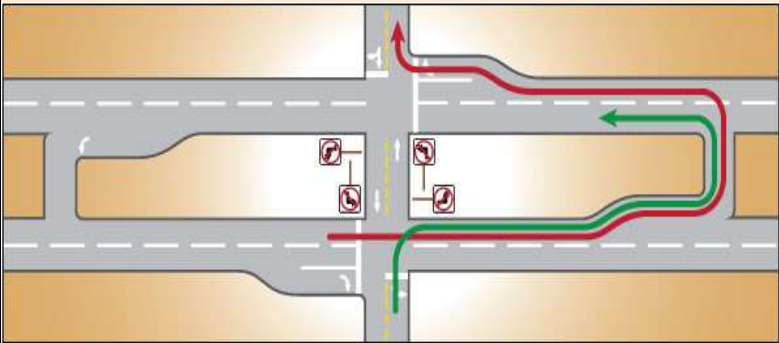
# Roadway Systems Element



Roadways are typically characterized by their operational, access management, and physical characteristics called “functional classifications”. The Roadway Functional Classification Plan shown in Figure 3.4 depicts the classification of each roadway type under “build-out” conditions within for Surprise Planning Area. Typical roadway cross sections can be found in the city’s engineering design manual as the cross section details can be modified from time to time.

The following categories are included in the Functional Classification System for the Surprise Roadway Systems Plan:

**Table 3.2: Functional Classification System**

| Roadway Type           | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Through Lanes    | Target Operating Speed |
|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------------------|
| <b>Freeway/Highway</b> | Freeways and highways are divided facilities that are designed to carry large volumes of high-speed traffic and serve long, regional trips. Freeways have full access control (highways do not); with entry and exit restricted to grade-separated traffic interchanges. A freeway is typically 4 to 8 through lanes that can accommodate 160,000 to 200,000 vehicles per day. All roadways classified as freeways are portions of the State Highway System and are under the jurisdiction of the Arizona Department of Transportation (ADOT).                                                                                                                                                                                                         | <b>4 or more</b> | <b>45-65 mph</b>       |
| <b>Parkway</b>         | <p>Parkways are, by design, an enhanced arterial roadway which utilizes a distinct indirect left-turn intersection configuration. This intersection treatment prohibits left turns at major cross-street intersections and controls intersection traffic movements with two-phased traffic signal control. The improved functionality increases capacity while maintaining local access. As such, Parkway can accommodate up to 85,000 vehicles per day and acceptable level of service. The standards for a Parkway are based on the “Design Guideline Recommendations for the Arizona Parkway” adopted by the Maricopa County Department of Transportation.</p>  | <b>6 lanes</b>   | <b>45 mph</b>          |
| <b>Major Arterial</b>  | Major arterials are designed to move high volumes of traffic over substantial distances, but may also provide direct access to adjacent properties. In the Valley, arterial streets are usually located on one-mile section lines and intersections are at-grade                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>6 lanes</b>   | <b>45 mph</b>          |

## Surprise General Plan 2035: Foundation for the Future

**Table 3.2: Functional Classification System**

| Roadway Type                 | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Through Lanes    | Target Operating Speed |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|------------------------|
| <b>Minor Arterial</b>        | Minor arterials are similar to major arterials but with somewhat lower design requirements.                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>4 lanes</b>   | <b>35-45 mph</b>       |
| <b>Commercial Collector</b>  | Collector streets are designed to carry lower traffic volumes for shorter distances while providing direct access to commercial land uses. Commercial Collector streets serve as a land access function by receiving traffic from arterial roadways and distributing it to commercial business driveways and vice versa. Two through lanes with striped bike lane and detached sidewalk is a typical design. Commercial collector roadways may be increased to 4 lane roadways to accommodate high volume land use trip generators. | <b>2-4 lanes</b> | <b>25-35 mph</b>       |
| <b>Residential Collector</b> | Residential Collector roadways are designed to carry lower traffic volumes for shorter distances while providing direct access to residential communities. These roadways typically receive traffic from adjacent arterial roadways and distribute traffic to local streets within a residential community. The Residential Collector is intended to promote all modes of mobility by offering striped bike lanes and large detached sidewalks separated from the roadway with generous landscape designs.                          | <b>2 lanes</b>   | <b>25 – 35 mph</b>     |
| <b>Local Street</b>          | Local streets provide access directly to local property and are not designed to accommodate through traffic. Two lanes is the usual width. Since collector and local roadways are usually developed as part of planned communities to support specific land uses and site plan configurations, these roadways are not shown on the Transportation Map on page 94                                                                                                                                                                    | <b>2 lanes</b>   | <b>25 mph</b>          |

The Roadway Functional Classification Plan for Surprise relies upon a series of Parkways to efficiently serve as high capacity corridors. The majority of the proposed parkway locations were originally identified in the Interstate 10/Hassayampa Valley Transportation Framework Study (Figure 3.3). Those parkway location recommendations (with a few subtle alignment adjustments and modifications) are essentially intact and represented in the Roadway Functional Classification Plan. Proposed north-south parkway corridors are 163rd Avenue, 187th Avenue, portions of 211th Avenue, Wild Rose Parkway and Turner Parkway (northwest planning area). Sun Valley Parkway, Deer Valley/Pinnacle Peak Parkway, and Dove Valley/Lone Mountain Road are proposed parkways to serve high capacity east-west mobility in Surprise.

The Roadway Functional Classification Plan has fewer 6-lane major arterial roadways than previously identified. The inclusion of parkways into the overall roadway functional classification plan increases vehicle carrying capacities of these corridors thereby reducing the operational and performance stresses on adjacent arterial roadways. Adhering to strong access



# Roadway Systems Element



management policies on major arterial roadways will increase the operational performance of these facilities which in turn will create an opportunity for additional 4-lane minor arterial roadways along added section line roadways.

Figure 3.1: Interstate 10/Hassayampa Valley Transportation Framework Study

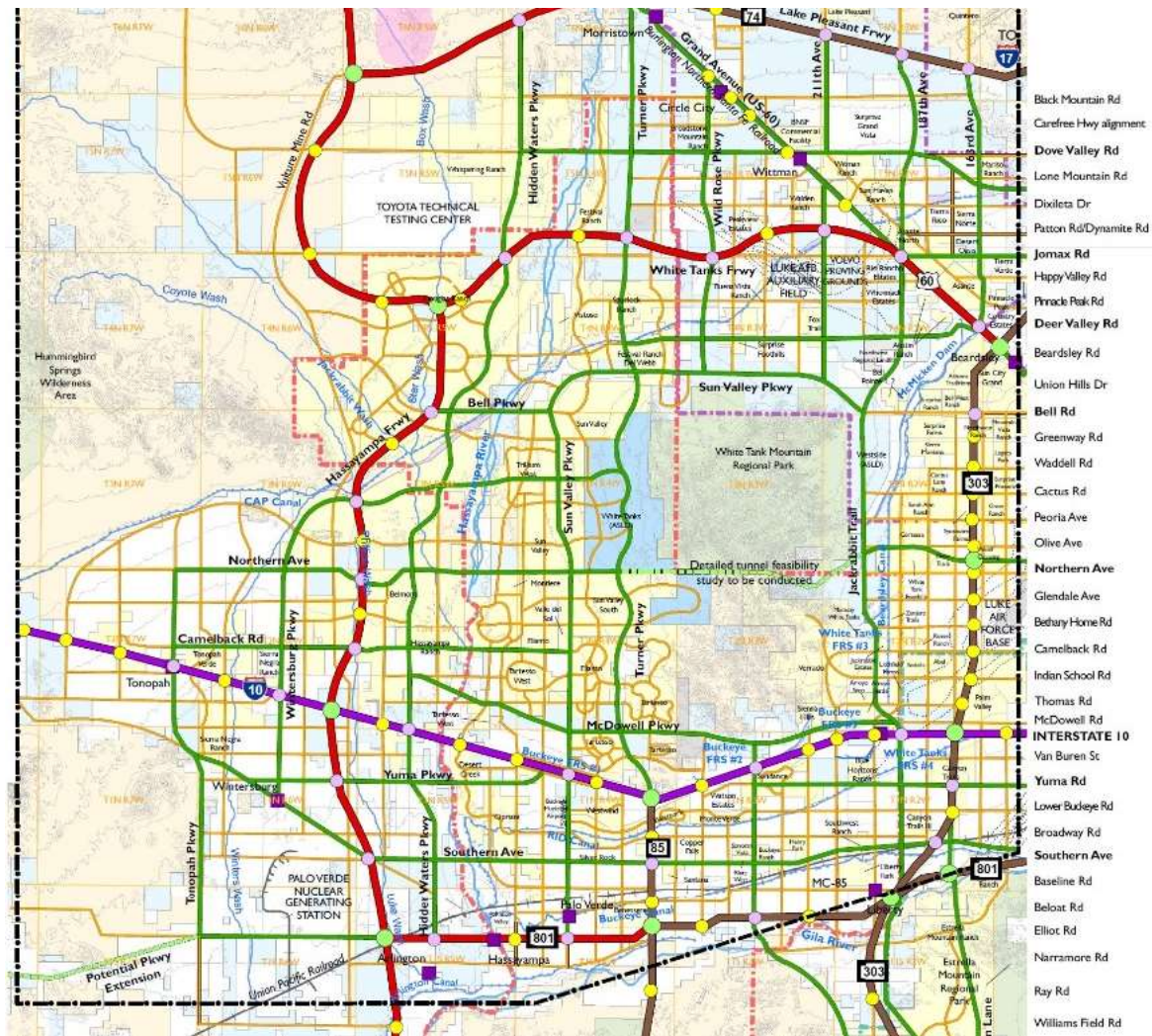


Table 3.3 below shows a breakdown of the total length of existing and planned roadways by type under build out condition in Surprise.

| Roadway Type    | Length       |             |
|-----------------|--------------|-------------|
|                 | Miles        | Percent     |
| Freeway/Highway | 34.7         | 8.58%       |
| Parkway         | 82.03        | 20.29%      |
| Major Arterial  | 113.84       | 28.16%      |
| Minor Arterial  | 173.63       | 42.96%      |
| <b>TOTAL</b>    | <b>404.2</b> | <b>100%</b> |

## Surprise General Plan 2035: Foundation for the Future

### Scenic Corridors

The Roadway Functional Classification Plan identifies four Scenic Corridors. The Scenic Corridor is a special overlay designation designed to protect and enhance the byway's intrinsic qualities and character that define their scenic corridor. The four Scenic Corridors are; Sun Valley Parkway, Carefree Highway, Castle Hot Springs Road and Olive Avenue. Specific urban design character guidelines are recommended to be developed for each Scenic Corridor, extending  $\frac{1}{4}$  mile from the centerline of each roadway. The Scenic Corridor designation is intended to:

- Preserve the native vegetation and unique visual characteristics of the corridor
- Encourage buildings and other structures to adapt to the terrain in placement and appearance, avoiding excessive cuts and fills.
- Encourage the use of open space buffers separating the roadway from buildings
- Encourage the use of southwestern architectural styles that reflect the character of the Sonoran Desert
- Maintain the natural state of washes at necessary crossings
- Encourage plant species and densities to be consistent with the surrounding landscape character of the specific location
- Encourage the use of muted or low level lighting to help minimize nighttime glare
- Encourage signage design that is context sensitive

**Sun Valley Parkway** has been functionally designated as a "Parkway." The roadway also experiences significant recreational bicycle use. The City of Buckeye, Maricopa County and the City of Surprise all recognize that this roadway showcases the White Tank Mountain Regional Park, which the roadway

circumnavigates. The view angles away from the mountains are also dramatic. The Scenic Corridor designation is designed to preserve these mountain views and suggest development practices that limit encroachment into hillsides and maintain broad viewsheds as reasonably as possible.

**Carefree Highway/State Route 74** also maintains a Scenic Roadway designation. Recognizing the inherent beauty of the surrounding area, Maricopa County completed the State Route 74 Scenic Corridor Management Guidelines in 2000. Cities are encouraged to follow suit and the City of Peoria has established guidelines to mirror the corridor and Surprise is designating this facility as a Scenic Corridor. The Scenic Corridor for Carefree Highway will also have to consider a planned overhead electric transmission line along the roadway corridor.

**Castle Hot Springs Road** is a unique rural roadway Scenic Corridor designation. Maricopa County completed the Castle Hot Springs Scenic Corridor Guidelines in 2000. These guidelines assume that the historic pattern of urban growth and development will continue in Maricopa County. The Castle Hot Springs Scenic Corridor is consistent with other scenic corridors in Maricopa County that were established ahead of urban growth and development. This roadway serves a natural gateway to the Bradshaw-Harquahala BLM recreation and management areas located to the north of Surprise.

**Olive Avenue**, much like Carefree Highway and Castle Hot Springs Road, also was identified by Maricopa County as a scenic roadway in 2000. Olive Avenue serves as the primary roadway access to White Tanks Regional Park. The Surprise Municipal Planning Area has now expanded by two square miles that includes frontage on Olive Avenue from 187th Avenue to 203rd Avenue.

# Roadway Systems Element



## Designated Truck Routes & the Movement of Goods & Freight

Virtually all of Surprise's goods are imported from outside the region. The movement of freight and goods in Surprise and the region is supported by an integrated intermodal freight infrastructure consisting of trucks on roadways, rail and railroads. Commercial goods movement must be optimized to maintain and improve the region's economic competitiveness while minimizing potential negative impacts to the transportation system and neighborhoods.

The overall intermodal freight system and infrastructure is owned and operated by public agencies and private businesses. While the system is intended to support the goods movement/freight requirements for the City of Surprise and the region, it is important to also note that this infrastructure also supports Surprise's role in the nation's supply chain and business trade.

**Trucks:** The majority of goods in the Surprise region are transported by trucks using state and federal highways with access provided by truck routes along regional arterials. In the Surprise region, US-60, Loop-303 and SR-74 are major truck corridors. These serve both local as well as regional trade. There are four arterial roadways that also serve as designated truck routes in Surprise. Bell Road, Dysart Road, Cactus Road (from Litchfield Rd. to Dysart Rd. only) and Peoria Avenue (from Litchfield Rd. to Dysart Road only) are designated truck routes to facilitate the movement of goods primarily from the Skyway Business park to the Loop-303 and Loop-101 freeways. While the designation of Bell Road as a truck route is not ideal, because Bell Road maintains the only bridge over the Agua Fria River to the east, there are no other alternatives for a truck route until a

second bridge crossing is constructed. A future Olive Avenue crossing of the Agua Fria River will promote a more efficient east-west movement of trucks originating from the Skyline Business Park and reduce the dependency on an already-overcrowded Bell Road. Truck route standards within the City of Surprise adhere to all current Arizona Department of Transportation standards for length and weight.

**Freight Rail Service:** Freight rail service is operated by the Burlington Northern Santa Fe (BNSF) railroad along the US-60 corridor. Freight service within this corridor is focused in the areas of auto trans-load service, lumber, fly ash, cement and local freight service. The Alternative Modes Element provides a more in depth discussion on rail service in Surprise.

## Roadway Level of Service

Levels of Service (LOS) is a roadway "grading scale" initiated by the 1965 Highway Capacity Manual (HCM), and is used to explain the quality of traffic operations in a broader, less technical sense for consumption by general public and elected officials.

The level of service (LOS) concept is utilized to determine the efficiency of existing and future roadway and intersection operations. Level of service provides a comparative measure of the congestion and travel conditions and is reported in levels "A through F," with "A" representing the best representing free flow conditions and "F" representing breakdown conditions that includes driver discomfort. LOS on roadway segments is defined as follows:

**LOS A:** Free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles and operations



## Surprise General Plan 2035: Foundation for the Future

are constrained only by the geometric features of the roadway and driver preferences.

**LOS B:** Indicative of free flow, but the presence of other vehicles begins to have a noticeable impact on speeds and freedom to maneuver.

**LOS C:** Represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream and to select an operating speed is now clearly affected by the presence of other vehicles.

**LOS D:** Borders on unstable flow. Speeds and ability to maneuver are severely restricted because of traffic congestion.

**LOS E:** Operations are at or near capacity

and are quite unstable.

**LOS F:** Represents forced or breakdown flow. The City of Surprise strives to achieve a level of service “D” or better on all roadways. Any roadway where the level of service falls to a level of service “E” or “F” is considered congested and requires review for improvements. Where feasible, capacity improvements or other remedial actions are usually recommended if the level of service is worse than “D.”

The city of Surprise has goal of achieving a LOS C on major arterial roadways and parkways but will accept a LOS D. This is a common approach taken by many communities nationally, but Surprise will strive to maintain the LOS C or better on each of Surprise’s major arterials and parkways.

**Table 3.3 – Service Volumes and LOS**

| Roadway Type           | # of Travel Lanes | LOS A   | LOS B   | LOS C   | LOS D   | LOS E   |
|------------------------|-------------------|---------|---------|---------|---------|---------|
| Freeways               | 4                 | 47,940  | 55,930  | 63,920  | 71,910  | 79,900  |
|                        | 6                 | 73,980  | 86,310  | 98,640  | 110,970 | 123,300 |
|                        | 8                 | 100,080 | 116,760 | 133,440 | 150,120 | 166,800 |
|                        | 10                | 126,180 | 147,210 | 168,240 | 189,270 | 210,300 |
| Limited Access Parkway | 4                 | 29,280  | 34,160  | 39,040  | 43,920  | 48,800  |
|                        | 6                 | 43,740  | 51,030  | 58,320  | 65,610  | 72,900  |
|                        | 8                 | 57,960  | 67,620  | 77,280  | 86,940  | 96,600  |
| Major Arterial         | 5                 | 30,480  | 35,560  | 40,640  | 45,720  | 50,800  |
|                        | 6                 | 36,480  | 42,560  | 48,640  | 54,720  | 60,800  |
| Minor Arterial         | 3                 | 12,960  | 15,120  | 17,280  | 19,440  | 21,600  |
|                        | 4                 | 21,540  | 25,130  | 28,720  | 32,310  | 35,900  |
| Major Collector        | 2                 | 5,100   | 5,950   | 6,800   | 7,650   | 8,500   |
|                        | 3                 | 8,520   | 9,940   | 11,360  | 12,780  | 14,200  |
|                        | 4                 | 10,560  | 12,320  | 14,080  | 15,840  | 17,600  |
| Minor Collector        | 2                 | 3,360   | 3,920   | 4,480   | 5,040   | 5,600   |
| Local Street           | 2                 | 1,200   | 1,400   | 1,600   | 1,800   | 2,000   |

Source: City of Peoria TIA Criteria; McDOT Roadway Design Manual

# Roadway Systems Element



## Complete Streets

The notion of a “complete street” is to ensure that the design and construction of new roadways and retro-fitting of existing roadways ensures that facilities for bicycles, pedestrians, and transit are recognized as integral to a properly designed and functioning street. “Complete Streets” as defined by the National Complete Street Coalition, is “a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation”.

“Complete streets” embraces the notion that all modes of travels are equally as important to mobility, health, and safety as a vehicular travel lane. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; reduce vehicle emissions and fuel use; and often increase property values in the areas they serve.

On March 11, 2010, the U.S. Secretary of Transportation issued a Policy Statement on Bicycle and Pedestrian Accommodation. This policy states that walking and bicycling shall be considered equal to other transportation modes, and encourages states, local governments, professional associations, community organizations, public transportation agencies, and other government agencies to adopt similar policy statements.

The City of Surprise embraces the “complete streets” policy in patterning design components presented in the MAG Complete Streets Guide for the planning and design of

new or retrofitted streets in Surprise. While the City can utilize guidance offered in the MAG Complete Streets Guide, the City also intends to develop its own long term process and procedures (and perhaps guidelines or standards) for the evaluation, design and prioritization of investment choices for complete streets projects in Surprise.

## Parking

As travel and parking needs have increased, there has been recognition of the constant need to better manage transportation and parking facilities. Parking requirements in Surprise are set out in the Zoning Ordinance and Engineering Design Guidelines by the type and size of use.

## ***Trends***

There is rising demand for parking for long distance commuters. The current park and ride facility, located on Bell Road east of Grand Avenue provides for inter-modal service. The predominant modal interchange is between the private automobile and transit, but also includes modal changes between transit and bicycle, pedestrian, carpool, vanpool, or drop-and-ride modes as well. Maricopa County government found that vanpool subsidies helped achieve trip reduction ordinance goals but was also an efficient and cost effective way to reduce single occupant vehicle use. Transit service offered at the facility includes the Route 571 Express Bus between Surprise and downtown Phoenix. There is a rising demand for additional park and ride facilities in Surprise. The changing needs of the public and the surrounding environment reaffirm the need to approach park and ride facilities with an eye for innovation and optimization.

## ***Managing Parking Supply***

## Surprise General Plan 2035: Foundation for the Future

A balance should be achieved between parking policies, travel behavior, development density, development cost and urban design. In most developments in Surprise there is an oversupply of parking, and it is provided at no direct cost to the tenants or their employees. Measures need to be taken to discourage oversupply of parking while still providing adequate parking that is not too expensive in order to maintain retail and employment centers. On-street parking in residential areas near employment and commercial sites should also strike a balance between providing for resident parking and providing overflow commercial and employee parking.

### ***Parking Facility Design***

Structured parking allows development densities and site designs that support good transit service and alternative modes, although it is more expensive than surface parking to build. Structured parking will minimize the amount of valuable land needed for travel and parking purposes.

### **Character Area Land Uses & Roadway Compatibility (in progress)**

As described throughout the General Plan 2035, the character area land use planning approach places emphasis upon the urban form and character of an area, not the prescriptive land use of each development parcel. The Neighborhood Character Areas may consist of rural, suburban or urban neighborhoods. Compatibility and transition procedures and guidelines help shape the integration and buffering of various development types. For example, the Commerce & Business Character Area locations could include a blend of mixed used commercial and residential, regional shopping centers or a medical campus. The question of their individual appropriateness will hinge upon how these uses fit into the character of the area in which they are proposed.

The City has a section line and mid-section line system of surface streets that form the grid network which creates one square mile development patterns throughout the majority of Surprise's planning area. When applying the Character Area land use approach, the intent is to fit developments and roads together by ensuring that the activity creating trips are located on a roadway designed to handle the impact. It also strives to make efficient use of public investment by not overcrowding or underutilizing roadways. Because the precise future land use of a given intersection is not specifically defined, it places a greater need in forecasting necessary roadway capacity to accommodate vehicle trips generated.

The Character Area approach then puts a greater degree of emphasis on the need for the city to more frequently evaluate the performance of roadways compared against a continually updated "scorecard" of new growth. While it is likely that the predominant residential land use pattern will consist of suburban densities (3-5 dwelling units per acre), a mixture of densities can maximize the opportunity for non-vehicular forms of transportation within the development. This will maximize the level of internalized activity and minimize the impact on surrounding neighborhoods. In either case, the Character Area approach puts added emphasis on the city to conduct more frequent performance measurements of roadways and off street systems than under the traditional planning methods. The Implementation Element in Chapter 6 provides more detail on the need to conduct roadway count studies and travel time studies on a regular basis.

In order to provide a snapshot of the impact of certain typical land uses upon Surprise's roadways, Table 3.5 is provided to demonstrate these effects. The Institute for Traffic Engineers Trip generation Manual offers guidance on trip generation levels for



# Roadway Systems Element



many different land use types and is referenced and utilized in the creation of Table 3.5.

**Table 3.4: Average Daily Trips by Land Use Types**

| Land Use Type                                       | Average Daily Vehicle Trips Generated |
|-----------------------------------------------------|---------------------------------------|
| Single Family Residential Home                      | 10                                    |
| 200 unit apartment complex                          | 1,330                                 |
| Condominium/Townhouse (300 vehicles)                | 1,000                                 |
| Assisted Living Facility (150 beds)                 | 410                                   |
| Fast Food restaurant – 3000 Sq. ft. with Drive thru | 1,490                                 |
| Convenience Market (2,000 sq. ft.)                  | 1,500                                 |
| Hotel (200 rooms)                                   | 1,785                                 |
| Grocery Store – 50,000 sq. ft.                      | 5,100                                 |
| Warehouse (350 employees)                           | 1,360                                 |
| Office Park (1,500 employees)                       | 5,250                                 |
| Community Park (50 acres)                           | 80                                    |
| Elementary School (650 students)                    | 840                                   |
| Church (20,000 sq. ft. on a Sunday)                 | 735                                   |

Source: ITE Trip Generation Report, 8<sup>th</sup> Edition

## GOALS AND POLICIES

The goal and policy statements for the Roadway Systems Element serve as the City's policy guide for the expansion, design and prioritization of investment choices for roadways in Surprise. The goals and policy statements reflect the culmination of collective inputs received from stakeholders, citizens, elected officials, City staff as well as the re-validation of select goals and policies from the 2013 Surprise General Plan update process.

### Goal 1: Integrated Decisions

Develop a complete and connected system of roadways.

#### Policies

1. The City will maintain the Surprise transportation system to serve current and future needs and protect the investment in the City's roadways.
2. Design roadways to support planned and existing land uses to achieve a LOS C or greater and maintain no less than a LOS D on major arterial and parkways.
3. Prioritize opportunities to restore and reconnect the street grid.
4. Partner with land owners and developers to seek to add capacity and identify a second point of arterial roadway access north of Grand Avenue and east of 163rd Avenue.
5. Provide for future transportation corridors by identifying and preserving adequate right-of- ways during the planning and development processes, in advance of development occurring.
6. The City continually find efficient means to transport truck traffic in a manner that minimizes the impacts upon residential and pedestrian oriented land uses.
7. Require the use collector roadways or frontage roads for warehouse and distribution uses land uses along the Loop 303 corridor in order to promote the segregation of truck trips from automobile trips.
8. Collaborate with ADOT, MAG and McDOT to identify likely routes for over-sized, over-weight vehicles.
9. Partner with McDOT to accept the recommendations of the Capacity Study to promote the expansion of capacity of roadways such as El Mirage Road and Sun Valley Parkway that provide regional connection to and from Surprise and have experienced significant increases in average daily vehicle trips over the past

## Surprise General Plan 2035: Foundation for the Future

several years.

10. Regularly conduct (every two years) customer satisfaction surveys to determine areas in need of improvement to supplement and support findings from bi-annual traffic counts and LOS analyses of roadways in Surprise.
11. Maintain strong access management policies for incoming development accessing major arterials and parkways. The extent feasible, promote internalized driveways for limiting driveway access onto major arterials to enhance the operations and capacity of these roadways in order to reduce the need to expand system capacity in the future.
12. Strive to improve traffic flow by completing missing and incomplete links in the arterial network in Surprise.
13. Plan for the one mile spacing of arterial roadways in Surprise to the extent possible.
14. Conduct roadway count studies and travel time studies on a more frequent and regular basis to assist the city with the goal of keeping the rate of travel time increases below the growth rate of traffic volumes under the Character Area land use planning approach.
2. Encourage a pilot program to evaluate and assess functionality of a complete street design and assess future potential opportunities for existing streets to transition to complete streets.
3. The City of Surprise shall require developers to design and construct pedestrian and bicycle connections to internally and externally link residential uses to nearby commercial uses, schools, parks, transit stops and adjacent neighborhoods.
4. Evaluate and prioritize existing roadways that are minor arterials or greater for retrofitting to a complete street. Greenway Road is a high priority candidate. Evaluate and prioritize and cost benefit analysis should be utilized to target roadways that provide the greatest connection between existing neighborhoods and employment and other activity centers.
5. Continue to update the City's adopted standard roadway cross-sections to embrace the complete street concepts to enhance multi-modal mobility when designing new streets or improving existing streets throughout the Surprise planning area.
6. Update to the Gap Study should commence in the near future to re-fresh the city's priorities and investment choices for closing multimodal infrastructure gaps
7. Prepare an off-street systems mobility plan that investigates and recommends non-motorized mobility network along the newly recognized greenway system. This plan should provide for a safe, alternate mode of transportation to motor vehicular trips using sidewalks, greenways, trails of all sorts, other pedestrian linkages can make the City more walkable to and from existing and planned neighborhoods and employment centers.

### Goal 2: Complete Streets

Provide roadways that are "complete streets" that cater to enhancing multi-modal accessibility.

#### Policies

1. Adopt a Complete Streets Plan and Policy document that provides specific direction for the planning and implementation of complete street elements for Surprise roadways. The City shall utilize guidance from the MAG Complete Streets Guide in the preparation of this document.

# Roadway Systems Element



## Goal 3: Access

Improve transportation access to, from, and within Surprise.

### Policies

1. The City shall continue to seek collaboration with ADOT and the City of Peoria to prioritize the need to establish a partial interchange on the Loop 303 at Litchfield Road.
2. Collaborate with the City of Peoria, MCDOT, ADOT for the coordination and extension of Jomax Road from US60 to Happy Valley Road, and for a future traffic interchange with the Loop 303.
3. Continue to collaborate with MAG, McDOT and the City of Peoria to continually emphasize the need for additional east-west major arterial roadway bridge crossings of the Agua Fria River to support anticipated growth. Potential bridge crossings at Olive Avenue, Happy Valley Road and Lone Mountain Road are preferred crossings to service growth at a timeframe complimentary to development proximate to these areas.
4. Identify and prioritize freight infrastructure projects that are needed to maintain mobility and enhance the City's (and regions) economic competitiveness.
5. Collaborate with ADOT, MAG, FHWA and McDOT to preserve a 350-foot right-of-way for the future White Tanks Freeway and planned parkways as designated in the Roadway Systems Element.
6. Continue to collaborate with MAG to leverage funding opportunities for the construction of planned parkway facilities. Added emphasis may be placed on parkways if support for additional freeway facilities is lacking.
7. Ensure that the local transportation system is fully and effectively connected to the regional transportation system.
8. The City shall support construction of regional freeways providing improved access between Surprise and the region.
9. Maximize the effective use of roadway capacity by managing access to arterials, and assuring a high level of cross access between adjacent developments.
10. Utilize new technologies such as Intelligent Transportation Systems (ITS) to maximize the capacity and efficiency of the transportation system.
11. Continue to coordinate and cooperate with regional agencies and adjacent communities to assure continuity of roadway, transit and alternative modes of travel across jurisdictional boundaries.

## Goal 4: Funding

Leverage regional partnerships, land owner support, and cost effective financing mechanisms to secure fair and sufficient funding for the transportation system in Surprise.

### Policies

1. Investigate alternative funding options for the design, construction, operation and maintenance of transportation facilities and services in Surprise.
2. Continue to develop and maintain strategic partnerships with Arizona Department of Transportation, Maricopa County Department of Transportation, the Maricopa Association of Governments, the Regional Public Transit Association, and adjacent jurisdictions for regional projects and services that benefit Surprise.
3. Continually update the CIP for priority roadway projects to make investment



## Surprise General Plan 2035: Foundation for the Future

choices that assist in the construction of roadway facilities that support employment growth areas and residential growth areas identified in the Growth Area Element.

4. Collaborate with existing properties with approved PAD's to equitably evaluate the adjustments in the Functional Classification Plan to make adjustments to approved PADs that will accommodate modifications to proposed alignments and right-of-ways widths.
5. Invite and encourage the use of CIP budgets to leverage the development of recommended greenway trails as a mechanism to encourage investment in existing communities that in turn spurs redevelopment and revitalization of these areas.
6. Update and implement the Capital Improvement Plan and evaluate its projects using the goals and policies within the General Plan and City Council Strategic Action Plan.
7. The City put an enhanced emphasis on developing and maintaining a robust pavement preservation system that earmarks annual CIP dollars towards the maintenance of priority needs in order to extend the lifespan of critical roadway infrastructure.
8. Continue to apply for all applicable state and federal grants to develop and maintain the transportation system in Surprise.
9. Explore additional opportunities to work with adjacent communities, Flood Control District of Maricopa County, Maricopa County and the Maricopa Association of Governments to ensure bicycle and pedestrian network continuity across jurisdictional boundaries.

### Goal 5: Roadway Designs

Promote roadway designs, operations, and aesthetics that support the Character Areas they serve.

### Policies

1. The City of Surprise shall require that newly proposed developments demonstrate that there are adequate services and facilities, or plans to provide the necessary services and facilities, to serve the development during the development approval process.
2. Maintain the traditional grid street pattern where it currently exists, reconnect it where possible. When improving older streets in neighborhoods, maintain original street widths and curb radii.
3. The City of Surprise shall initiate and/or require development applicants to prepare and update master plans and strategic plans as needed to prepare for infrastructure needs and financial resources to serve growth.
4. Strive to integrate land use and roadway compatibility decisions per suggested measures outlined in the Implementation Element of General Plan.
5. Revise subdivision regulations to include connectivity standards and guidelines that require greater street connectivity, and provide allowances for pedestrian and bicycle connections when street connectivity cannot be made.
6. Within Scenic Land Overlay and Scenic Roadway Corridor areas, the City promote roadway designs that preserve natural features, steep slopes, and when appropriate, views, low ambient light intrusion, and low noise.
7. The City continue to utilize the MAG roadway construction standards and specifications.
8. Partner with BNSF railroad to identify a comprehensive intermodal transportation network to serve the daily needs of this future facility. An internal collector roadway that promotes truck traffic while segregating truck trips from adjacent planned residential communities is a priority. Partner with ADOT to identify

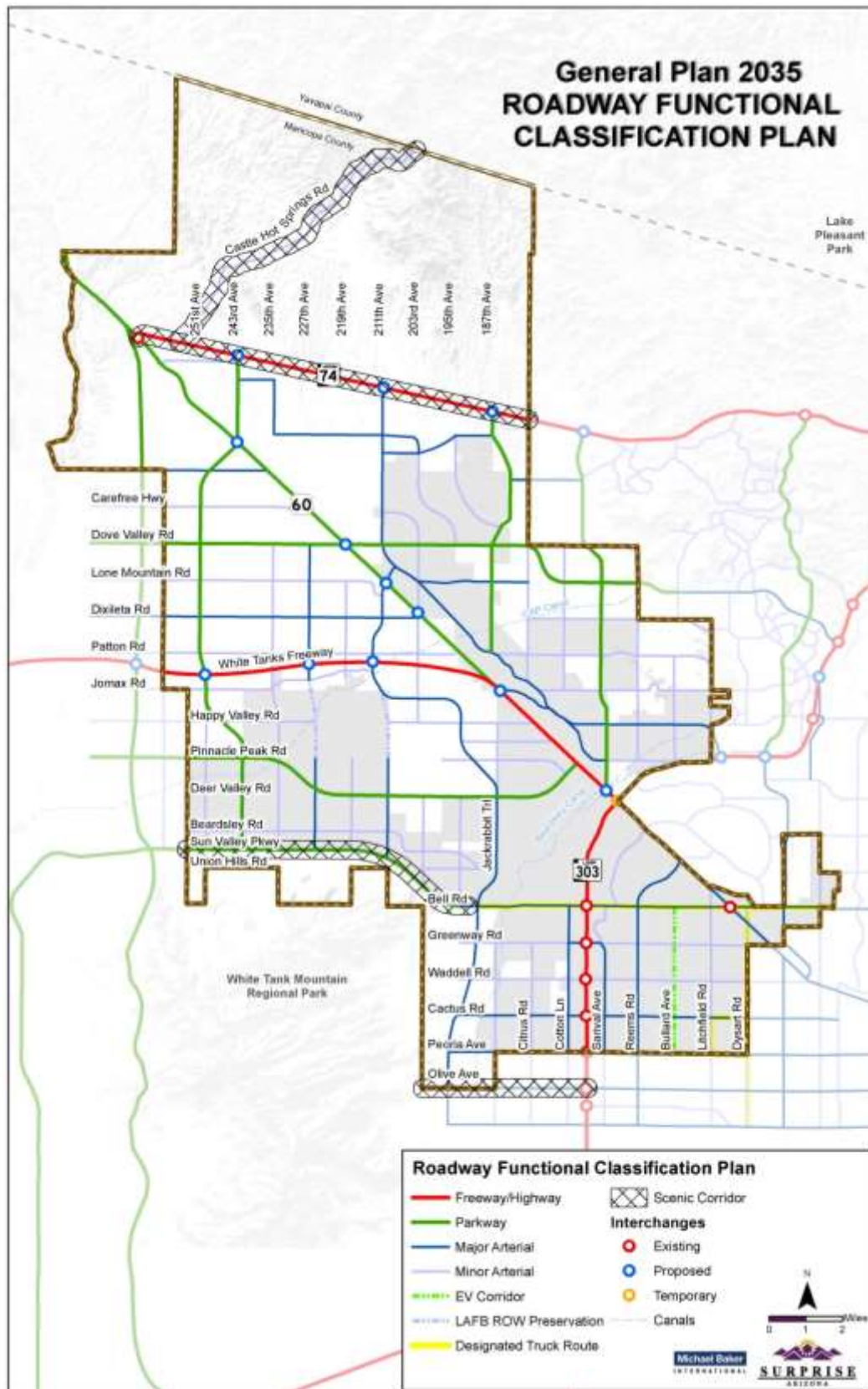
## Roadway Systems Element



coordinated access management and turning movements onto US 60.

9. Install truck route signage on Bell Road and Dysart Road and segments of Cactus Road and Peoria Avenue to identify truck routes in the City.
10. Encourage land use patterns that reduce the amount of external travel by developing neighborhoods where mixed use centers and services are easily accessible from residences.
11. Prepare a Scenic Roadway Corridors overlay district and/or design guidelines to require the design and construction of Scenic Corridor roadways that embrace the terrain and scenic quality in the roadway design, landscaping, lighting and building development standards for properties located within these corridors.
12. Ensure the physical location and design of transportation facilities are done in a fashion which is environmentally sensitive to our desert, mountains, scenic corridors, open spaces and neighborhoods.
13. Strive to protect neighborhoods and the environment from adverse effects of transportation facilities and services.
14. Promote the design well landscaped streets, with low water usage plants, to help improve the community aesthetics.
15. Establish a process for existing neighborhoods to request traffic calming, including how to evaluate the request, select the appropriate type of calming treatment, and fund recommendations.

Figure 3.42: Roadway Functional Classification Plan







## Transit Element

### INTRODUCTION

A primary strategy of the Transit Element is to reduce dependence on the private automobile in order to achieve multiple and interrelated goals including: increasing mobility, preserving and enhancing neighborhood character, improving air quality, and fostering compact development and a more walkable city. A greater reliance on public transportation will improve mobility by increasing travel options for residents, and by increasing the people-carrying capacity of the City's transportation system. It will also decrease the environmental degradation caused by the growing use of single-occupant vehicles. The intent is to develop a transit system that supports as well as leads the development of Surprise Land Use Character Areas as set forth by the Surprise General Plan 2035.

Surprise's development strategy combines transit supportive changes in the City's development pattern with a more complete and competitive multimodal transportation system. Achieving growth targets based on cores and corridors is an important element for the future development of Surprise. It provides more desirable investment in facilities and service delivery systems to support areas where growth will occur and reflects local decisions and neighborhood priorities. This shift may require some major investments in transit infrastructure and services as well as changes in priorities for street use.

### DISCUSSION

#### Regional Collaboration

The transit system in Surprise is affected by plans and programs that guide the development and management of the regional transportation system. The *Regional Transportation Plan* (RTP) adopted by the Maricopa Association of Governments (MAG) in July 2010 calls for a significant expansion of regional transit services into portions of Maricopa County which are currently underserved, including Surprise. Proposition 400, the funding measure to implement the RTP, was passed by voters in November 2004. This extended the one-half cent sales tax (approved through Proposition 300) for transportation an additional 20 years, through 2025. This funding is divided between freeway, arterial roadway, and transit projects.

Commuter express service from Surprise to downtown Phoenix via the Grand Avenue corridor began in January 2006. Regional transit service planned to be extended to Surprise through Proposition 400 funding (both frequent stop trunk line and limited stop express services) will not occur within the planned time-frame of the RTP due to shortfalls in sales tax revenues, which provide the funding for these planned services. It is likely that no future funding for regional transit service will be available to Surprise until such time as another Proposition is passed by the voters, or another funding source is instituted.

The levels of transit service provided for in the RTP are not adequate to accommodate demand given the projected rate of development in Surprise. MAG published the Northwest Valley Local Transit System Study (June

2013), which made short-term, mid-term, and long-term recommendations for Surprise and the rest of the Northwest Valley. Short-term recommendations include creating a Surprise local circulator that provides access to many retail, commercial, educational, and institutional destinations along Bell Road and Greenway Road. Mid-term recommendations include extending existing bus routes into Surprise and increasing service on local circulators as demand increases. Long-term recommendations include the implementation of high-capacity transit along the US60/Grand Avenue corridor and extending additional bus routes into Surprise.

The City of Surprise is currently working with Valley Metro on a Short-Range Transit Study to identify additional transit opportunities along US60/Grand Avenue corridor prior to the implementation of a high-capacity transit option.

During the public outreach effort for this Surprise General Plan 2035, citizens showed a preference for development patterns concentrated around major transportation corridors. Surprise has no major transportation corridor more significant than US 60/Grand Avenue. Not only is this roadway part of the State Highway System, it is also immediately adjacent to the BNSF Railway. MAG completed the initial phase of a regional commuter rail study, which shows support for passenger service in this corridor. Such service is not yet assured, and will, in any case, be years in the future. Until that time, concentrated rubber tired-transit services in the corridor can both demonstrate the demand for service and influence land use patterns in the corridor.

### **Existing and Projected Levels of Transit**

Valley Metro under the Regional Public Transportation Authority (RPTA) provides all of Surprise's transit service. Surprise is currently

served by one Valley Metro express bus route to downtown Phoenix. Valley Metro also provides local Dial-a-Ride (DAR) service to Surprise through a regional cab contract. Express bus routes are meant to be suburb-to-suburb routes. Route 571 serves commuters travelling between Surprise and Phoenix. A park and ride facility at 13327 W. Bell Road serves transit users. The popularity of the Express Route 571 shows that there are important transportation needs in Surprise and the surrounding areas. Due to the success of these services, plans are progressing to implement a circulator route within the City, as well as regional high capacity transit such as commuter rail.

### ***Commuter Rail***

Many consider commuter rail to be the missing element in the regional transportation system, and the BNSF line running along Grand Avenue is key to achieving the objective of implementing commuter rail services in this corridor. Commuter rail trains typically provide service between suburbs and urban centers. Service typically occurs at a lower frequency than light rail, serving primarily peak travel needs for commuters. Travel distance between a rail line's termini may range between 30 and 50 miles, with station spacing typically five to ten miles apart.

In 2010 MAG completed the *Commuter Rail System Study*, along with corridor development plans for each of the four corridors identified in the system study. The system study provides a detailed evaluation of potential commuter rail links to the West Valley by incorporating the findings of the Grand Avenue and Yuma West Corridor Development Plans; and evaluation of potential commuter rail links to the East Valley. The system study calls for phased implementation of the commuter rail system based on a number of factors, including:

## Transit Element



development patterns, changes in travel demand, community support, potential funding sources and potential integration with the Phoenix/Tucson intercity rail.

By 2035 the Grand Avenue corridor is projected to experience a 41 percent increase in population and a 52 percent increase in employment. As a result of this growth, and even with planned roadway improvements and increased transit service, congestion in the Grand Avenue corridor is expected to worsen. Automobile congestion levels are projected to range from moderate to severe throughout the length of the project corridor. Commuter rail service would provide an opportunity to improve mobility, particularly for peak period trips, by reducing travel time and providing a reliable and consistent alternative to automobile travel in a congested roadway corridor.

The BNSF rail line currently carries seven to eight trains daily at an approximate speed of 49 miles per hour. Upgrades and changes desired for implementing commuter rail services on the BNSF line may include new signals, a second track, and reduced main track switching activity. Additional commuter rail implementation requirements include governance and administration, railroad cooperation and funding.

### Trends in Transit Use

City of Surprise Dial-a-Ride (DAR) transit use has remained relatively flat for the last five years due to limited funding. In 2012 the City switched to contract service for DAR and began to use 2010 New Freedom grant funds available for this type of service. The City anticipates a 10 percent growth over the next three years in DAR service trips.

The City participated in a region wide

reorganization of the express bus route system that was implemented in 2012. The 571 express route, which provides express commuter service from Surprise into downtown Phoenix, has experienced steady growth, and currently provides 4 morning inbound trips and 4 evening outbound trips.

According to the United States Census, more than 75 per cent of Surprise workers used a car, truck, or van to commute to their jobs. Public transportation as a mode of commuting amounted to less than one percent. Surprise has seen an increase in transit ridership in the past year. Valley Metro's annual transit report reflects a 9.33% increase in Route 571 ridership in 2015 from 2014, and 31.15% decrease in 2014 from 2013. The total decrease in 2014 was similar to those experienced throughout the valley and was partially attributed to the significant decrease in fuel prices.

The projected increase in population for Surprise will provide an opportunity to expand transit into new and growing markets, thereby extending its ridership base. To meet the continued needs and demands generated by development, it will become necessary to develop local public transit services. As environmental and capacity issues become more evident, transit's role will increase. Effective use of transit could make a difference in the level of congestion in certain corridors in the Surprise area.

### Transit Supportive Land Use Planning

In order for transit to be successful, the City of Surprise needs to create a more "transit friendly environment" in which transit has a better opportunity to succeed. One element of this is to provide for denser, mixed use development that will support travel by transit. Another element is to provide the physical



## Surprise General Plan 2035: Foundation for the Future

facilities that result in a better operating environment for transit, such as bus pullouts, park and ride lots, signal prioritization for transit vehicles and improved access to transit for pedestrians and bicyclists.

Implementation is dependent on the close coordination of land use and transportation planning. The relationship between transit and land use focuses development in concentrated rather than linear patterns adjacent to transit stops and stations. Transit investments are directed to link these transit supportive areas to provide people with an attractive option to the single occupant vehicle. This will allow more people to live and work within walking distance of transit.

### GOALS AND POLICIES

#### Goal 1: Balanced Multi-modal System

Develop and maintain a balanced, multi-modal transportation system to ensure safe and efficient movement of people and goods in Surprise.

##### Policies

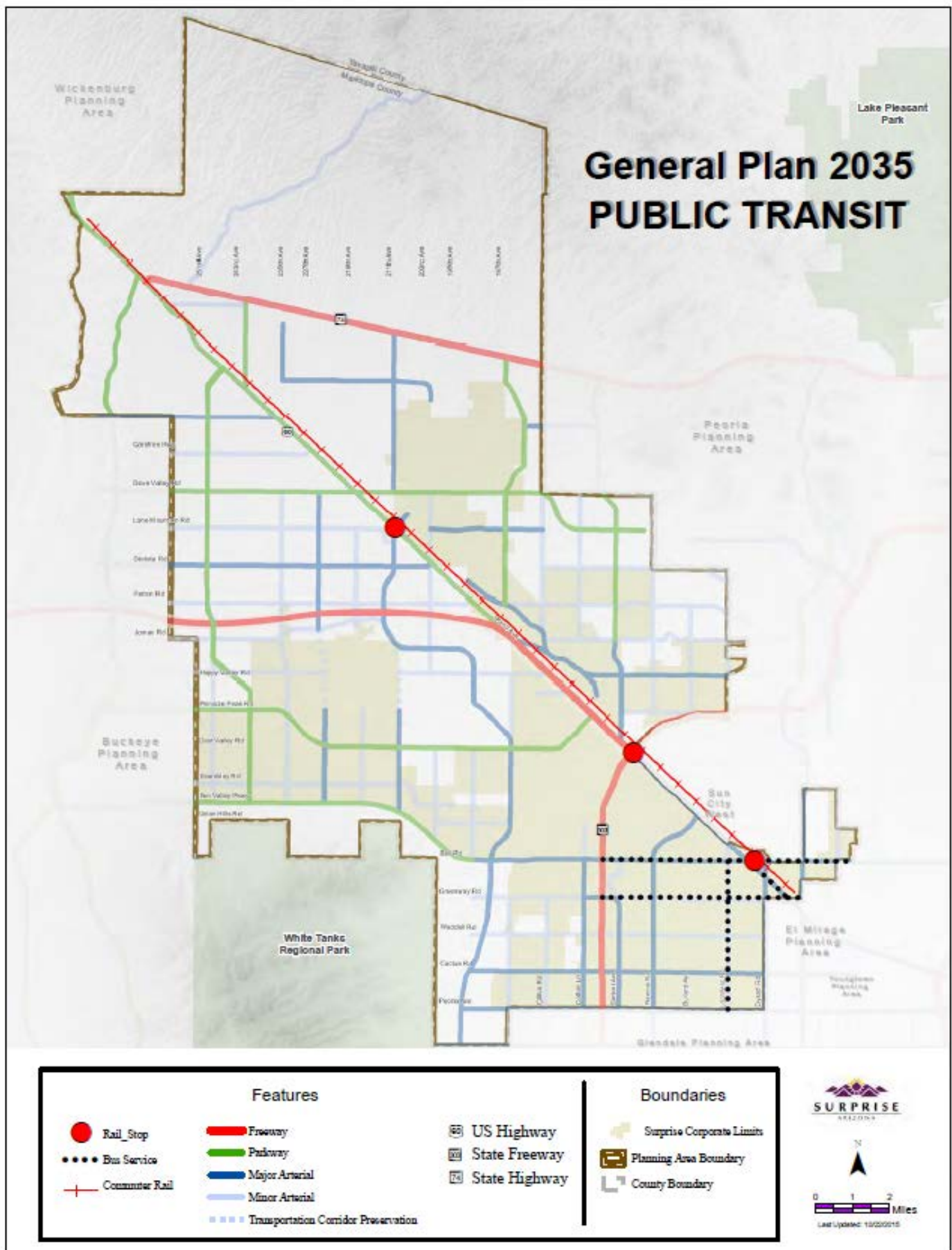
1. Provide and expand transportation demand management strategies to help reduce traffic congestion and encourage alternative modes of travel.
2. Consider the needs of the entire community and the special needs of the elderly and people with impaired mobility in the planning, design, construction and maintenance of the City's transportation system.
3. Include transit planning as an integral component of long range plans and the development review process.

#### Goal 2: Access and Alternatives

Provide attractive and convenient public transit services to, from, and within Surprise.

##### Policies

1. Pursue a Citywide local transit system that connects homes, businesses, schools, and employment centers.
2. Integrate the regional transit system with the Surprise local transit system.
3. Work with all appropriate agencies and interests to support the implementation of commuter rail service in the Burlington Northern/Santa Fe (BNSF) Railway corridor adjacent to US 60/Grand Avenue.
4. Support the provision of high frequency transit service and capital investments to benefit high density/intensity areas.
5. Implement transit priority measures to ensure increased transit ridership.
6. Encourage transit services that address the needs of persons with disabilities, the elderly, young people, people with special needs, and people who depend on public transit for their mobility.
7. Develop transit fare recovery policies consistent with regional standards.
8. Collaborate with regional agencies to ensure increased transit service frequency, connectivity and availability in Surprise.





**CITY OF SURPRISE**  
Planning and Zoning Commission

December 3, 2015 @ 6:00:00 PM

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|                        |                  |                 |                                    |
|------------------------|------------------|-----------------|------------------------------------|
| Board Meeting Date:    | December 3, 2015 | Contact Person: | Eric Fitzer, Community Development |
| Submitting Department: |                  | District:       | Internal                           |
| Staff Recommendations: | Approve          |                 |                                    |

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

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**Agenda Wording:**

Discussion, consideration and action to appoint a Chairperson for the Planning and Zoning Commission.

---

**Motion:**

I move to nominate (nominees name here) for the position of Chairperson for the Planning and Zoning Commission.

---

**Background:**

Per municipal code, annually the Commission shall elect a Chairperson. The Commission will bring forth nominations and then select a Chairperson to serve through November 30, 2016.

---

**Financial Impact Statement:**

No Financial Impact

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**ATTACHMENTS:**

[Click to download](#)

No Attachments Available

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**External Attachment Links:**

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**Meeting Requirements:**

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

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





**CITY OF SURPRISE**  
Planning and Zoning Commission

December 3, 2015 @ 6:00:00 PM

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|                        |                  |                 |                                    |
|------------------------|------------------|-----------------|------------------------------------|
| Board Meeting Date:    | December 3, 2015 | Contact Person: | Eric Fitzer, Community Development |
| Submitting Department: |                  | District:       | Internal                           |
| Staff Recommendations: | Approve          |                 |                                    |

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

---

**Agenda Wording:**

Discussion, consideration and action to appoint a Vice Chairperson for the Planning and Zoning Commission.

---

**Motion:**

I nominate (nominees name here) for the position of Vice Chairperson for the Planning and Zoning Commission.

---

**Background:**

Per municipal code, annually the Commission shall elect a Vice Chairperson. The Commission will bring forth nominations and then select a Vice Chairperson to serve through November 30, 2016.

---

**Financial Impact Statement:**

No Financial Impact

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**ATTACHMENTS:**

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No Attachments Available

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**External Attachment Links:**

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**Meeting Requirements:**

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



**CITY OF SURPRISE**  
Planning and Zoning Commission

December 3, 2015 @ 6:00:00 PM

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Board Meeting Date: December 3, 2015      Contact Person: Eric Fitzer, Community Development  
Submitting Department:      District: Internal  
Staff Recommendations: No Action

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

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**Agenda Wording:**

Discussion pertaining to future agenda items.

---

**Motion:**

---

**Background:**

---

**Financial Impact Statement:**

No Financial Impact

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**ATTACHMENTS:**

Click to download

No Attachments Available

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**External Attachment Links:**

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**Meeting Requirements:**

Powerpoint    x    Video    x                      White Board    x    Other    x

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