



CITY OF SURPRISE
Regular City Council Meeting Agenda
16000 N. Civic Center Plaza
Surprise, AZ 85374

Tuesday, December 15, 2015 @ 6:00 PM
COUNCIL CHAMBERS

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- A. Call To Order
- B. Roll Call
- C. Pledge of Allegiance
- D. PROCLAMATION AND COMMUNITY ACKNOWLEDGEMENTS
- E. City Manager Report:

District Citywide [Pledge of Allegiance led by Sunset Hills Elementary School.](#)

None
Paul
Bernardo,
Youth
Services

- F. City Attorney Report:
- G. City Clerk Report:
- H. Call To The Public:

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

[Download the Call to the Public form](#) (PDF download requires [Adobe Acrobat Reader](#))

[Fill out the Call to the Public form online](#) If submitting form electronically, please submit to City Clerk at least one hour before the meeting start time.

The Call to the Public form is also available at the front counter.

Note: A.R.S. 38-431.01(H) - During this time members of the public may address City Council on any item not on the agenda. At the conclusion of the open call, City Council 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.

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 City Council. There will be no separate discussion on these items unless a Councilmember requests, in which event the item will be removed from the consent agenda and considered in its normal sequence on the agenda.

I. Regular City Council Meeting Agenda:

Consent Agenda:

1. District Internal [Consideration and action amending the fiscal year 2016 budget by](#) None

- | | | | |
|----|---|---|--|
| | <u>reallocating appropriations of \$118,000 from Grants Fund Contingency to Neighborhood Revitalization Fund and extending the HOME Intergovernmental Agreement with Maricopa County as part of the Maricopa County Home Consortium; Resolution # 2015-118.</u> | Christina Ramirez, Human Service & Community Vitality | |
| 2. | District 5 | <u>Consideration and action to approve a request by Andrea Lewkowitz (applicant) for an Acquisition of Control request by New York Pizza Dept. located at 13980 W. Bell Road, Suite 1, Surprise, AZ. 85374 for existing license 12077756.</u> | None
Sherry Ann Aguilar, City Clerk |
| 3. | District Citywide | <u>Consideration and action on the meeting minutes of December 1, 2015 Regular City Council Meeting and December 4, 2015 Special City Council Meeting (Annual Summit).</u> | None
Sherry Ann Aguilar, City Clerk |
| 4. | District Citywide | <u>Consideration and action amending the fiscal year 2016 budget by reallocating appropriations of \$585,000 from General Fund Contingency to General Fund, Legal, General Operations, and General Capital Fund, Legal, General Operations, for the purpose of funding litigation; transferring actual funds of \$400,000 from General Fund to General Capital Fund; Resolution # 2015-122.</u> | None
Bob Wingenroth, City Manager |

Regular Agenda Item - Public Hearing:

- | | | | |
|----|-------------------|--|---|
| 5. | District 1 | <u>Consideration and action pertaining to 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, property generally located east of 163rd Avenue between Pinnacle Peak Road and the San Ysidro Road alignment; Resolution # 2015-107.</u> | None
Robert Kuhfuss, Community Development |
| 6. | District 1 | <u>Consideration and action pertaining to rezoning, by major PAD amendment, property generally located east and adjacent to 163rd Avenue between Pinnacle Peak Road and the San Ysidro Road alignment, 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; Ordinance # 2015-22.</u> | None
Robert Kuhfuss, Community Development |
| 7. | District 1 | <u>Consideration and action pertaining to the "Preliminary Plat for Verdugo", a 5-Parcel, 409-Lot residential subdivision in the Verdugo PAD, generally located east of 163rd Avenue between Pinnacle Peak Road and the San Ysidro Road alignment.</u> | None
Robert Kuhfuss, Community Development |
| 8. | District Citywide | <u>Consideration and action on a major amendment to the Surprise General Plan 2035, re-writing the land use element; changing from a village planning to a character area planning concept; updating all other elements of the General Plan 2035 to conform; modifying the reporting and amendment processes in the implementation section; and repealing the existing village plans; Resolution # 2015-120.</u> | None
Joshua Mike, Community Development |

Regular Agenda Item - Non-Public Hearing:

- | | | | |
|-----|-------------------|--|--|
| 9. | District Internal | <u>Consideration and action to appoint Andrew Orlikoff to fill a vacancy on the Board of Trustees with a term expiration of June 30, 2017; and Merrill Edelstein to fill a vacancy on the Arts & Cultural Advisory Commission with a term expiration of June 30, 2019 (Pending that no other new applications were received for the Arts Commission by the beginning of this meeting). The City Clerk will issue the Oath of Office.</u> | None
CM Winters
& CM Hall |
| 10. | District Citywide | <u>Consideration and action on the Surprise Parks and Recreation Master Plan Update.</u> | None
Mark A.
Coronado,
Director -
Community
&
Recreation
Services |
| 11. | District Internal | <u>Discussion and action amending the fiscal year 2016 budget by reallocating appropriations of \$14,000 for the completion of the City Hall Art Display Plan; and authorizing the Surprise Arts and Cultural Advisory Commission to move forward with obtaining a vendor to complete the work; Resolution # 2015-121.</u> | None
Nicole
Lance,
Deputy City
Manager |
| 12. | District Internal | <u>Consideration and action pertaining to adoption of the City Council Boards and Commission Handbook (2015 edition); replacing all prior boards and commission handbooks.</u> | None
Council
Members
Skip Hall &
Roland
Winters |

J. Other Business and Future Agenda Items:

K. Mayor/Council Reports:

L. Executive Session:

- | | | | |
|-----|-------------------|--|------------------------------------|
| 13. | District Internal | <u>Consideration and action to enter into Executive session to discuss and consider the personnel evaluations and 2016 position objectives for the City Manager and City Clerk pursuant to A.R.S. 38-431.03 (A)(1)</u> | None
Council
Member
Tande |
|-----|-------------------|--|------------------------------------|

For information Purposes; Upon a public majority vote of a quorum of the City Council, the Council may hold an executive session, which will not be open to the public, but for only the following purposes:

- discussion or consideration of personnel matters (A.R.S. §38-431.03 (A)(1));
- discussion or consideration of records exempt by law from public inspection (A.R.S. §38-401.03 (A)(2));
- discussion or consultation for legal advice with the city's attorneys (A.R.S. §38-431.03 (A)(3));
- discussion or consultation with the city's attorneys regarding the city's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation, or in settlement discussions

conducted in order to avoid or resolve litigation (A.R.S. §38-431.03 (a)(4));

- discussion or consultation with designated representatives of the city in order to consider its position and instruct its representatives regarding negotiations with employee organizations (A.R.S. §38-431.03 (A)(5)); or

- discussion, consultation or consideration for international and interstate negotiations or for negotiations by a city or town, or its designated representatives, with members of a tribal council, or its designated representatives, of an Indian reservation located within or adjacent to the city or town. A.R.S. §38-401.03 (A)(6)).

- discussing or consulting with designated representatives of the city in order to consider its position and instruct its representatives regarding negotiations for the purchase, sale or lease of real property (A.R.S. §38-431.03 (A)(7)).

Confidentiality Requirements Pursuant to A.R.S. §38-431.03(C)(D): Any person receiving executive session information pursuant to A.R.S. §38-431.02 shall not disclose that information except to the Attorney General or County Attorney by agreement of the City Council, or as otherwise ordered by a court of competent jurisdiction.

The council may vote to hold an executive session for the purpose of obtaining legal advice from the Board's attorney on any matter listed on the agenda pursuant to A.R.S. § 38-431.03(A)(3).

M. Adjournment:

SHERRY ANN AGUILAR, CITY CLERK, MMC

POSTED:

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



CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

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Council Meeting Date: December 15, 2015

Contact Person: Paul Bernardo, Youth Services

Submitting Department:

District: Citywide

Staff Recommendations: None

Consent

Regular

Public Hearing

Report/Discussion

Agenda Wording:

Pledge of Allegiance led by Sunset Hills Elementary School.

Motion:

None

Background:

Objective Analysis:

Policy Compliant:

Financial Impact:

Budget Impact:

FTE Impact:

ATTACHMENTS:

[Click to download](#)

No Attachments Available



CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

Back Print

Council Meeting Date: December 15, 2015 Contact Person: Christina Ramirez, Human Service & Community Vitality
Submitting Department: District: Internal
Staff Recommendations: None

Consent	x	Regular	Public Hearing	Report/Discussion
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Agenda Wording:

Consideration and action amending the fiscal year 2016 budget by reallocating appropriations of \$118,000 from Grants Fund Contingency to Neighborhood Revitalization Fund and extending the HOME Intergovernmental Agreement with Maricopa County as part of the Maricopa County Home Consortium; Resolution # 2015-118.

Motion:

I move to approve Resolution # 2015-118.

Background:

HOME funding is provided by the U.S. Department of Housing and Urban Development (HUD) to municipalities in order to provide decent and affordable housing for income qualified residents of Surprise. This funding would be applied towards the continuation of the Housing Rehabilitation Program that addresses homes that are in need of health and safety repairs or replacement. The City of Surprise receives funding as a member of the Maricopa County Housing Consortium through an intergovernmental agreement. This is necessary as Surprise does not meet the necessary thresholds to receive funding directly from HUD.

Objective Analysis:

The approval of this contract extension will allow the city the time necessary to expend the grant funding completing housing rehabilitation projects, while meeting grant guidelines.

Policy Compliant:

The contract extension follows city policy and general grant practices.

Financial Impact:

Expenses will match the grant award with overruns being addressed either by scaling back the project or matching with other grant awards.

Budget Impact:

This item was not included as a part of the FY2016 budget. The action will amend the budget to allocate \$118,000 from grants fund contingency to the Human Services and Community Vitality department within the Neighborhood Revitalization fund. This allocation does not represent an actual transfer of funds, but only a transfer of spending authority.

FTE Impact:

This item does not impact the overall FTE count.

ATTACHMENTS:

Click to download

- ☐ [Staff Report](#)
 - ☐ [Amendment to the IGA](#)
 - ☐ [Resolution #2015-118](#)
-



Human Service and Community Vitality Department

Date: December 15, 2015

To: Mayor and City Council

From: Seth Dyson, Human Service and Community Vitality Department
Christina Ramirez, Neighborhood Services Supervisor

Re: Approval of Intergovernmental agreement amendment between Maricopa County and City of Surprise.

Introduction

The Neighborhood Services Division requests the approval of an amendment to an Intergovernmental Agreement between Maricopa County and the City of Surprise, originally approved by Council on January 14, 2014 (Resolution #2014-01) in order to extend the expenditure deadline from the Maricopa County Consortium under the HOME program. The City of Surprise is a member of a Consortium which Maricopa County leads. In order to accept any additional funding from other members of the Consortium an amendment to the IGA must be created between the lead and the accepting jurisdiction.

Background

The Neighborhood Services Division has requested and been awarded grant funding in the amount of \$118,000, to complete Major Rehabilitation/Reconstruction activities under the HOME program. To date \$69,288 has been expended on eligible activities under this allocation. The intention of the program is to provide decent and affordable housing to income qualified residents of Surprise. Each qualifying applicant must maintain this home as their primary residence, during the agreement period, if they fail to do so the pro-rated loan amount is due and payable. City of Surprise has been receiving HOME grant funding since 2006 under the condition that Surprise participate in a Consortium lead by Maricopa County to include several surrounding major cities and towns. The City of Surprise has been able to successfully expend previous years grant funds on Home Replacement by addressing applicants on a wait list. Due to the limited funding each Program Year, Neighborhood Services is able to complete approximately 1 home replacement per year. Program Years are leveraged between Fiscal Years and as a result \$48,712 is remaining. During FY16 Neighborhood Services' priorities have shifted, as part of the newly approved Consolidated Plan. The Consolidated Plan no longer addresses Home Replacements but now Home Repair, because of this change the client pool has significantly increased and Neighborhood Services anticipates that an approved extension will allow for the opportunity to assist more Surprise residents.

Previous Actions

Through the City's Annual Action Plan, HOME grant funds have previously been received for FY 2006-2015 through the HOME consortium and approved for the proposed activities.

Conclusion

It is the intent of staff to support projects that will foster neighborhood sustainability, vibrancy and to keep residents in their neighborhoods. It is believed that the recommended approval of the extension to the expenditure deadline of the Intergovernmental Agreement will help further this intent. With this grant funding available, it is the goal for staff to identify two or more residents in Surprise to perform Major Rehabilitation to their homes.

Recommendations

Approval of Amended Intergovernmental agreement between Maricopa County and the City of Surprise.

Future Actions

Approve amendment to the Intergovernmental Agreement between Maricopa County and the City of Surprise.



AMENDMENT TO THE
INTERGOVERNMENTAL AGREEMENT
BETWEEN
MARICOPA COUNTY
ADMINISTERED BY ITS
HUMAN SERVICES DEPARTMENT
AND
CITY OF SURPRISE



Contract Amount: \$117,975
 Contract Start Date: July 1, 2013
 Contract Termination Date: June 30, 2017
 Contract Number: C-22-14-039-3-00
 Program Number: CM1310
 CFDA Number: 14.239, HOME Investment Partnerships Program
 DUNS Number: 021648936

- I. The Parties entered in an Intergovernmental Agreement on December 11, 2013, effective date July 1, 2013 through June 30, 2015. The County provided the City \$117,975 HOME Investment Partnerships Program funds from the U.S. Department of Housing and Urban Development (HUD).
- II. The Parties hereby desire to extend the agreement term to June 30, 2017, retroactive and effective July 1, 2015. Extending the agreement will provide the City with additional time to complete the previously approved Work Statement.
- III. The foregoing paragraphs, contain all the changes made by this Amendment. All other terms and conditions of the original agreement remain the same and in full force and effect.

IN WITNESS THEREOF, the Parties have signed this Amendment:

APPROVED BY:
CITY OF SURPRISE

APPROVED BY:
MARICOPA COUNTY

Steve Chucri, Chairman

Date: _____

Date: _____

Attested To:

Attested To:

City Clerk

Fran McCarroll, Clerk of the Board

IN ACCORDANCE WITH A.R.S. §§§ 11-952, 11-201, AND 11-251, THIS AGREEMENT HAS BEEN REVIEWED BY THE UNDERSIGNED DEPUTY COUNTY ATTORNEY, AND, IN ACCORDANCE WITH A.R.S. § 11-952, THIS AGREEMENT HAS BEEN REVIEWED BY THE UNDERSIGNED ATTORNEY FOR SUBRECIPIENT ON BEHALF OF SUBRECIPIENT, AND, AS TO THEIR RESPECTIVE CLIENTS ONLY, EACH ATTORNEY HAS DETERMINED THAT THIS AGREEMENT IS IN PROPER FORM AND WITHIN THE POWER AND AUTHORITY GRANTED UNDER THE LAWS OF THE STATE OF ARIZONA.

CITY OF SURPRISE

MARICOPA COUNTY

BY: _____
City Attorney

BY: _____
Deputy County Attorney

Date: _____

Date: _____

RESOLUTION # 2015-118

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF SURPRISE, ARIZONA, AMENDING THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF SURPRISE AND MARICOPA COUNTY BY EXTENDING THE CONTRACT DEADLINE DATE FROM JUNE 30, 2015 to JUNE 30, 2017 AND AMENDING THE FISCAL YEAR 2016 BUDGET BY REALLOCATING APPROPRIATIONS OF \$118,000 FROM GRANTS FUND CONTINGENCY TO THE NEIGHBORHOOD REVITALIZATION FUND FOR RECEIPT OF 2013 HOME GRANT.

WHEREAS, pursuant to Arizona Revised Statutes § 11-952, the City of Surprise has the authority to enter into intergovernmental agreements with other governmental entities;

WHEREAS, the Cities and Towns of Avondale, Chandler, Gilbert, Glendale, Peoria, Scottsdale, Surprise and Tempe, and Maricopa County have previously entered into an Intergovernmental Agreement (IGA) to form the Maricopa HOME Consortium (HOME Consortium IGA) to receive, distribute and administer HOME Investment Partnerships Funds (HOME);

WHEREAS, the intergovernmental agreement between City of Surprise and Maricopa County in the amount of \$118,000, was approved by Council on January 14, 2014 through Resolution 2014-01;

WHEREAS, the U.S. Department of Housing and Urban Development (HUD) has established statutory and regulatory encumbrance and expenditure deadlines for the HOME funds;

WHEREAS, Maricopa County has amended the approved intergovernmental agreement, to extend the contract compliance due date from June 30, 2015 to June 30, 2017;

WHEREAS, the amount of grant funding to be received for 2013 HOME in FY2016 was not included in the FY2016 budget;

WHEREAS, the FY2016 budget was adopted by Council Resolution #2015-53 on June 2, 2015;

WHEREAS, this action will necessitate a budget amendment; and

WHEREAS, the City of Surprise Administrative Policies requires the approval of the Mayor and Council for amendments of this nature.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Surprise, Arizona, as follows.

Section 1. That the statements and schedules attached as *Exhibit A* and incorporated by reference are adopted, amending the budget of the City of Surprise, Arizona for the fiscal year July 1, 2015 through June 30, 2016.

Section 2. The amendment between the City of Surprise and Maricopa County, attached as *Exhibit B*, is hereby approved and the Mayor is hereby directed to execute the agreement and any related documents on behalf of the City.

APPROVED AND ADOPTED this ___ day of _____, 2015.

Sharon R. Wolcott, Mayor

Attest:

Approved as to form:

Sherry Aguilar, City Clerk

Robert Wingo, Interim City Attorney

RESOLUTION # 2015-118

Exhibit A

The FY2016 Annual Budget is amended by reallocating appropriations among lawfully available appropriations to ensure the continued operations of the City of Surprise in the payment of necessary expenditures. These allocations do not represent an actual transfer of funds, but only a transfer of spending authority. Additionally, these reallocations do not increase or decrease the total budget.

Fund, Description, Project	Current Appropriation	Increase (Decrease)	Amended Appropriation
Neighborhood Revitalization, Professional and Outside Services, 2013 HOME	\$0	\$118,000	\$118,000
Contingency	7,632,300	(118,000)	7,514,300
	<u>\$7,632,300</u>	<u>\$0</u>	<u>\$7,632,300</u>
Neighborhood Revitalization Fund, Federal Grant Revenue, 2013 HOME	\$0	\$118,000	\$118,000
Grants Fund, Other Grant Revenue	7,778,700	(118,000)	7,660,700
	<u>\$7,778,700</u>	<u>\$0</u>	<u>\$7,778,700</u>

The fund changes are as follows:

- The amendment utilizes Grants Fund contingency in the amount of \$118,000 for professional and outside services without exceeding the approved total annual budget for FY2016.

Exhibit B



AMENDMENT TO THE
INTERGOVERNMENTAL AGREEMENT
BETWEEN
MARICOPA COUNTY
ADMINISTERED BY ITS
HUMAN SERVICES DEPARTMENT
AND
CITY OF SURPRISE



Contract Amount: \$117,975
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IN WITNESS THEREOF, the Parties have signed this Amendment:

APPROVED BY:
CITY OF SURPRISE

APPROVED BY:
MARICOPA COUNTY

Steve Chucri, Chairman

Date: _____

Date: _____

Attested To:

Attested To:

City Clerk

Fran McCarroll, Clerk of the Board

IN ACCORDANCE WITH A.R.S. §§§ 11-952, 11-201, AND 11-251, THIS AGREEMENT HAS BEEN REVIEWED BY THE UNDERSIGNED DEPUTY COUNTY ATTORNEY, AND, IN ACCORDANCE WITH A.R.S. § 11-952, THIS AGREEMENT HAS BEEN REVIEWED BY THE UNDERSIGNED ATTORNEY FOR SUBRECIPIENT ON BEHALF OF SUBRECIPIENT, AND, AS TO THEIR RESPECTIVE CLIENTS ONLY, EACH ATTORNEY HAS DETERMINED THAT THIS AGREEMENT IS IN PROPER FORM AND WITHIN THE POWER AND AUTHORITY GRANTED UNDER THE LAWS OF THE STATE OF ARIZONA.

CITY OF SURPRISE

MARICOPA COUNTY

BY: _____
City Attorney

BY: _____
Deputy County Attorney

Date: _____

Date: _____



CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

Back Print

Council Meeting Date: December 15, 2015 Contact Person: Sherry Ann Aguilar, City Clerk
Submitting Department: District: 5
Staff Recommendations: None

Consent	x	Regular	Public Hearing	Report/Discussion
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Agenda Wording:

Consideration and action to approve a request by Andrea Lewkowitz (applicant) for an Acquisition of Control request by New York Pizza Dept. located at 13980 W. Bell Road, Suite 1, Surprise, AZ. 85374 for existing license 12077756.

Motion:

I move to approve a request by Andrea Lewkowitz (applicant) for an Acquisition of Control request by New York Pizza Dept. located at 13980 W. Bell Road, Suite 1, Surprise, AZ. 85374 for existing license 12077756.

Background:

Objective Analysis:

Policy Compliant:

Financial Impact:

Budget Impact:

FTE Impact:

ATTACHMENTS:

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☐ [NY Pizza Dept Reports](#)



MEMO

Date: 12/4/2015

To: Sherry Aguilar, City Clerk
Linda Stevens, Deputy City Clerk
From: Stacie McQuarrie, Accounting Support Specialist
RE: Liquor License Application – New York Pizza Dept

Business License Status:

License #1008323, current and valid for 2015 and 2016.



COMMUNITY DEVELOPMENT DEPARTMENT

Date: November 25, 2015

To: Sherry Aguilar, City Clerk

From: Eric Fitzer, Community Development Director

By: James Stewart, Zoning Specialist

Re: Liquor License Application for:

**New York Pizza Dept.
Acquisition of Control – Existing License 12077756
13980 W. Bell Road, Suite 1
Surprise, Arizona 85374**

The number and series of licenses in close proximity to the subject site are:

1. Wal-Mart Supercenter #2777 (Series 9) – 13770 W. Bell Rd.
2. Applebee's (Series 12) – 13756 W. Bell Rd.
3. Uncle Bear's (Series 12) – 13752 W. Bell Rd.
4. Caramba Fresh Mexican Food (Series 12) – 17239 N. Litchfield Rd.
5. Streets of New York #23 (Series 12) – 13736 W. Bell Rd.
6. Tom Yum (Series 12) – 13736 W. Bell Rd. #2
7. Rubio's Restaurant #102 (Series 12) – 13736 W. Bell Rd. #2
8. China Buffet #17119 (Series 12) – 17119 N. Litchfield Rd. #20
9. Mike's Greek and Italian Cuisine (Series 12) – 17191 N. Litchfield Rd.
10. Buffalo Wild Wings Grill & Bar (Series 12) – 13882 W. Bell Rd.
11. Olive Garden #1627 (Series 12) – 13379 W. Grand Ave.
12. Red Lobster #6288 (Series 12) – 13709 W. Bell Rd.
13. Target #1335 (Series 10) – 13731 W. Bell Rd.
14. Sprouts Farmers Market # 12 (Series 10) – 13759 W. Bell Rd.
15. Chili's Grill & Bar #1153 (Series 12) – 13765 W. Bell Rd.
16. Cobblestone Auto Spa & Market (Series 10) – 13811 W. Bell Rd.
17. Hayashi (Series 12) – 13823 W. Bell Rd.
18. Irish Wolfhound Restaurant (Series 6) – 16811 N. Litchfield Rd. #102-104
19. Rio Mirage Cafe (Series 12) – 13863 W. Bell Rd.
20. Chipotle Mexican Grill #0898 (Series 12) – 13869 W. Bell Rd. #107
21. Red Robin (Series 12) – 14015 W. Bell Rd.
22. Carrabba's Italian Grill (Series 12) – 14043 W. Bell Rd.
23. Frank-N-Steins (Series 12) – 14071 W. Bell Rd.
24. Saigon Kitchen (Series 12) – 14071 W. Bell Rd.
25. Long Horn Steakhouse (Series 12) – 14127 W. Bell Rd.
26. Pei Wei Asian Diner (Series 12) – 14155 W. Bell Rd. #113
27. Diamond Shamrock #1641 (Series 10) – 13908 W. Bell Rd.
28. New York Pizza Dept. (Series 12) – 13980 W. Bell Rd.
29. Mike's Kitchen (Series 12) – 17221 N. Litchfield Rd. #50

The immediate area is composed of commercial establishments. The property is zoned PAD C-2 which is consistent with the proposed use.

Residential population will most likely remain static. Commercial growth will likely remain static.

If managed properly, the effects of granting this liquor license on surrounding residences will be minimal. This license will have little to no affect on parking in the area. Staff believes that granting this liquor license will not directly impact the surrounding business and residential areas in a negative way.

NEW YORK PIZZA DEPT.

CC, C-2

RL-5, R1-5

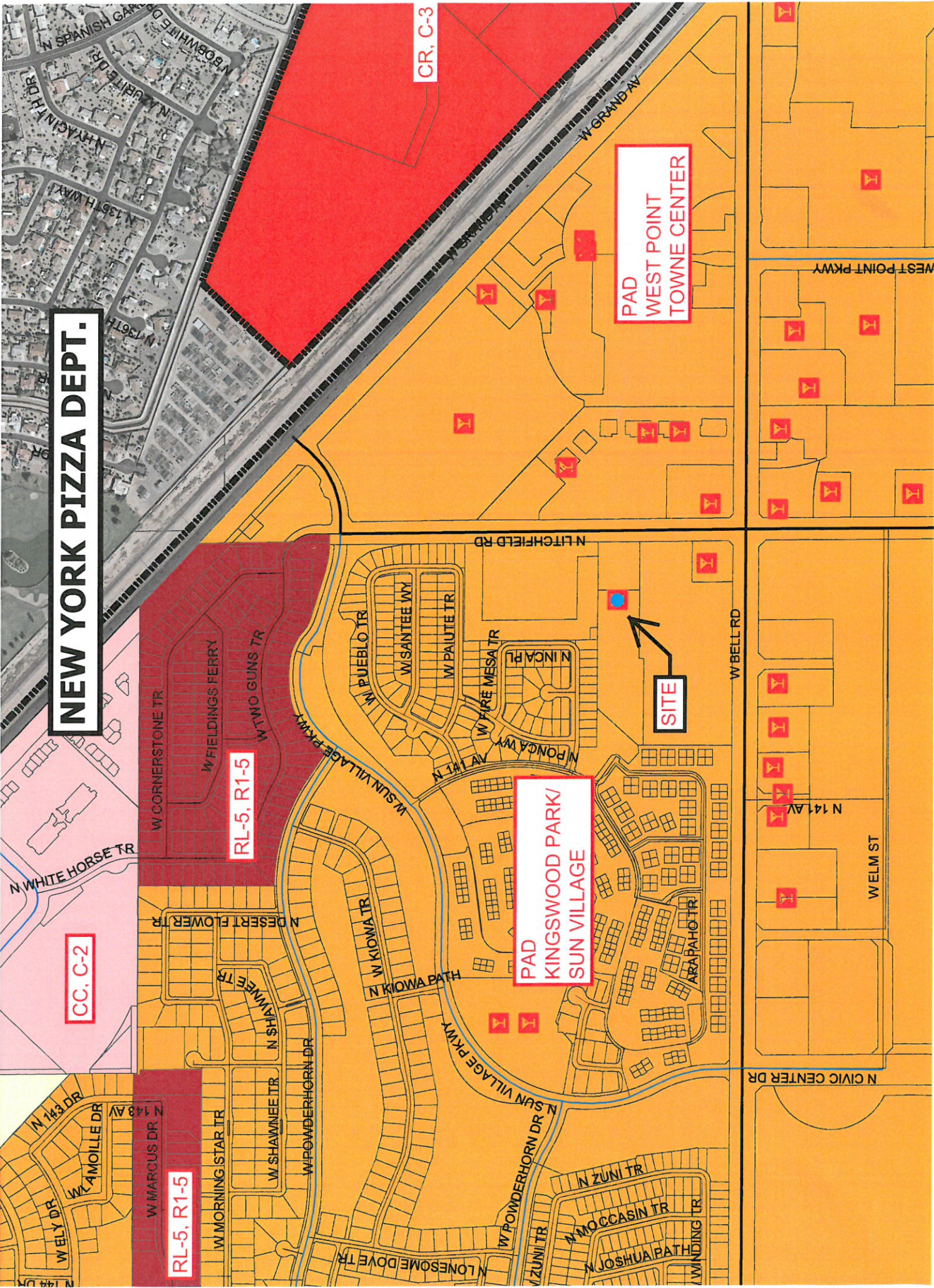
RL-5, R1-5

CR, C-3

PAD
KINGSWOOD PARK/
SUN VILLAGE

PAD
WEST POINT
TOWNE CENTER

SITE





Surprise Fire-Medical Department
14250 W. Statler Plaza Ste. 101
Surprise, AZ 85374-7479
Phone: 623-222-5000
Fax: 623-222-5001



November 23, 2015

To: Sherry Ann Aguilar, City Clerk

From: James Whitehead, Fire Inspector

Subject: Liquor License Application

Applicant: NYPD Pizza
13980 W Bell Rd #1
Surprise, Arizona 85374

On November 23, 2015, the Surprise Fire-Medical Department conducted a fire inspection at the above referenced location to ensure compliance with the applicable fire codes within the tenant space and building. There are no outstanding fire code violations at this time.

If you have any questions feel free to contact me.

James Whitehead, Fire Inspector
Fire Prevention Division
Surprise Fire-Medical Department

**SURPRISE POLICE DEPARTMENT
LIQUOR LICENSE APPLICATION REVIEW**

REFERENCE:

DATE: April 7th, 2015

LICENSE NUMBER- 12077756
Series #12 – Acquisition of Control

APPLICANT:

New York Pizza Dept.
13980 W. Bell Road, Suite 1
Surprise, Arizona 85374

FINDINGS:

- 1) *Evidence concerning the nature of the proposed business, its potential market and its likely customers.*

New York Pizza Department is a restaurant that currently serves alcohol as a secondary to its food income. It should continue to primarily service patrons of all ages from the surrounding communities and general public. There is no evidence to support a substantial change in its market or customer base.

- 2) *Effect of vehicular traffic in close proximity.*

There is no anticipated impact on vehicle traffic in close proximity to this location.

- 3) *The history for the past five years of liquor violations and reported criminal activity at the proposed premises provided that the applicant has received a detailed report of such activity at least 20 days before the hearing.*

There are no liquor violations reported at this location over the past five years. A five year search shows calls for service at this location, however it is difficult to determine which were actually at the New York Pizza Department due to the address being for the entire strip-mall. The Surprise Police Department's record management system is not able to differentiate between separate suite numbers. The calls for service in the strip-mall include business alarms, calls where businesses had been the victim of a crime such as shoplifting or fraud, and calls for suspicious activity in the parking lot or surrounding area.

- 4) *Comparison of hours of operation of the proposed premises to the existing businesses in close proximity.*

New York Pizza Department's hours of operation are relatively consistent with those of its neighbors in the surrounding area.

- 5) *Appropriateness of series license requested.*

The series 12 license is appropriate for this type of business.

Submitted by Sergeant Tim Klarkowski #2137



CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

Back Print

Council Meeting Date: December 15, 2015 Contact Person: Sherry Ann Aguilar, City Clerk
Submitting Department: District: Citywide
Staff Recommendations: None

Consent	☒	Regular	Public Hearing	Report/Discussion
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Agenda Wording:

Consideration and action on the meeting minutes of December 1, 2015 Regular City Council Meeting and December 4, 2015 Special City Council Meeting (Annual Summit).

Motion:

I move to approve the meeting minutes.

Background:

Objective Analysis:

Policy Compliant:

Financial Impact:

Budget Impact:

FTE Impact:

ATTACHMENTS:

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☐ [Minutes](#)

CITY OF SURPRISE
Regular City Council Meeting Minutes
16000 North Civic Center Plaza
Surprise, AZ 85374

Tuesday, December 1, 2015 @ 06:00 PM

Call to Order

Roll Call

Mayor Wolcott called the **Regular City Council Meeting** to order at 06:00 PM at Surprise City Hall Council Chamber, 16000 North Civic Center Plaza Surprise, Arizona 85374, on **Tuesday, December 1, 2015**. Also in attendance with Mayor Wolcott were Vice Mayor Williams, Council Member Winters, Council Member Biundo, Council Member Villanueva, Council Member Hall, and Council Member Tande.

Staff Present: City Manager, Bob Wingenroth, Interim City Attorney, Robert Wingo, and City Clerk, Sherry Ann Aguilar.

Pledge of Allegiance

Proclamation and Community Acknowledgements

City Manager Report

The pledge of Allegiance was led by Sonoran Heights Elementary School.

Paul Bernardo, Youth Coordinator introduced students from Sonoran Heights to lead the pledge and also was recognized for the Golden Hawk award. Mia Collins and Lauren Irving spoke on programs in their school.

City Attorney Report

City Clerk Report

Call to the Public

John Yaeger - Handicap parking issues at the stadium parking. The Surprise Party is coming up and concerned about handicap parking.

Regular City Council Meeting Minutes – December 1, 2015 – Page 2

Randy Scharnagle - Hand-out showing different types of spokes - Skate Park issues with kids on bikes are not allowed to go into this park.

Vukanovich Statement for the Record

Consent Agenda

1 – Consideration and action pertaining to a 2-Lot Final Plat (replat) for Lot 2 of Prasada Phase 2A West, a property generally located at the Northwest corner of Waddell Road and Arizona State Route 303 - APPROVED

2 – Consideration and action authorizing the City Manager to execute an Intergovernmental Agreement between the City of Surprise and the City of Glendale for the Helicopter Air-Medical Logistics Operations (HALO); Resolution # 2015-117 - APPROVED

3 – Consideration and action on the meeting minutes of November 10, 2015 Special City Council Meeting; November 17, 2015 Regular City Council Work Session and Regular City Council Meeting - APPROVED

Council Member Hall made the motion to approve the consent agenda. Council Member Winters seconded the motion. Seven yes votes. Motion carried.

Regular Agenda Item - Public Hearing

4 – Consideration and action on an Ordinance rezoning property generally located at 115th Avenue and Bell Road, specifically a 15.47-acre portion of Parcel I, Lot 2 of Canyon Ridge West for Southgate at Canyon Ridge West, by major PAD amendment from PAD (High Density Residential 9-22 DU/Ac) to PAD (Low Density Residential 2-6 DU/Ac.); Ordinance #2015-19 - APPROVED

Robert Kuhfuss, CD gave a powerpoint presentation regarding items 4 and 5.

Council Member Hall inquired about the subdivision.

Carolyn Oberholtze stated that it is a private subdivision.

Council Member Hall inquired about the following: the master; what are you paying for; the caliber of landscaping and signs.

John McGee, Engineer stated that the caliber is 1 and 1/2 inches.

Council Member Villanueva commented on narrow roads.

City of Surprise, City Council meeting

December 1, 2015

Honorable Mayor And Council Members

This council recently passed Ordinance 2015-24 **AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF SURPRISE, ARIZONA APPROVING AMENDMENTS TO CHAPTERS 2 AND 3 OF THE SURPRISE MUNICIPAL CODE RELATING TO REPORTING AUTHORITY FOR THE CITY ATTORNEY.**

This ordinance is not related to the reporting authority for the city attorney, it is to remove the city attorney as an appointed official of the city to an employee under the city manager.

Being a general law city we are govern by the Arizona state constitution and it's statutes which regulates the power of our city to enact ordinances.

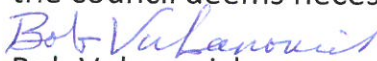
Cities are generally not allowed enacting ordinances that are in direct contradiction with a state statute.

Ordinance 2015-24 should be withdrawn because it contradicts and changes the intent of A.R.S. #9-271.

The state legislature lawyers have said that the city council under a general law city cannot delegate their statutory authority and that the council has to appoint the city officers in A.R.S. #9-271.

A.R.S. # 9 -271 (B)(3) The following officers appointed by the mayor and city council.

(B)(3)(a)A city clerk and ex officio treasurer, (B)(3)(b)A city attorney, (B)(3)(c)A city marshal or chief of police, (B)(3)(d) A city physician, (B)(3)(e) A city engineer, (B)(3)(f) When provided by ordinance, a city health or sanitary officer, a superintendent of streets, a fire chief and such other officers as the council deems necessary.


Bob Vukanovich

15408 W Jill Ln, Surprise, Az 85374

Regular City Council Meeting Minutes – December 1, 2015 – Page 4

Council Member Tande inquired about regulations for easements/offsets.

No public comments were made.

Council Member Hall made the motion to approve Ordinance 2015-19. Vice Mayor Williams seconded the motion. Seven yes votes. Motion carried.

5 – 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, a property generally located at 115th Avenue and Bell Road - APPROVED

Vice Mayor Williams made the motion to approve Preliminary Plat for a portion of Parcel I, Lot 2 of Canyon Ridge West for Southgate at Canyon Ridge West, a property generally located at 115th Avenue and Bell Road. Council Member Hall seconded the motion. Seven yes votes. Motion carried.

Regular Agenda Item - Non-Public Hearing

6 – Discussion and presentation regarding upcoming Fall 2016 Elections - NO ACTION

City Clerk Aguilar introduced Ms. Passarelli.

Kristi Passarelli, Maricopa County Elections Assistant Director gave a powerpoint presentation regarding the 2016 Fall Election Cycle.

Council Member Hall asked for a flow chart, trying to find out the sequence of events that happened.

7 – Consideration and action pertaining to approval of the Annual Membership and Services Agreement with the Surprise Regional Chamber of Commerce - APPROVED AS AMENDED

Jeanine Jerkovic, ED Director gave an overview regarding this item.

Council Member Hall inquired about directional signs.

Council Member Tande commented on business partners on Bell and Grand during construction and increasing membership.

Council Member Villanueva inquired about merchandise and online orders.

Regular City Council Meeting Minutes – December 1, 2015 – Page 5

Ms. Jerkovic commented that shirts are the only items that will need to be ordered online.

Council Member Hall made the motion to approve the annual Membership and Services Agreement with the Surprise Regional Chamber of Commerce as amended. Council Member Tande seconded the motion. Seven yes votes. Motion carried.

8 – Consideration and action pertaining to approval of a License Agreement for use of 2,654 square feet by the Surprise Regional Chamber of Commerce at the city-owned property located at 16126 N. Civic Center Drive - APPROVED

Vice Mayor Williams made the motion to approve a License Agreement with the Surprise Regional Chamber of Commerce. Council Member Tande seconded the motion. Sevens yes votes. Motion carried.

9 – Consideration and action amending the fiscal year 2016 budget by reallocating appropriations of \$42,200 from general fund contingency to general fund community development services to complete a court ordered abatement; Resolution # 2015-111 - APPROVED

Chris Boyd of Code Enforcement reported on the abatement.

Council Member Villanueva made the motion to approve Resolution 2015-111. Council Member Hall seconded the motion. Seven yes votes. Motion carried.

10 – Consideration and action amending Surprise City Code Chapter 54 pertaining to the parking of trucks and recreational vehicles upon the roadway; Ordinance # 2015-21 - APPROVED

Harold Brady gave an overview for Ordinance No. 2015-21.

Council Member Biundo commented that this ordinance captures all of the concerns regarding safety.

Council Member Biundo made the motion to approve Ordinance 2015-21. Council Member Winters seconded the motion. Seven yes votes. Motion carried.

11 – Consideration and action amending the fiscal year 2016 budget by reallocating appropriations of \$131,400 from sanitation fund contingency to sanitation recycling division to add two solid waste staff positions; Resolution # 2015-116 - APPROVED

Regular City Council Meeting Minutes – December 1, 2015 – Page 6

Assistant Public Works Director, David Kelly gave an overview regarding Resolution 2015-116.

Mayor Wolcott commented on donation bin issues.

Council Member Hall inquired about the diversion rate.

Mr. Kelly commented it is 22% but that the goal is 25% for this budget year.

Council Member Hall inquired about the contamination rate. He recommended they start posting diversion and contamination rates by pickup areas.

Vice Mayor Williams commented on educating households and creative competition for recycling.

Council Member Villanueva made the motion to approve Resolution 2015-116. Council Member Hall seconded the motion. Seven yes votes. Motion carried.

12 – Consideration and action amending Surprise Municipal Code Chapter 2, Article VIII, Boards, Committees and Commissions, Section 2-295, By-Laws, by removing "resign to run" requirement and increasing attendance requirements and ineligibility; Ordinance # 2015-23 - APPROVED

City Manager, Bob Wingenroth reported on this item.

Council Member Hall referred to three yards and a cloud of dust.

Council Member Villanueva made the motion to approve Ordinance 2015-23. Council Member Winters seconded the motion. Seven yes votes. Motion carried.

Other Business

Council Member Villanueva: Boys and Girls Club update.

Executive Session

Adjournment

Vice Mayor Winters made the motion to adjourn the Regular City Council Meeting of December 1, 2015 at 7:56 PM. Council Member Villanueva seconded the motion. Seven yes votes. Motion carried.

Regular City Council Meeting Minutes – December 1, 2015 – Page 7

Sharon R. Wolcott, Mayor

ATTEST:

Sherry Ann Aguilar, City Clerk

CERTIFICATION:

I, Sherry Ann Aguilar, City Clerk for the City of Surprise, Maricopa County, Arizona, do hereby verify that these are the true and correct minutes of the Regular City Council Meeting of **Tuesday, December 1, 2015.**

Sherry Ann Aguilar, City Clerk



CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

Back Print

Council Meeting Date:	December 15, 2015	Contact Person:	Bob Wingenroth, City Manager
Submitting Department:		District:	Citywide
Staff Recommendations:	None		

Consent	x	Regular	Public Hearing	Report/Discussion
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Agenda Wording:

Consideration and action amending the fiscal year 2016 budget by reallocating appropriations of \$585,000 from General Fund Contingency to General Fund, Legal, General Operations, and General Capital Fund, Legal, General Operations, for the purpose of funding litigation; transferring actual funds of \$400,000 from General Fund to General Capital Fund; Resolution # 2015-122.

Motion:

I move to approve Resolution # 2015-122.

Background:

The City Attorney's Office provides legal representation to the city in matters concerning official business. Costs associated with legal representation will fluctuate based on the timing of legal proceedings. This action will allocate funding to allow for proper representation for anticipated legal proceedings through the end of the current fiscal year. The timing of the proceedings may require the carry forward of funding into next fiscal year.

Objective Analysis:

This action will allow the City to diligently prosecute and defend current litigation. Without funding, current litigation cannot be adequately pursued with the in-house resources available to the City Attorney's Office. All of the current litigation has the potential to negatively impact, in the short term and long term, the city from a financial perspective should the respective outcomes not favor the City.

Policy Compliant:

Litigation is sometimes necessary to implement or defend City and Council policy when other avenues, for one reason or another, are not available or have been foreclosed. Furthermore, this item is in compliance with City and Council Policies, most specifically the Comprehensive Financial Management Policies and the Budget Amendment Policies and Procedures that require the approval of Mayor and Council to use budgetary contingency.

Financial Impact:

The \$585,000 increase approved with this item will cover additional costs associated with litigation and outside legal counsel for FY2016.

Budget Impact:

The FY2016 approved budget for outside legal services is \$485,000 (\$100,000 in the General Fund and \$385,000 in the General Capital Fund). If approved this action will increase the budget for outside legal services to \$1,070,000 by reallocating General Fund contingency appropriations to General Fund, Legal, General Operations and General Capital Fund, Legal, General Operations without exceeding the approved total annual budget for FY2016. An actual transfer of funds of \$400,000 from the General Fund to the General Capital Fund is necessary to support the reallocation of appropriations.

FTE Impact:

No change in full time equivalent positions will occur as a result of this item.

ATTACHMENTS:

Click to download

☐ [Resolution 2015-122](#)

RESOLUTION # 2015-122

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF SURPRISE, ARIZONA, AMENDING THE FISCAL YEAR 2016 BUDGET BY REALLOCATING APPROPRIATIONS OF \$585,000 FROM THE GENERAL FUND CONTINGENCY (ONE-TIME) TO THE GENERAL FUND, LEGAL, GENERAL OPERATIONS AND THE GENERAL CAPITAL FUND, LEGAL, GENERAL OPERATIONS AND A TRANSFER OF ACTUAL FUNDS OF \$400,000 (FROM THE GENERAL FUND TO THE GENERAL CAPITAL FUND) FOR OUTSIDE LEGAL SERVICES.

WHEREAS, the FY2016 adopted budget included funding for outside legal services;

WHEREAS, additional costs associated with outside litigation will exceed the FY2016 approved budget for outside legal services;

WHEREAS, the FY2016 budget was adopted by Council Resolution #2015-53 on June 2, 2015;

WHEREAS, this action will necessitate a budget amendment; and

WHEREAS, the City of Surprise Administrative Policies requires the approval of the Mayor and Council for budget amendments of this nature.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Surprise, Arizona, as follows.

Section 1. The City's Chief Financial Officer is authorized to make the fund source budget adjustments described and estimated in Exhibit A.

Section 2. That the statements and schedules attached as *Exhibit A* and incorporated by reference are adopted, amending the budget of the City of Surprise, Arizona for the fiscal year July 1, 2015 through June 30, 2016.

SIGNATURES ON THE FOLLOWING PAGE

APPROVED AND ADOPTED this ____ day of _____, 2015.

Sharon R. Wolcott, Mayor

Attest:

Approved as to form:

Sherry Aguilar, City Clerk

Robert Wingo, Interim City Attorney

RESOLUTION # 2015-122
Exhibit A

The FY2016 Annual Budget is amended by reallocating appropriations among lawfully available appropriations to ensure the continued operations of the City of Surprise in the payment of necessary expenditures. These allocations do not represent an actual transfer of funds, but only a transfer of spending authority. Additionally, these reallocations do not increase or decrease the total budget.

Fund Name Department Name	Current Appropriation	Increase (Decrease)	Amended Appropriation
General Fund Contingency (One-Time)	\$ 1,651,700	\$ (585,000)	\$ 1,066,700
General Fund, Legal, General Operations	\$ 1,183,000	\$ 185,000	\$ 1,368,000
General Capital Fund, Legal, General Operations	\$ 385,000	\$ 400,000	\$ 785,000
	<u>\$ 3,219,700</u>	<u>\$ -</u>	<u>\$ 3,219,700</u>

The allocations below represent an actual transfer of funds from the general fund to the general capital fund. This transfer of funds is necessary to support the increase in General Capital Fund appropriations listed above.

Fund Name Department Name	Current Transfer Amount	Increase (Decrease)	Amended Transfer Amount
General Fund, General Operations, Transfer Out	\$ 10,247,000	\$ 400,000	\$ 10,647,000
General Capital Fund, General Operations, Transfer In	\$ (7,374,200)	\$ (400,000)	\$ (7,774,200)
	<u>\$ 2,872,800</u>	<u>\$ -</u>	<u>\$ 2,872,800</u>

The fund changes are as follows:

- The amendment reallocates appropriations of \$585,000 from the General Fund Contingency (One-Time) to General Fund, Legal, General Operations and General Capital Fund, Legal, General Operations for legal services without exceeding the approved total annual budget for FY2016.
- The amendment also reallocates actual funds of \$400,000 from the General Fund to the General Capital Fund to support the reallocation of appropriations.



CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

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

Council Meeting Date:	December 15, 2015	Contact Person:	CM Winters & CM Hall
Submitting Department:		District:	Internal
Staff Recommendations:	None		

Consent	Regular	Public Hearing	Report/Discussion
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Agenda Wording:

Consideration and action to appoint Andrew Orlikoff to fill a vacancy on the Board of Trustees with a term expiration of June 30, 2017; and Merrill Edelstein to fill a vacancy on the Arts & Cultural Advisory Commission with a term expiration of June 30, 2019 (Pending that no other new applications were received for the Arts Commission by the beginning of this meeting). The City Clerk will issue the Oath of Office.

Motion:

I move to approve appointing Andrew Orlikoff to fill a vacancy on the Board of Trustees with a term expiration of June 30, 2017; and Merrill Edelstein to fill a vacancy on the Arts & Cultural Advisory Commission with a term expiration of June 30, 2019.

Background:

Objective Analysis:

Policy Compliant:

This item follows City Code and is compliant.

Financial Impact:

Budget Impact:

FTE Impact:

ATTACHMENTS:

Click to download

☐ [Board Applications Redacted](#)

Date/Time/Initials Received by Clerk's Office: 10/26/2015 - 8AM

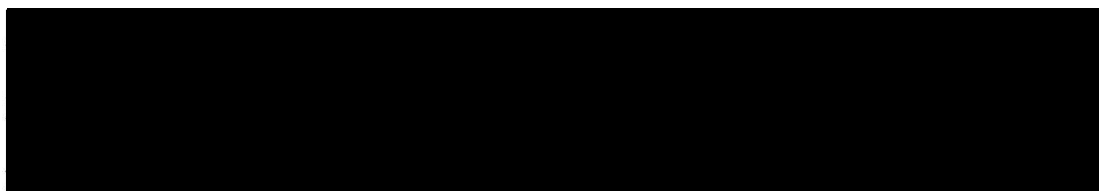


City of Surprise

APPOINTMENT APPLICATION FOR ALL SURPRISE COMMISSIONS

Name: Andrew Orlikoff

Date Submitted: 10/22/2015



Resident of Surprise: ☒ Yes ☐ No Number of Years: 11

Board/Commission(s) you are applying for? Health Board

Education: BBA

EMPLOYMENT BACKGROUND:

Present Employer/Position: Self employed insurance broker

Previous Employer(s)/Position (Last 5 Years): n/a

Special Qualifications (Include list of Surprise activities or organizations you have participated in and dates): Coaching various youth sports

(Continued on Reverse Side)

Do you currently serve, or have you previously served on any other City of Surprise Commissions? If yes, which one(s): No

Statement as to why you want to serve as a Commission Member for the City of Surprise:

I have resided in Surprise since November 2004. In those 11 years our community has transformed

substantially. I have actively participated in surveys and provided opinions where possible to help

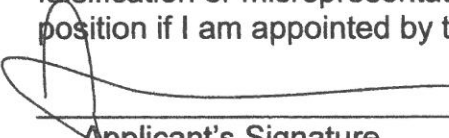
move us in a positive direction. A seat on the board will allow me to give back to our community

while utilizing my knowledge of the health care industry for the betterment of the program.

Additional Information/Comments:

Andrew Orlikoff

I, _____ certify that to the best of my knowledge, all information given herewith is true and correct. I understand that any falsification or misrepresentation of facts will be cause for dismissal from the position if I am appointed by the City Council.



Applicant's Signature

Please return to:

City Clerk's Office
16000 N. Civic Center Plaza
Surprise, AZ. 85374
623-222-1200

Please note that applications are accepted on an open rolling basis and shall be maintained as an active application for future vacancies.



City of Surprise

APPOINTMENT APPLICATION FOR ALL SURPRISE COMMISSIONS

Name: Merrill Edelstein Date Submitted: 9/28/15



Resident of Surprise: ☒ Yes ☐ No Number of Years: 6

Board/Commission(s) you are applying for? Arts + Culture

Education: AA degree - Liberal Arts

Member of Jr College Honor Society

EMPLOYMENT BACKGROUND:

Present Employer/Position: Retired

Previous Employer(s)/Position (Last 5 Years): Retired

Special Qualifications (Include list of Surprise activities or organizations you have participated in and dates):

Current Volunteer at Arts HQ + WHAM,
Volunteer at Friends of Surprise Library

(Continued on Reverse Side)

Do you currently serve, or have you previously served on any other City of Surprise Commissions? If yes, which one(s):

No

Statement as to why you want to serve as a Commission Member for the City of Surprise:

I have an extensive background in the arts, as well as the hospitality industry. I plan to live here for MANY years to come and want to see the city be a destination for visitors and residents. We can inspire future leaders and enrich everyone's life experience by exposing them to the arts.

Additional Information/Comments:

When I lived in CA & FL I was a volunteer with both the Fire & Police Depts, and also serve/served on my NOA - I'm very dedicated to my community.

I, Mervell Edelman certify that to the best of my knowledge, all information given herewith is true and correct. I understand that any falsification or misrepresentation of facts will be cause for dismissal from the position if I am appointed by the City Council.

Mervell Edelman
Applicant's Signature

Date & Time Received by City Clerk's Office: _____

Please return to:

City Clerk's Office
16000 N. Civic Center Plaza
Surprise, AZ. 85374
623-222-1200



CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

Back Print

Council Meeting Date:	December 15, 2015	Contact Person:	Mark A. Coronado, Director - Community & Recreation Services
Submitting Department:		District:	Citywide
Staff Recommendations:	None		

Consent	Regular	Public Hearing	Report/Discussion
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Agenda Wording:

Consideration and action on the Surprise Parks and Recreation Master Plan Update.

Motion:

I move to approve the Surprise Parks and Recreation Master Plan Update.

Background:

Community and Recreation Services and Community Development staff collaborated with Jay Hicks, Master Plan Consultant to prepare an update to the Parks and Recreation Master Plan. Consultant has prepared current facility and program inventory, benchmarking locally and nationally, summarized potential deficiencies according to planning area and projected populations, identified potential construction costs for our current 20 year CIP plan and conducted a public survey. Staff reviewed progress, survey results and resulting conceptual themes in January 2015. Several workshops were held with the CRS Advisory Commission that included goals, policy and objective development, as well as general design guidelines and principals. The goals of the Master Plan include improving the residential quality of life by reinvesting in our existing parks, promoting active recreation, sports and sports tourism, provide a connected park experience and pursuing opportunities to create and acquire new parks and open space. The goal, by 2030, is to have a total of 1,200 acres of new public parks which include 1 new 200 acre city park, 6 new 25 acre community parks and 847 acres of open space. Final draft was approved by CRS Advisory Commission on November 23, 2015. This update to the plan aligns with the general plan update.

Objective Analysis:

Surprise has a unique and largely undeveloped planning area full of potential for recreation amenities such as open space, trails and new facilities. The City of Surprise has been committed to providing quality parks and recreation programs and facilities while contributing to the economic well-being of the city. This plan provides goals for recreation amenities and open space so that the city will be able to meet the needs of the population as it continues to grow.

Policy Compliant:

The Parks and Recreation Master Plan update is consistent with City and Council Policy.

Financial Impact:

No impact at this time. The plan outlines several goals as well as number of new acres, amenities and facilities needed to meet the needs of the population through 2030. There are a variety of options to fund future parks, open space and facilities and these would need to be discussed if this plan is followed.

Budget Impact:

The completion of the Parks and Recreation Master Plan Update was budgeted as a non-growth project in the general capital fund under the CRS Master Plan. The programmed budget for FY2016 is \$25,000.

The update of the Parks and Recreation Master Plan extends through fiscal year 2030 and has an estimated cost of \$260.2 million. The plan also estimates the City's population in 2030 to be 241,901. Though portions of the plan may be eligible for development impact fees, other funding sources will be required to complete the park system elements listed in the plan. Since the planning horizon extends past the five year time frame of the capital improvement plan, the park system elements will be incorporated as growth and available funding allows.

FTE Impact:

No FTE impact at this time.

ATTACHMENTS:

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☐ [Master Plan Presentation](#)

Parks and Recreation Master Plan Update

2015 - 2030

Council Final Draft Master Plan

December 15, 2015



SURPRISE
ARIZONA



Progress Update

✓ **Master Plan Development**

- ✓ 2014 - Public Survey Completed
- ✓ March 2015 - CRS Work Session #1 – Defined the Park System
- ✓ April 2015 - CRS Work Session #2 – Defined Priorities
- ✓ September 2015 - CRS Work Session #3 – Draft Master Plan Review
- ✓ October 15Th – Planning and Zoning Review

☐ **Final Master Plan Review and Adoption**

- ✓ November 17th – Council Work Session Review
- ✓ November 23rd – CRS Review and Approval
- ☐ December 15th – Council Adoption

Council Study Session Discussion

Neighborhood Parks

- City currently has 8 Neighborhood /Pocket Parks, representing 47-acres
- Private HOA Parks equal 34-acres. Master Plan maintain current level at 1.7-acres / 1,000 residents
- Acquisition of neighborhood level parks will focus on underserved areas and Urban Spaces where land availability is limited.



Council Study Session Discussion

Original Town Site

Reinvestment in Parks (current plan)

- 3 Star Park, Bicentennial Park, Hollyhock Community Pool Renovations and Replacements

Connections and Pathways (added)

- Extension of Lizard Run Path to El Mirage Rd
- Connection between Bicentennial Park and Gaines park
- Safe crossing at Grand Avenue

Additional Park Land

- City land West of El Mirage at Lizard Run
- Challenging south of Grand Avenue

Council Study Session Discussion

Cost Detail of Plan

- Detailed Scoreboard has been developed as part of the Master Plan
- Identifies priority of park and open space development with detailed costs
- Identifies park and open space land acquisition timeframes
- Scoreboard detail will become Capital Improvement Plan

Parks and Recreation Master Plan Update



Park Lands

350 Acres by 2030

1 City Park

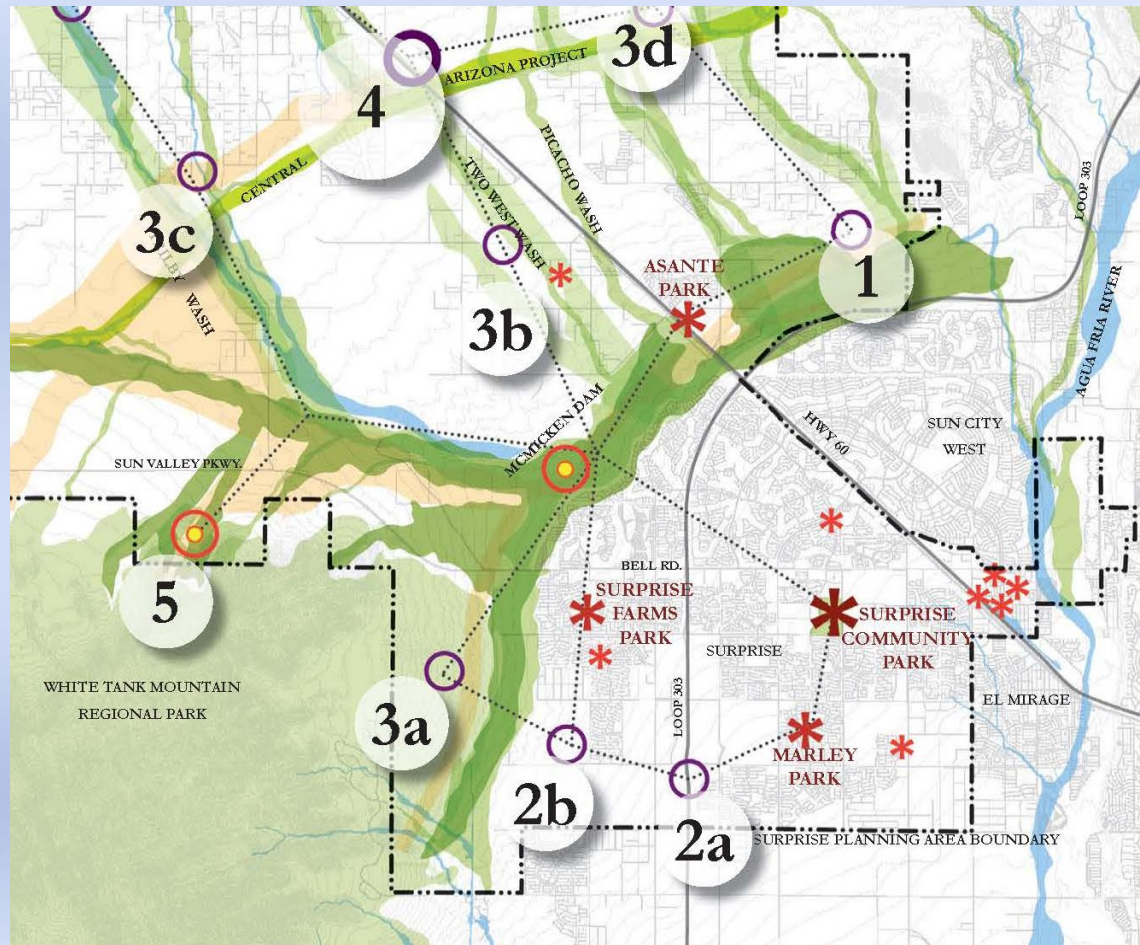
6 Community Parks

1 Rancho Mercado
13-acre park

2 Growth Area
Community Parks
25-30 acres

3 New Community
Parks 25-30 acres

4 New City Park
150-200 acres



Parks and Recreation Master Plan Update



Scoreboard

Next 5-Years

	2020	2025	2030	Total
Existing Parks	\$4.0	\$4.0	\$0.9	\$8.9
New Parks	\$9.8	\$13.0	\$46.7	\$69.5
New Facilities	\$45.5	\$70.1	\$46.9	\$162.5
<u>Open Space/Greenways</u>	<u>\$5.2</u>	<u>\$8.4</u>	<u>\$5.7</u>	<u>\$19.3</u>
Total Cost (Millions)	\$64.5	\$95.5	\$100.2	\$260.2
New Park Lands (Acres)	63	316	25	404
<u>New Open Space (Acres)</u>	<u>482</u>	<u>322</u>	<u>9</u>	<u>813</u>
Total New Acres	545	638	34	1,217

Note: estimated cost is in millions

Parks and Recreation Master Plan Update



Scoreboard

	2020	2025	2030	Total
Existing Parks	\$4.0	\$4.0	\$0.9	\$8.9
New Parks	\$9.8	\$13.0	\$46.7	\$69.5
New Facilities	\$45.5	\$70.1	\$46.9	\$162.5
<u>Open Space/Greenways</u>	<u>\$5.2</u>	<u>\$8.4</u>	<u>\$5.7</u>	<u>\$19.3</u>
Total Cost (Millions)	\$64.5	\$95.5	\$100.2	\$260.2
Est Annual Operation Cost	\$4.5	\$4.1	\$6.7	\$15.3
<u>Projected Annual Revenue</u>	<u>\$.90</u>	<u>\$1.4</u>	<u>\$1.4</u>	<u>\$ 3.7</u>
Net Annual Operation Costs	\$3.6	\$2.7	\$5.3	\$11.6

Note: estimated cost is in millions

Scoreboard

2016-2020

EXISTING PARK REINVESTMENT :

Estimated construction cost \$4,000,000

3 Star & Stone Brook Park - Replace Playground

Bicentennial/Lizard Run - Replace Ballfield Lighting

Hollyhock Community Pool - Replace Deck and Re-plaster Pool

Surprise Recreation Campus - 8-Acre Park Fencing

Pickle ball expansion – 8-10 additional courts

Countryside Recreation Center - Replace Gym Floor

Bullard Aquatic Center - Replace Deck and Replace Slide

Parks/Campus Maintenance – Expansion of current facility

Scoreboard 2016-2020

NEW PARKS

Estimated Construction

Cost \$9,850,000

Rancho Mercado Park

13-Acre Neighborhood Level Park.
Land donated within Rancho
Mercado development.

New Community Park

25-Acre Community Level Park
including land acquisition and
construction.

New City Park Land

200-Acre, Begin Acquisition of
Central Arizona Project Park Land
from Bureau of Reclamation.



Scoreboard 2016-2020

NEW COMMUNITY FACILITIES:
Estimated Construction Cost \$45,500,000

Aquatic Center

Non-competitive recreation pool.

New Fieldhouse

124,000 Square Feet. Basketball, Volleyball, Cheer Competitive Facility.

New Library

New library or expansion of Northwest Regional Library.



Scoreboard 2016-2020

New Open Space: Estimated Construction Cost \$5,260,000

Trilby Wash & Surprise Wash Greenway – Acquisition and construction of first 2-miles of 7 miles.

McMicken Dam Conservation Area
Intergovernmental Agreement with Flood Control District to manage 467-Acres along the Maricopa Regional Trail.

White Tank Mountain North Trailhead – Intergovernmental Agreement with Maricopa County Parks to establish a new trailhead as part of the White Tank Regional Park trail network.



Parks and Recreation Master Plan Update

Final Master Plan

December 15, 2015





CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

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Council Meeting Date:	December 15, 2015	Contact Person:	Nicole Lance, Deputy City Manager
Submitting Department:		District:	Internal
Staff Recommendations:	None		

Consent	Regular	Public Hearing	Report/Discussion
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Agenda Wording:

Discussion and action amending the fiscal year 2016 budget by reallocating appropriations of \$14,000 for the completion of the City Hall Art Display Plan; and authorizing the Surprise Arts and Cultural Advisory Commission to move forward with obtaining a vendor to complete the work; Resolution # 2015-121.

Motion:

Move to approve Resolution # 2015-121 and authorize the Surprise Arts and Cultural Advisory Commission to move forward with obtaining a vendor to complete the work.

Background:

In November of 2014, the Surprise City Council amended the municipal code to update the Powers, Duties, and Responsibilities of the Surprise Arts and Cultural Advisory Commission to include the responsibility to “Develop and present to city council an Art Master Plan that will identify suitable art projects for city buildings or property, including location, and size.” -Surprise Municipal Code Sec. 2-299(d)(1)

Subsequently, the Commission began work on developing a scope of work suitable to complete this task. \$14,000 was budgeted in Fiscal Year 2015 to provide funding for this project. A Request for Proposals was issued relative to this item, and the City received only one bid in response. The Arts Commission had noted concern about the \$14,000 budget, wondering if the amount would be enough to attract the appropriate candidate for the project. In conversation with the party responding to the bid, it was clearly discerned that the existing budget would not be sufficient to complete the project.

The decision was made by the Commission to reevaluate what needed to be done in order to fulfill the parameters of the project. The \$14,000 for the City Hall Art Display Plan was carried forward into Fiscal Year 2016. Staff and the Commission have since collaborated to identify the accurate cost of the project.

Architekton, the architectural firm who designed City Hall, was asked to assess the project and report an estimated cost to the Commission. They submitted a proposal of a maximum cost of approximately

\$40,000 to \$45,000. The Commission feels this is a fair number and recommends that Mayor and Council continue its partnership with this firm as they are familiar with and have a thorough understanding of the existing building design.

In addition to the \$14,000 already budgeted for Fiscal Year 2016, the Arts Commission would like to add \$10,000 from the budget that was initially allocated for visual decorations within the display plan and an additional \$6,000 from the "Community Relations Supplies" line item which is not currently planned for any specific project or initiative use bringing the total of the existing available budget to \$30,000. The Commission recommends that the Mayor and Council add another \$14,000 from the general fund to make up the remaining difference.

Based on information received, the total project cost to complete the scope of work as outlined below is estimated between \$40,000 and \$45,000.

- 1 Identify interior locations within the Civic Center Complex buildings to place and install City-owned artwork and artwork on loan to the City.
- 1 Identify proper mounting and display methods and requirements—including but not limited to recommended mounting/anchoring systems, lighting, and informational plaques—to display each piece in a safe and secure manner.
- 1 Identify the appropriate number and types of artwork for each display area including appropriate spacing, locations, and arrangements with other artwork pieces, existing interior and architectural elements, and existing lighting.
- 1 Develop recommendations for artwork rotations, a rotation schedule, and policies, procedures, and contractual agreements for selecting and entering artwork into the permanent and temporary (on loan) collections.

At their December 7, 2015 meeting, the Surprise Arts and Cultural Advisory Commission discussed this item and voted to request \$14,000 in general fund contingency from the Surprise City Council to complete the project as outlined in the municipal code as a responsibility of the Commission.

Objective Analysis:

The responsibility of the Commission to complete this project is clearly outlined in the municipal code.

Based on the responses received in the request for proposals in Fiscal Year 2015 and subsequent conversations with additional vendors and Architekton regarding the project cost, the proposed \$40,000-\$45,000 range appears to be a fair number to complete the scope of work as drafted.

Policy Compliant:

The use of budgeted funds for this project would be consistent with Council policy as outlined in the Fiscal Year 2016 budget as well as the powers, duties, and responsibilities assigned to the Surprise Arts and Cultural Advisory Commission in the Surprise Municipal Code. Any contingency fund transfers would also be consistent with Council policy pending discussion and approval of the Council.

Financial Impact:

Total estimated cost for the City Hall Art Display Plan is \$45,000. As with any contingency request, any

funds utilized from contingency will reduce the amount available for other unanticipated opportunities or needs.

Budget Impact:

The total FY2016 approved budget for the Surprise Arts and Cultural Advisory Commission is \$65,700. If approved, this action will increase the Commission's budget to \$79,700 by reallocating General Fund contingency appropriations thus reducing the amount of contingency funding available to support other projects or unforeseen future needs.

FTE Impact:

There is no anticipated direct FTE impact associated with the construction of the project.

ATTACHMENTS:

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- ☐ [Resolution 2015-121 Arts Commission City Hall Art Display Plan](#)
 - ☐ [Budget Utilization Plan Arts Commission](#)
-

RESOLUTION # 2015-121

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF SURPRISE, ARIZONA, AMENDING THE FISCAL YEAR 2016 BUDGET BY REALLOCATING APPROPRIATIONS OF \$14,000 FROM THE GENERAL FUND CONTINGENCY (ONE-TIME) TO THE GENERAL FUND, PARKS AND RECREATION, BOARDS AND COMMISSION PROGRAM FOR THE COMPLETION OF THE CITY HALL ART DISPLAY PLAN.

WHEREAS, the mission of the Arts and Cultural Advisory Commission is to spur cultural growth through education and advocacy, and to assist the city to create and implement a plan for the placement of public art within the community;

WHEREAS, responsibilities of the Arts and Cultural Advisory Commission as set forth in Sec. 2-299(d)(1) of the Surprise Municipal Code include to develop and present to city council and Art Master Plan that will identify suitable art projects for city buildings or property, including location, and size;

WHEREAS, completion of a City Hall Art Display Plan will fulfill the responsibility of the Surprise Arts and Cultural Advisory Commission as identified above;

WHEREAS, the FY2016 budget was adopted by Council Resolution #2015-53 on June 2, 2015;

WHEREAS, this action will necessitate a budget amendment; and

WHEREAS, the City of Surprise Administrative Policies requires the approval of the Mayor and Council for budget amendments of this nature.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Surprise, Arizona, as follows.

Section 1. The City's Chief Financial Officer is authorized to make the fund source budget adjustments described and estimated in Exhibit A.

Section 2. That the statements and schedules attached as *Exhibit A* and incorporated by reference are adopted, amending the budget of the City of Surprise, Arizona for the fiscal year July 1, 2015 through June 30, 2016.

SIGNATURES ON THE FOLLOWING PAGE

APPROVED AND ADOPTED this ____ day of _____, 2015.

Sharon R. Wolcott, Mayor

Attest:

Approved as to form:

Sherry Aguilar, City Clerk

Robert Wingo, Interim City Attorney

RESOLUTION # 2015-121
Exhibit A

The FY2016 Annual Budget is amended by reallocating appropriations among lawfully available appropriations to ensure the continued operations of the City of Surprise in the payment of necessary expenditures. These allocations do not represent an actual transfer of funds, but only a transfer of spending authority. Additionally, these reallocations do not increase or decrease the total budget.

Fund Name Department Name	Current Appropriation	Increase (Decrease)	Amended Appropriation
General Fund Contingency (One-Time)	\$ 1,651,700	\$ (14,000)	\$ 1,637,700
General Fund/Community and Recreation Service	\$ 65,700	\$ 14,000	\$ 79,700
	<u>\$ 1,717,400</u>	<u>\$ -</u>	<u>\$ 1,717,400</u>

The fund changes are as follows:

- The amendment utilizes General Fund Contingency (One-Time) in the amount of \$14,000 for the Arts and Cultural Advisory Commission City Hall Art Display Plan without exceeding the approved total annual budget for FY2016.

Item: Arts Commission Contingency Request Resolution #2015-121 (RFLS# 4892)

FY2016 Budget Utilization Plan

The Surprise Arts and Cultural Advisory Commission has additional funds as outlined in the table below. A note is included on the planned utilization of these funds for each item in the Arts Commission budget.

BUDGET ITEM	AMOUNT	NOTES
Community Art Encounters	\$1,200	To be used for quarterly “Art Encounters” opportunities.
Continuation of multi-year acquisition of art	\$10,000	\$4,750 to be used for completion of Public Art Policies and Procedures. Remaining \$5,250 is not currently allocated, but the Commission is currently considering a piece estimated to cost approximately \$10,000.
Support the Surprise Strategic Plan	\$20,000	\$10,000 recommended to provide additional funding for the City Hall Art Display Plan. The remaining \$10,000 is not currently allocated. A small portion will be utilized for the display systems in the new express coffee shop in the City Hall lobby.
Public Art Bus Tours	\$2,000	To be utilized to pay for bus rentals to conduct tours of public art in Surprise.
Marketing/Flyers/Signage	\$1,500	To provide necessary marketing for activities.
West Valley Arts Council (WVAC)- curation	\$2,000	Annual contract with WVAC to provide curation services for the art on display at City Hall.
PLATFORM initiative (one time, carry-forward)	\$8,000	This money has already been allocated to the PLATFORM program, which has resulted in obtaining the piece “Equinox” by artist Ken Kasten that is on display in front of City Hall
City Hall Art Display Plan (one time, carry forward)	\$14,000	Allocated for completion of the City Hall Art Display Plan
Community Relations Supplies	\$6,000	\$6,000 recommended to provide additional funding for the City Hall Art Display Plan.



CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

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Council Meeting Date:	December 15, 2015	Contact Person:	Council Members Skip Hall & Roland Winters
Submitting Department:		District:	Internal
Staff Recommendations:	None		

Consent	Regular	Public Hearing	Report/Discussion
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Agenda Wording:

Consideration and action pertaining to adoption of the City Council Boards and Commission Handbook (2015 edition); replacing all prior boards and commission handbooks.

Motion:

I move to approve the 2015 City Council Boards and Commission Handbook.

Background:

On September 15, 2012, Mayor and Council approved Ordinance 2012-10, amending numerous sections of the Surprise Municipal Code pertaining to Council Boards and Commissions. On the same evening, Mayor and Council adopted a City of Surprise Boards and Commissions Handbook. The ordinance made a variety of changes pertaining to board and commission meetings, times, and locations, and changed the composition of some boards. The adoption of the handbook, in addition to setting out the code requirements for each board and commission, set out some general guidance from the City Council to its boards and commissions.

In anticipation of significant code changes, Council by consensus agreed to suspend the reporting requirements contained in the Boards & Commission Handbook on March 11, 2013. The impact of the changes implemented by Ordinance 2012-10 was reviewed in 2014. The review of the applicable city code sections was discussed in a series of meetings held on September 2, 2014, October 7, 2014, and November 4, 2014. In these meetings, Mayor and Council discussed whether the powers and duties for each board and commission meet Council's expectations, and discussed significant changes to the applicable code sections. In December 2014, the Mayor and Council amended the City Code related to Boards and Commissions (Ord. 2014-14).

At the August 4, 2015 work session, the draft 2015 Handbook was presented. The Handbook provides increased guidance to Council appointed boards and commissions, creates rules of procedure consistent with those adopted by Council for its own meetings, and establishes expectations for boards and commissions. The objective of the revisions is to make a more user friendly document that provides guidance to boards and commissions.

The item presented for consideration and adoption is a completed draft, including Staff Liaison material drafted in coordination with the City Manager's Office and Staff Liaisons and an amended City Overview section reflecting additional information about the City's art programs.

On October 6, 2015, Council referred this item back to Council Members Hall and Winters for further review. This Item was again presented to Council on November 17, 2015.

Objective Analysis:

The Boards & Commissions Handbook highlights the importance of public bodies created by the City Council and establishes council expectations with regard to those bodies. The handbook identifies the roles and responsibilities of the board and commissions in general, and establishes simplified procedural rules consistent with those council adopted for itself.

Policy Compliant:

The Handbook is a policy statement of the Council and is consistent with the policy established in existing City Code related to boards, commissions and committees.

Financial Impact:

There is no financial impact associated with this item.

Budget Impact:

There is no additional budget impact associated with this item.

FTE Impact:

No additional FTE will be required by this item.

ATTACHMENTS:

Click to download

- ☐ [PowerPoint page](#)
 - ☐ [Handbook 2015 - revised](#)
-

Handbook at a Glance



- Provides an overview of Surprise form of Government
- Discusses Council expectations regarding relationships between boards/commissions and others
- Provides an overview of appointment process
- Explains the difference between boards, commissions and committees
- Educates members on rules related to meetings
- Outlines rules on conduct and demeanor
- Sets forth parliamentary rules
- Provides an overview of Open Meeting Law

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WELCOME!

Thank you for your willingness to serve the City of Surprise. As a citizen volunteer, you are a member of a select group appointed by City Council. Your participation personifies citizen involvement in the governing process. By serving on a board or commission you become part of the official family of the City of Surprise. You represent the Mayor and Council and must abide by a number of policies and procedures which govern public bodies. Primary among these are the Open Meeting Law, the City Code that applies to your board or commission, and the Rules contained in this Handbook. Members must expect that all deliberations and recommendations will be reviewed and scrutinized not only by the City Council, but also by the public, media, and other interested parties.

Being a member of a board or commission is not an easy task, but, if done well, it can be very rewarding.

City Overview

Surprise residents enjoy clean, safe neighborhoods, a family-friendly environment and incredible retail and recreational amenities. Surprise is rated one of the top ten-safest cities in the nation and offers top-ranked public and charter schools.

Recreation is big in this beautiful Sonoran-desert community. Surprise Stadium is the Spring Training home of Major League Baseball's Texas Rangers and Kansas City Royals. The Surprise Tennis and Racquet Complex attracts both tennis legends and national tournaments, and the White Tank Mountain Regional Park offers 30,000 acres of outdoor recreation. Plus, the city offers seven gorgeous 18-hole golf courses, an urban fishing lake, and two public aquatic centers.

The Surprise Recreation Campus is where our community comes together for celebratory events including 4th of July fireworks, arts and music festivals and the annual Surprise Party. The city offers a variety of sports and recreation programs for residents of all ages and community centers where youth can play games and indoor sports.

Art is another important focus in Surprise. In addition to having two local art centers, the city has commissioned several public art pieces and invests in various arts and cultural events and programs, including a free concert series called Second Sundays in the Park and the popular Thunderbird Fine Art & Wine Festival.

Surprise has a diversified employment corridor from small home-based businesses to large company headquarters and is focused on growing local jobs. That goal is supported by our AZ TechCelerator business incubator and Beehive co-working space, as well as robust international recruitment strategies and programs that offer soft landing opportunities to international companies looking to locate in the city.

Surprise is the ideal place to live, work and play!

Form of Government

The City of Surprise operates under the Council-Manager form of government. Under this form, the elected governing body is responsible for the legislative function of the municipality, such as establishing policy, passing local ordinances, adopting a budget, appropriating money, and developing an overall vision for the community. Day to day operations for the City are the responsibility of the City Manager.

City Council

In addition to the Mayor, who is elected at-large, there are six other members who are elected from the most current election districts shown on the official election district map on file in the Office of the City Clerk. Each Council Member is elected to a four-year term of office.

Appointed Officials

The City Council appoints three individuals to serve in different functions that support the City Council; Presiding City Court Judge, City Manager and City Clerk.

The Presiding City Court Judge is appointed to a fixed term by City Code and is responsible for all operational matters pertaining to the City Court. As a separate branch of government, the City Court is autonomous, with only the approval of the annual budget within the power of the City Council.

The City Manager serves at the pleasure of Council and is responsible for drafting a balanced budget for Council consideration, and executing the Council approved budget. In addition to supervising daily operations of the City, the City Manager works with elected officials and citizens to plan for the future of the community and to define and carry out the vision of the Council by setting goals and establishing strategies for reaching these goals.

The City Clerk serves at the pleasure of Council and is the official document and record custodian for the City. The Clerk is responsible for assuring the Council, and all the boards and commissions of the City, comply with the notice and agenda requirements of the Open Meeting Law, and assuring the City complies with the public records law. The Clerk also services at the City's chief elections officer.

Relationships

With Council

A good relationship with the City Council is essential. The primary responsibility of boards, commissions, and committees is providing additional avenues of communication between the City Council and the general public. Commission and committee members should keep in mind that only the City Council can establish City policy. It is the City Council's role to receive the recommendations made by commissions and committees, and to consider them as part of the Council's decision making. No matter what one individual's position may be, it is important that each commission or committee member support the recommendations made by the member's commission or committee and, ultimately, the policy decisions of the City Council once the decision is made. This is true even if the recommendation by the commission or committee is not that of the individual member.

Official communications with the City Council should be written and from the entire appointed body. Communications will be forwarded through the Staff Liaison to the City Council and the City Manager's Office. Remember, the role of the Staff Liaison is to *communicate* the position of the commission or committee - not *advocate* on behalf of the commission or committee. Whenever a commission or committee has an item before the City Council, the Chair or a representative of that appointed body is encouraged to attend the City Council meeting to speak to the topic or answer questions.

When an appointed member addresses the City Council at a public meeting, it should be made clear whether or not he/she is speaking on behalf of the board, commission, or committee, or as an individual. If the member is speaking on behalf of a board, commission, or committee, only the majority position of the body should be presented. If the member is expressing his/her own personal viewpoint on a particular subject, it should be stated as such.

With Staff

Each board and commission has a Staff Liaison assigned by the City Manager. The role of the Staff Liaison is principally to coordinate the preparation of the agenda for each meeting, to prepare minutes in accordance with the Open Meeting Law, and to work with the board or commission chair to assure the work of the board or commission is completed in a timely and effective manner.

Just as it is inappropriate for Council to direct work of staff who are under the jurisdiction of the City Manager, so too must members of boards and commissions refrain from doing so. Instead, each Board and Commission should utilize agenda discussions at meetings as a basis for making requests of staff. All board or commission members needing to contact City personnel for information concerning official business should always make the request through the Staff Liaison.

Any action by the board or commission must be consistent with the powers and duties of the board and commission outlined in the ordinance that created the board or commission. This means that no board or commission may on its own, or through city staff, enter into contracts, authorize the expenditure of funds, bind the city to act, or act outside the powers granted by the City Council.

In general, the Staff Liaison will do the following:

- Establish and maintain a positive working relationship with the members;
- Assist with the creation of operating procedures;
- Work with the body to assure the body acts consistent with its established powers and duties, and complies with this handbook;
- Offer advice and recommendations to members as appropriate and when requested;
- Report the boards' and commissions' concerns to the City Manager, who, in turn, will notify Council;
- Provide advice regarding the most effective way of presenting recommendations to City Council, as appropriate;
- Facilitate interaction between boards and commissions as appropriate;
- Make meeting arrangements and prepare and distribute agenda packets to board and commission members on a timely basis;
- Provide members with the background information necessary for making an informed decision;
- Take notes during the meeting and prepare meeting minutes in a timely manner for approval by the board or commission; and
- Provide or otherwise arrange for orientation and training for new members.
- Assure agenda packets are complete, including any attachments, when posted.

With Fellow Members

Cooperation among fellow board, commission, and committee members is essential to success. Building consensus around common goals and objectives, members should first show a willingness to objectively define the issues at hand and then work to reconcile opposing viewpoints. When board and commission members interact positively, the group as a whole will be more effective. Important points to keep in mind in working with others:

1. Respect an individual's viewpoint, even though it may be different from your own.
2. Allow other members adequate time to present their views before making comments.
3. Be open and honest.
4. Welcome new members and help them become acquainted with their board, commission, or committee.
5. Accept responsibility, voice opinions, be fair and factual.

With Fellow Boards & Commissions

The City Council has authorized the use of “joint” meetings and occasionally has “joint” meetings of more than one board, commission, or committee. When this occurs, each body should focus on its respective advisory responsibilities. The same considerations should be made during “joint” meetings as are followed for relationships with fellow members of the same body.

With the Public

Good relations with the public are vital for all City boards, commission, and committees. In many cases each body serves as a link between the City Council and the public, helping to inform the public, to reconcile opposing viewpoints, and to explain City programs and policies. Appointed members should welcome citizen input at meetings and be considerate of all interests, attitudes, and differences of opinion. Each body provides a channel for citizen expression by listening to comments, opinions, and concerns from the public. Therefore, it is important to be responsive and in tune with the community.

Eligibility/Application

Residency

Most boards and commission members must be residents of Surprise. There are, however, a few exceptions.

Term

Board and commission members are appointed for terms of four years with no term limits. The terms of the members are staggered so that only one half of the board is up for reappointment at any one time. Terms begin on July 1st and end on June 30th, four years later.

Member Selection

Generally, members of board and commissions are appointed through an application process. Applications are available at the City Clerk's Office and can be submitted any time.

When a vacancy in a board or commission is anticipated, the City Clerk will advertise the vacancy. Applications from eligible individuals are forwarded to the City Council's Boards and Commission Subcommittee, who review the applications and interview applicants. The Subcommittee will forward those applicants the subcommittee is recommending for appointment to the full Council. The Council will meet and consider recommendations for appointment at a public meeting. Applicants are appointed by a majority vote of the City Council.

After appointment, but usually immediately following the appointment by Council, the City Clerk administers the Oath of Office. For any newly appointed member not available to participate in the formal swearing in process, the City Clerk will make arrangements to administer the Oath of Office at a more convenient time. The Oath of Office requires the newly appointed member to swear, under oath, to support the Constitution of the United States, laws of the State of Arizona, and all official policies and procedures of the City of Surprise.

Vacancies

If a vacancy in a board or commission is created because of a member's death, resignation, or removal, a new member is appointed to serve for the unexpired portion of the term. If a vacancy in a board or commission is created because a term has expired, a new member is appointed for a full term (4 years). In either event, the same selection and process is used.

Removal

The members of every board and commission serve at the pleasure of City Council. Any member of any board or commission may be removed with or without cause by a majority vote of City Council. At the time of removal, Council may establish a period during which the removed member is ineligible for future appointment. The decision is final and not appealable.

Member Orientation and Training

All members are required to attend an orientation and training workshop during their first term of office. The workshop will be coordinated with Staff Liaisons. Though some members may have previous general board training background and experience, it is important that all members are oriented to the policies and procedures specific to the City of Surprise.

Boards & Commissions Roles

As elected officials, Council recognizes the value boards and commission members bring to the community. Boards and commissions are created by the Council and may be changed, or abolish, at any time.

Boards and commissions are given powers and tasks to perform by Council. These powers and tasks are set out in City Code. A summary of the powers, duties, and tasks for each board or commission is contained in the board or commission specific handouts available through the Staff Liaison. Most boards and commissions also utilize the bi-laws set forth in Section 2-295 of the City Code, a copy of which is also available through the Staff Liaison.

Classification of Boards, Commissions & Committees

Commissions & Committees advise the City Council by making recommendations on public policy. Commissions are perpetual, while committees are gathered for a limited period for a very limited purpose. Examples of commissions include the Arts & Culture, Community and Recreation and Disability Advisory Commissions. An example of a committee is the City's Bond Election Evaluation Committee.

Commissions and Committees are asked to make recommendations based on their own expertise, what they hear from other community members, and based on the information and analysis of specific issues. Although all commission and committee actions and recommendations are subject to the approval by City Council, the Council appoints citizens to these positions because Council trusts that the members will exercise sound, independent judgment and do their best to form advice for the City Council. The City Council will consider recommendations within the parameters of Council's own deliberations. As a result, the City Council can do the following:

- Follow the recommendation of the commission or Committee;
- Request further study;
- Decide to take a different action than what has been recommended;
- Decide not to act at all.

Boards: Boards, unlike commissions and committees, have some decision-making powers within their purview. Examples of boards include the Personnel Appeals, Adjustment and Construction Review, and the City's Trust Fund Boards

Council Expectations

The City Council has the following expectations of its appointed boards and commissions:

- Provide citizens' perspectives on issues;
- Prioritize options for Council and refine recommendations;
- Enable citizens to contribute their expertise to the community;
- Advise Council on policy matters;
- Act in full accordance with all the powers and duties established in City Code; and
- Comply with the Open Meetings Law, laws governing public bodies and the City policies and procedures.

Election of Officers

Every board and commission must select a member to serve as the chair and a member to serve as the vice-chair. This selection must be done each July, or any time there is a chair or vice chair vacancy. If, for any reason, both the chair and vice chair are absent from a meeting, the members who are in attendance at the meeting must select a member to serve as the chair for that meeting. The chair or vice-chair may be removed from their positions as chair or vice-chair at any time by a three-fourths majority vote of the board or commission membership.

Role of Chair/Vice Chair

The chair, or vice chair when the chair is absent, presides over meetings, decides all points of order and procedure, and performs any duties required by law. The chair, or vice chair in the absence of a chair, has the right to make a motion, second any motion, and vote on any matter under consideration of the board or commission.

Meetings

Quorum

A quorum is the number of members needed for there to be a proper meeting of the board or commission. A quorum exists when a majority of the members are present. Vacancies on a board or commission do not count when determining whether or not a quorum exists. If a quorum is not present, the meeting must still be conducted for the purpose of attendance only. No other business can be conducted unless a quorum is present.

Times & Location

Each board and commission must meet at least one time per year. Boards and commissions may have two types of meetings; “Regular” meetings, those meetings scheduled as part of an annual calendar of meetings; and “Special” meetings, those meetings that are called by the chair or Staff Liaison that were not included in the annual calendar of meetings.

Boards and commissions that meet regularly must adopt an annual meeting schedule. Meetings on the schedule are referred to as “Regular” meetings and, unless the adopted calendar states otherwise, Regular meetings must be held at

6:00 pm at City Hall. Boards and commissions may designate a different time and place for the meeting, however, by adopting a Regular meeting schedule.

The chair of each board and commission, or the Staff Liaison as authorized by the City Manager, may call a “Special” meeting. Typically, Special meetings will only be used when the use of a Regular meeting is not practical.

In any event, meetings must be held at a time and a place designed to maximize public engagement in the business of the body.

Attendance

Attendance is very important and must be in person. Calling in (by phone, Skype, Face Time, or otherwise) is not permitted.

If any member is absent for two consecutive meetings, or three meetings in any six month period, or if a member fails to respond to contact from the Staff Liaison, the Staff Liaison will refer the matter to the City Council for consideration and action. Council may remove the member by majority vote. If so removed, the removed member will be ineligible for reappointment to any public body for a period of no less than six months.

Preparation.

Adequate preparation is another requisite for effective membership. The Staff Liaison will provide reports, proposals, and other information to help you make informed decisions. Do not hesitate to request additional information you need to make thoughtful and appropriate decisions.

Agenda

The agenda, and any supporting materials, are created in cooperation with the Staff Liaison, and given to the City Clerk five days prior to the meeting. The Agenda will be posted no later than 24 hours prior to the meeting.

Minutes

Minutes of each meeting will be prepared by the Staff Liaison and must include attendance, record any vote, and otherwise comply with the Open Meeting Law. The City Clerk will post the minutes of each board and commission meeting.

Sub-committees & Working Groups

A subcommittee is a “subgroup” of two or more board or commission members who meet to discuss and to make recommendations on matters that will come to the full body for action. Sub-Committees are not allowed, unless specifically authorized by the City Council. If the majority of a body wishes to use sub-committees, the body should take formal action to submit such request through the Staff Liaison consistent with this Handbook.

A working group is a “subgroup” of two or more board or commission members tasked by the public body to gather information, study and evaluate matters that will be considered by the public body, and report findings back to the public body. Working groups may be formed by a majority vote of the public body. Working groups should not make any recommendations relative to action to be taken by the public body.

Conducting Business

In a nutshell, effective members:

- Attend all meetings.
- Are well prepared for meetings.
- Recognize that serving the public interest is the top priority.
- Recognize that the body must operate in an open and public manner.
- Are knowledgeable about the legislative process and issues affecting the body.
- Examine all available evidence before making a judgment.
- Communicate well and participate in group discussions.
- Are aware that authority to act is granted to the board as a whole, not to individual members.
- Exhibit a willingness to work with the group in making decisions.
- Recognize that compromise may be necessary to reach consensus.

Do not let personal feelings toward other board members or staff interfere with your judgment.

Rules of Conduct & Demeanor

As volunteers, board and commission members represent the City of Surprise. Therefore, they should conduct themselves in an appropriate manner at all times.

While every board or commission tends to have its own “personality” and methods for working together to form recommendations, some of the characteristics that successful boards and commissions have in common include:

- Interest in City issues and a willingness to learn about them;
- Preparing for each meeting by reviewing the agenda packet, knowing the issues to be discussed;
- Steady, consistent attendance and being on time for meetings;
- A sense of open-mindedness, patience, and fairness;
- An ability to envision and consider the long-term effects of a proposed project/issue and to balance those effects with short-term consideration.
- The ability to come to a conclusion, making an informed recommendation.
- Excellent people skills; i.e., respect for one another, respect for differing opinions, reasoning and communicating in a concise and clear manner.
- Ability to work well with staff and community members.

Just as it is inappropriate for Council to direct work of staff who are under the jurisdiction of the City Manager, members of public bodies also are prohibited from doing so. Instead, members should utilize agenda discussions at meetings as a basis for making requests of staff.

Boards and commissions are extensions of the City Council. As such, members must adhere to ethical standards that eliminate disappointment borne of dishonesty, conflicts of interest, unfairness, or illegality. **Preservation of public trust is critical for the preservation of democracy.**

It is the policy of the City of Surprise to uphold, promote, and demand the highest standards of ethics from all of its officials, whether elected or appointed. Accordingly, all members of each board and commission will maintain the following standards:

Rule 1. Act in the Public Interest

Recognizing that stewardship of the public interest must be their primary concern, members will work for the common good of the City of Surprise and not for any private or personal interest, and will assure fair and equal treatment of all persons, claims, and transactions coming before the board or commission.

Rule 2. Comply with the Law

Members will comply with the laws of the nation, the State of Arizona, and the City of Surprise in the performance of their public duties. These laws include, but are not limited to: the Federal and State constitutions, laws pertaining to conflicts of interest, election campaigns, financial disclosures, anti-discrimination, confidentiality/non-disclosure laws, open meeting, City ordinances, and City and City Council policies.

Rule 3. Professional Conduct

The professional and personal conduct of members must be above reproach and devoid of even the appearance of impropriety. Members must refrain from abusive conduct, harassment, personal charges or verbal attacks upon the character or motives of members of Council, boards, commissions, and committees, City staff, or members of the public.

Rule 4. Respect for Process

Members must perform their duties in accordance with the processes and rules of order established by the City Council governing the board or commission.

Rule 5. Conduct of Public Meetings

Members must prepare themselves for public issues; listen courteously and attentively to all public discussions before the body; and focus on the business at hand. Members must refrain from interrupting other speakers, making personal comments not germane to the business of the body, or otherwise interfering with the orderly conduct of meetings.

Rule 6. Decisions Based on Merit

Members must base all decisions on the merits and substance of the matter at hand.

Rule 7. Transparent Governance

Members must publicly share substantive information that is relevant to a matter under consideration by the board/commission which the member may have received from sources outside the public decision-making process.

Rule 8. *[Intentionally Omitted]*

Rule 9. *[Intentionally Omitted]*

Rule 10. Positive Work Place Environment

Members must support and maintain a positive and constructive work place environment for City employees, residents, and businesses dealing with the City. Members must recognize the special role of Council appointed board and commission members in dealings with City employees and refrain from creating the perception of inappropriate direction to staff.

Rule 10. Conflict of Interest

Members must be constantly on guard against conflicts of interest, whether real or perceived. Officials must not be involved in discussing or deciding any issue over which the board or commission may have jurisdiction and which may impact a financial or property interest of either the member or a family member (spouse, children, grandparent, grandchildren, in-laws).

If a member believes that a conflict of interest (or even a possible conflict) exists, then the member must disclose the fact as soon as possible on the record. From that point on, the member may not participate in any manner (by discussing, questioning or voting) in that matter. Declaring a conflict and not participating should be recognized as a necessary part of preserving public trust and should not be avoided simply because of delays or inconvenience. Indeed, members should declare possible conflicts to avoid any appearance of impropriety.

Rule 11. Accepting Gifts, Favors or Benefits

The acceptance or solicitation of gifts, favors or benefits by a member in their official capacity should be avoided. "Gifts, favors, or benefits" include event tickets, admission, meals, products, autographs, memorabilia, special celebrity access, and travel expenses, but does not include de minimus tokens of appreciation or for participation such as a pen, pin, plaque of appreciation or award. Gift, favor, or benefit does not include City sponsored or hosted events, or event tickets/admission given to a member when such is necessary for the member to perform the member's function as a board or commission member.

Generally, Arizona law prohibits a member from receiving anything of value or any compensation for any service rendered in connection with that person's duties with the City, or using or attempting to use the member's position to secure anything of value or benefit. See A.R.S. §§38-504 and 38-505.

The acceptance and, specifically, the solicitation of gifts, benefits, or favors either for the member or the member's family or friends, even if not technically in violation of law, will raise the appearance of impropriety. The member should also not accept or solicit any gift, benefit, or favor when such would be advantageous to their political/career aspirations.

In the event of uncertainty, contact the City Attorney.

Parliamentary Rules

Surprise Municipal Code §2-295(15) provides that "Meetings will generally be conducted consistent with Robert's Rules of Order, unless other procedural rules are adopted by City Council." In furtherance of such guidance, the parliamentary rules outlined below will be followed in all meetings of boards, commissions and Committees; keeping the following principles:

1. The members must act as a body.
2. The body should proceed in the most efficient manner possible.
3. The body must act by at least a majority.
4. Every member must have an equal opportunity to participate in decision making.
5. The rules of procedure must be followed consistently.
6. The body's actions should be the result of a decision on the merits and not a manipulation of the procedural rules.

Rule 1. Powers of the Chair

The Chair has the following powers:

- a) To rule motions in or out of order, including any motion patently offered for obstructive or dilatory purposes;
- b) To determine whether a speaker has gone beyond reasonable standards of courtesy in his or her remarks and to entertain and rule on objections from other members on this ground;
- c) To entertain and answer questions of parliamentary law or procedure;
- d) To call a brief recess at any time;

- e) To adjourn in an emergency.

Comment: *A decision by the Chair under (a), (b) or (c) may be appealed to the board/commission upon motion of any member, pursuant to Rule 8(b). Such a motion is in order immediately after a decision under (a),(b) or (c) is announced and at no other time. The member making the motion need not be recognized by the presiding officer, and the motion if timely made may not be ruled out of order.*

Rule 2. Consent Agenda

The board/commission may designate approval of minutes a part of a “consent agenda.” No other items should be on “consent”.

Rule 3. When the Chair Is in Active Debate

If the Chair becomes actively engaged in extended debate on a particular proposal, the Chair may designate another member to preside over the debate. The Chair will resume presiding as soon as action on the matter is concluded.

Comment: *Good leadership depends, to a certain extent, on not taking sides during a debate. On a small board this may not always be feasible or desirable; yet, an unfair advantage accrues to the side whose advocate controls access to the floor. This rule is designed to ensure even-handed treatment to both sides during a heated debate. Ordinarily, if the Chair is leading the meeting, he or she should ask the Vice Chair to preside in this situation. But, if that person also engaged in the debate, the Chair should feel free to call on some other member in order to achieve the purpose of this rule.*

Rule 4. One Motion at a Time

A member may make only one substantive motion at a time.

Comment: *None.*

Rule 5. Substantive Motions

A substantive motion is a motion to take action on the principal item and is out of order while another substantive motion is pending. In other words, a substantive motion is any motion other than the procedural motions listed in Rule 8. A substantive motion may deal with any subject within the board/commission’s

legal powers, duties, and responsibilities.

Comment: *This rule sets forth the basic principle of parliamentary procedure that distinct issues will be considered and dealt with one at a time, and a new proposal may not be put forth until action on the preceding one has been concluded. The term substantive motion is used here to underscore the distinction between this type of motion and the various procedural motions listed in Rule 8.*

Rule 6. Debate

The Chair will state the motion and then open the floor to debate on it. The Chair will preside over the debate according to the following general principles:

- (a) The maker of the motion is entitled to speak first;
- (b) A member who has not spoken on the issue will be recognized before someone who has already spoken;
- (c) To the extent possible, the debate will alternate between proponents and opponents of the measure.

Comment: *None.*

Rule 7. Ratification of Actions

To the extent permitted by law, the board/commission may ratify actions taken on its behalf but without its prior approval. A motion to ratify is a substantive motion.

Comment: *Ratification of actions taken on the board/commission's behalf but without its prior approval is permitted under these rules, to the extent that such after-the-fact approval of actions is legally allowed. The principle behind the motion to ratify is that an assembly may subsequently approve what it could have authorized. This rule treats the motion to ratify as a substantive proposal rather than as a procedural motion, since a ratification is in effect an after-the-fact substantive action by the board/commission concerning something that was done without board/commission approval when advance authorization should have been obtained.*

Rule 8. Withdrawal of Motion

A motion may be withdrawn by the maker at any time before it is amended or

before the Chair puts the motion to a vote, whichever occurs first.

Comment: *This rule prohibits withdrawing motions after they have been amended. Once a motion has been amended, it is no longer the same motion as was made by the maker, so it is no longer his or hers to withdraw.*

Rule 9. Procedural Motions

(a) Motions Allowed. In addition to substantive proposals, only the following procedural motions, and no others, are permitted. Unless otherwise noted, each motion is debatable, may be amended, and requires a majority of the votes cast, a quorum being present, for adoption. Procedural motions are in order while a substantive motion is pending and at other times, except as otherwise noted.

Comment: *The following enumeration of procedural motions is exhaustive; if a procedural option is not on the list, then it is not available. Procedural motions are frequently used to “act upon” a substantive motion by amending it, delaying consideration of it, and so forth. Several procedural motions can be entertained in succession without necessarily disposing of the previous procedural motion. The order of priority establishes which procedural motion yields to which—that is, which procedural motion may be made and considered while another one is pending.*

(b) Order of Priority of Motions. In order of priority (if applicable), the procedural motions are:

Motion 1. To Appeal a Procedural Ruling of the Chair. A decision of the Chair ruling a motion in or out of order, determining whether a speaker has gone beyond reasonable standards of courtesy in his or her remarks, or entertaining and answering a question of parliamentary law or procedure may be appealed to the board/commission. This appeal is in order immediately after such a decision is announced and at no other time. The member making the motion need not be recognized by the Chair and the motion, if timely made, may not be ruled out of order.

Comment: *This motion allows the ruling of the Chair on certain procedural matters to be appealed to the whole board/commission. This appeal must be made as soon as the Chair’s decision is announced, so this motion is accorded the highest priority.*

Motion 2. To Adjourn. This motion may be made only at the conclusion of board/commission consideration of a pending substantive matter; it may not interrupt deliberation of a pending matter. A motion to or adjourn ends the current meeting to a time and place certain and establishes a specified time and place for the meeting to reconvene.

Comment: *Since the number of members is small and procedures are available to limit debate, Motion 2 allows both debate and amendment, but specifies the motion is in order only when consideration of a pending matter has concluded. If the board/commission wants to adjourn before completing final action on a matter, it must, prior to adjourning, first temporarily conclude its consideration of that matter. This is done with one of three motions: to defer consideration of the matter, to postpone the matter to a certain time or day, or to refer the matter to a committee. Only as a last resort should the board/commission use a motion to suspend the rules, in order to allow the motion to adjourn to interrupt deliberation on the matter.*

Motion 3. To Take a Brief Recess. This motion is made when a member wishes to take a short break during the meeting, but does not end the meeting.

Comment: *This motion allows the board/commission to pause briefly in its proceedings and should not be confused with the motion to adjourn to a time and place certain, which is a form of the motion to adjourn under these rules. Motion 3 is a “motion to take a brief recess” rather than a “motion to recess” or “motion to adjourn.” Since the number of board/commission members is small, and procedures are available to limit debate, debate is allowed on this motion. A motion to take a brief recess is in order at any time except when a motion to appeal a procedural ruling of the Chair or a motion to adjourn is pending.*

Motion 4. Call to Follow the Agenda. This motion would require the agenda be taken in order, prohibiting the Chair from taking items out of order. The motion must be made at the first reasonable opportunity, or the right to make it is waived for the out-of-order item in question.

Comment: *This motion may be debated. Unless the motion is made when the item of business that deviates from the agenda is proposed, the right to insist on following the agenda is waived for that item.*

Motion 5. To Suspend the Rules. The board/commission may not suspend provisions of the rules that state requirements imposed by law on the board/commission. For adoption, the motion requires a vote equal to two-thirds of the actual membership of the board/commission, excluding vacant seats.

Comment: *This motion is in order when the board/commission wishes to do something that it may legally do but cannot accomplish without violating its own rules. The motion permits the board/commission to exercise greater flexibility and perhaps informality than adhering strictly to what the rules might allow. A motion to suspend the rules requires approval by two-thirds of the actual membership of the board/commission to pass. Note that the Chair and members who are absent from the meeting are counted for purposes of determining two-thirds of the board/commission, but vacant seats are excluded in making the two-thirds determination.*

Motion 6. To Go into Executive Session. The board/commission may go into Executive session only for one or more of the permissible purposes listed in A.R.S. §38-431.03. The motion to go into Executive Session must cite the purpose of the Executive Session and must be adopted at an open meeting.

Comment: *The requirements for this motion are found in A.R.S. §38-431.03(A), which permits Executive Session only for 7 topics. Those are:*

- 1. Discussion or consideration of employment, assignment, appointment, promotion, demotion, dismissal, salaries, disciplining or resignation of a public officer, appointee or employee of any public body, except that, with the exception of salary discussions, an officer, appointee or employee may demand that the discussion or consideration occur at a public meeting. The public body shall provide the officer, appointee or employee with written notice of the executive session as is appropriate but not less than twenty-four hours for the officer, appointee or employee to determine whether the discussion or consideration should occur at a public meeting.*
- 2. Discussion or consideration of records exempt by law from public inspection, including the receipt and discussion of information or testimony that is specifically required to be maintained as confidential by state or federal law.*
- 3. Discussion or consultation for legal advice with the attorney or attorneys of the public body.*
- 4. Discussion or consultation with the attorneys of the public body in order to consider its position and instruct its attorneys regarding the public body's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation or in settlement discussions conducted in order to avoid or resolve litigation.*

5. *Discussions or consultations with designated representatives of the public body in order to consider its position and instruct its representatives regarding negotiations with employee organizations regarding the salaries, salary schedules or compensation paid in the form of fringe benefits of employees of the public body.*

6. *Discussion, consultation or consideration for international and interstate negotiations or for negotiations by a city or town, or its designated representatives, with members of a tribal board/commission, or its designated representatives, of an Indian reservation located within or adjacent to the city or town.*

7. *Discussions or consultations with designated representatives of the public body in order to consider its position and instruct its representatives regarding negotiations for the purchase, sale or lease of real property.*

Motion 7. To Divide a Complex Motion and Consider It by Paragraph. The motion is in order whenever a member wishes to consider and vote on subparts of a complex motion separately.

Comment: *This motion is debatable.*

Motion 8. Motion for the Previous Question. The motion is not in order until every member has had an opportunity to speak once and there has been either at least 15 minutes of debate or debate has become repetitive.

Comment: *With small boards, a minimum period of debate on every proposal that comes before it strikes a superior balance between efficiency and effective representation by all board/commission members. Since every member will have an opportunity to speak, the debate may be ended by a majority vote. Fifteen minutes is merely a suggested minimum period of time. This rule avoids the practice followed by some boards of allowing any member to end debate by simply saying “call the question,” without the board/commission actually taking a vote on that procedural issue. Such a practice is contrary to regular parliamentary procedures. In addition, such a practice allows individual members to impose their will unilaterally on the group, in defiance of the principle of majority rule on which these rules are based.*

Motion 9. To Postpone to a Certain Time or Day. If consideration of a motion has been postponed, a new motion with the same effect cannot be introduced

while the postponed motion remains pending. A member who wishes to revisit the matter must either wait until the specified time, or move to suspend the rules.

Comment: *This motion allows the board/commission to postpone consideration to a specified time or day and is appropriate when more information is needed or the deliberations are likely to be lengthy. Note the restriction on making a new motion with the same effect while a postponed motion remains pending.*

Motion 10. To Refer a Matter to a Sub-Committee. The board/commission may vote to refer an item on the agenda to a sub-committee for study and recommendations. Sixty days or more after a substantive motion has been referred to a sub-committee, a member may compel consideration of the item by the entire board/commission, whether or not the committee has reported the matter to the board/commission by requesting the matter be placed back on the board/commission agenda.

Comment: *The right of the maker to compel consideration by the full board/commission after a specified period of time prevents using the motion as a mechanism to defeat a proposal by referring it to a subcommittee that is willing to “sit” on it.*

Motion 11. To Amend.

(a) An amendment to a motion must be pertinent to the subject matter of the motion. An amendment is improper if adoption of the motion with that amendment added would have the same effect as rejection of the original motion. A proposal to substitute completely different wording for a motion or an amendment will be treated as a motion to amend.

(b) A motion may be amended, and that amendment may be amended, but no further amendments may be made until the last-offered amendment is disposed of by a vote.

(c) Any amendment to a proposed legislative action (resolution/ordinance) must be reduced to writing before the vote on the amendment is taken.

Comment: *This motion is similar to a traditional motion to amend except for the additional requirement to write down amendments to legislation. The restriction on amendments stated in subpart (a), second sentence, of the provisions concerning this motion should be read narrowly; it is intended only to prevent an*

amendment that merely negates the provisions of the original motion. The intent of such an amendment can be achieved in a simpler and more straightforward manner by the defeat of the original proposal. Pertinent amendments that make major substantive changes in the original motion are quite proper.

Some board/commissions allow a “substitute motion” when major changes in a motion are proposed. Such a motion is, in effect, a type of amendment. To avoid confusion, “substitute motions” are not allowed under these rules. All proposals for changes in a motion or in an amendment are treated as motions to amend, no matter how major their potential effect.

Subpart (b) of the rules governing this motion limits the number of proposed amendments that may be pending at one time to two, in order to reduce confusion. Amendments are voted on in reverse order; that is, the last-offered amendment, which would amend the first amendment, is voted on first. Once the last-offered of the two pending amendments is disposed of, an additional amendment may be offered.

Subpart (c) of the rules for this motion imposes an additional writing requirement for amendments to legislative actions. The rule assumes that amendments to proposed ordinances, like the ordinances themselves, should be in written form before they are voted on, both because of the importance of ordinances and to make it easier to maintain the required ordinance book and the minutes of the board/commission accurately. Similarly, amendments to orders, policies, and resolutions should be in written form before they are voted on, because of their significance and to make it easier to record them in the minutes.

Some board/commissions may have a practice of requiring the person making the original motion to approve of any proposed amendments to that motion. Such a practice is not recommended. Once a motion has been offered to the board/commission, it is up to the board/commission to decide whether or not it should be changed by amendment. If the person making the motion does not favor a proposed amendment, he or she is free to vote against it. And so long as the original motion has not been voted on and no amendment to it has passed, the original maker of the motion is free under these rules to withdraw it (see Rule 8). If a motion has been withdrawn, the board/commission members are generally free to make their own separate motions on the same subject.

Motion 12. To Reconsider. The board/commission may vote to reconsider its action on a matter. The motion to do so must be made by a member who voted with the prevailing side (the majority side except in the case of a tie; in that case the “nos” prevail) and at the meeting during which the original vote was taken,

including any continuation of that meeting through adjournment to a time and place certain. The motion cannot interrupt deliberation on a pending matter, but is in order at any time before final adjournment of the meeting.

Comment: *To avoid placing a measure in limbo, these rules restrict the availability of the motion to the same meeting as the original vote, including any continuation of that meeting if it is recessed, or adjourned to a time and place certain.*

Open Meeting Law

The Open Meeting Law was enacted in 1962 to assure actions taken by the government be done in the open. The Act was adopted to promote accountability of public officials, to encourage public participation, and build trust between local government and its citizenry.

The core provisions of the Open Meeting Law state:

"All meetings of any public body shall be public meetings and all persons so desiring shall be permitted to attend and listen to the deliberations and proceedings." A.R.S. §38-431.01(A)

"It is the public policy of this state that meetings of public bodies be conducted openly and that notices and agendas be provided for such meetings which contain such information as is reasonable ? necessary to inform the public of the matters to be discussed or decided." A.R.S. §38-431.09

Q &A

Who is a "public official"?

Anyone who serves on a City Council, or serves on any board or commission appointed by the City Council, or who serves on any committee or subcommittee appointed by the City Council and whose purpose is to make a recommendation to the City Council. A.R.S. §38-431(1) and (6)

What constitutes a meeting?

A meeting occurs any time a majority of public officials from the same public body (be it a Council, board, commission or committee) communicate about an item within the jurisdiction of the public body. A.R.S. §38-431(4). This can

happen through technology (facebook, twitter, email, text messages), in a series of meetings between 1 or more members (also called “serial meetings”), or in private meetings with City staff members. To be safe – **any** discussion about the business of the public body should happen **only** at an open public meeting.

What is included in the Agenda?

The agenda must include a description of the item being discussed that will provide reasonable notice to the public of the item being discussed or decided. A.R.S. §38-431.09

Who prepares and posts the agenda?

The Staff Liaison will prepare a meeting agenda, making sure the item/s being discussed are within the scope of the board/commission. The City Clerk will post the agenda in accordance with the Open Meeting Law. The agenda must be posted at least 24 hours before the meeting in order to comply with the Open Meeting Law. A.R.S. §38-431.02 (C)

In what way may the public participate in a meeting?

The public has the right to attend, listen and even record the meeting (video or audio). Council expects every public body to provide an opportunity for public input, including through “call to the public”. The public never has the right to disrupt the meeting, however.

What is an executive session?

An executive session is a lawfully permitted session for a public body to meet in a closed session -for discussion only - for very limited purposes. A.R.S. §38-431.03(D). Those purposes are:

1. Personnel (with proper notice to the employee);
2. Records exempt by law from public inspection (e.g. medical records);
3. Legal advice from the body’s attorney;
4. Litigation and contract negotiations;
5. International, interstate and tribal negotiation;
6. Purchase, sale, or lease of real property.

No vote or official action can be taken in an executive session.

Can a board or commission meet in executive session?

Yes, as long as the item is properly on the agenda, and a majority of members vote to recess into executive session. Most boards and commissions, however, will not have the occasion to recess into an executive session.

Who takes the minutes for board/commission meetings?

The Staff Liaison will take minutes, and gives them to the City Clerk who posts them in accordance with the Open Meeting Law. For boards and commissions, minutes must include:

- The date, time and place of the meeting;
- Identify the members present or absent;
- A general description of the matters considered (that is what was discussed); and
- A description of the legal action taken.



CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

Back Print

Council Meeting Date:	December 15, 2015	Contact Person:	Robert Kuhfuss, Community Development
Submitting Department:		District:	1
Staff Recommendations:	None		

Consent	Regular	Public Hearing	x	Report/Discussion
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Agenda Wording:

Consideration and action pertaining to 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, property generally located east of 163rd Avenue between Pinnacle Peak Road and the San Ysidro Road alignment; Resolution # 2015-107.

Motion:

I move to approve Resolution #2015-107.

Background:

Verdugo Land Development, LLC request a Minor General Plan Amendment (GPA) to change the land use designation from Suburban Residential (1-3 DU/Ac) to Medium Density Residential (5-8 DU/Ac) for approximately 29.64 gross acres located within the currently approved Verdugo PAD located generally east of 163rd Avenue and south of the San Ysidro Road alignment. The proposed change in land use designation is in conjunction with a Rezone (Major Amendment) to the Verdugo PAD together with a related Preliminary Plat, which are discussed under separate cover. The property covered by the subject request anticipates approximately 220 medium density dwelling units and is part of a larger project that anticipates an additional 409 single-family detached dwellings for a total of 629 dwelling units. The Planning and Zoning Commission heard the case on November 19, 2015 and recommended approval.

Objective Analysis:

The Surprise General Plan 2035 shows the area in question as Suburban Residential with a density range of between one and three dwelling units per acre (1-3 DU/Ac). At 29.64 acres, this would generate between 29 and 88 dwelling units. The proposed Minor Amendment to the General Plan, however, would generate between 148 and 237 dwelling units for the same land mass, which falls within the parameters of a Minor Amendment. The subject property lies within the currently approved Verdugo PAD, which calls for Suburban Residential, Commercial and Employment for this specific property, the latter two being contrary to the General Plan as currently approved. The related Major PAD Amendment (discussed under separate cover), seeks to change the zoning for a significant portion of the Verdugo

project, which includes the transfer of approximately 15 acres of Medium Density Residential, and the deletion of approximately 12 acres of High Density Residential, in lieu of the approximately 29 acres of Medium Density Residential proposed for the subject site. If the related PAD Amendment is approved, there will be a net decrease of 12 dwelling units for the overall Verdugo PAD. The subject Minor GPA will allow that Rezone/Major PAD Amendment to proceed.

Policy Compliant:

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:”*

- 1 *Whether the proposed amendment is justified by an error in the Surprise General Plan 2035 as originally adopted.*
- 1 *Whether the proposed change is generally consistent with goals, objective, and other elements of the Surprise General Plan.*
- 1 *Whether the proposed change is justified by a change in community conditions or neighborhood characteristics since adoption of the Plan.*
- 1 *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.*
- 1 *Whether the proposed change creates an adverse impact on landmarks or other historically significant structure or properties that cannot be reasonably mitigated.*
- 1 *Whether development resulting from the proposed change would create an undue adverse impact on surrounding neighborhoods.*
- 1 *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.*
- 1 *Whether there was a change in city-adopted policies or codes that would justify a change in the Surprise General Plan 2035.*
- 1 *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.*

The subject request adequately addresses these issues.

Financial Impact:

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

Budget Impact:

There is no anticipated budget impact related to this item.

FTE Impact:

This item does not have an impact on current staff levels.

ATTACHMENTS:

Click to download

- ☐ [00 FS14-159 - Verdugo - MGPA - CC Staff Report](#)
 - ☐ [01 FS14-159 - Verdugo - MGPA - CC Vicinity Map](#)
 - ☐ [02 FS14-159 - Verdugo - MGPA - CC GPA Case Map](#)
 - ☐ [03 FS14-159 - Verdugo - MGPA - CC GPA Document](#)
 - ☐ [04 FS14-159 - Verdugo - MGPA - CC MWD Comments](#)
 - ☐ [05 FS14-159 - Verdugo - MGPA - CC Presentation](#)
 - ☐ [Resolution 2015-107](#)
-

GENERAL PLAN AMENDMENT

REPORT TO THE CITY COUNCIL

Case: FS14-159

Project Name: Verdugo

Council District: 1

Meeting Date: December 15, 2015

Planner: Robert H. Kuhfuss, AICP

Owner/Applicant: Verdugo Land, LLC

Request: Minor General Plan Amendment (GPA) changing the Land Use Designation from Suburban Residential (1-3 DU/Ac) to Medium Density Residential (5-8 DU/Ac)

Site Location: Generally east of 163rd Avenue and south of the San Ysidro Road alignment

Site Size: 29.64 gross acres (approx.)

Density: 5-8 DU/Ac

General Plan Conformance: The proposal advances the goals of the Surprise General Plan 2035

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

**Commission
Recommendation:** Approve

[Note: See related Rezone/Major PAD Amendment and Preliminary Plat requests being processed under this case, but discussed under separate cover.]

Project Description:

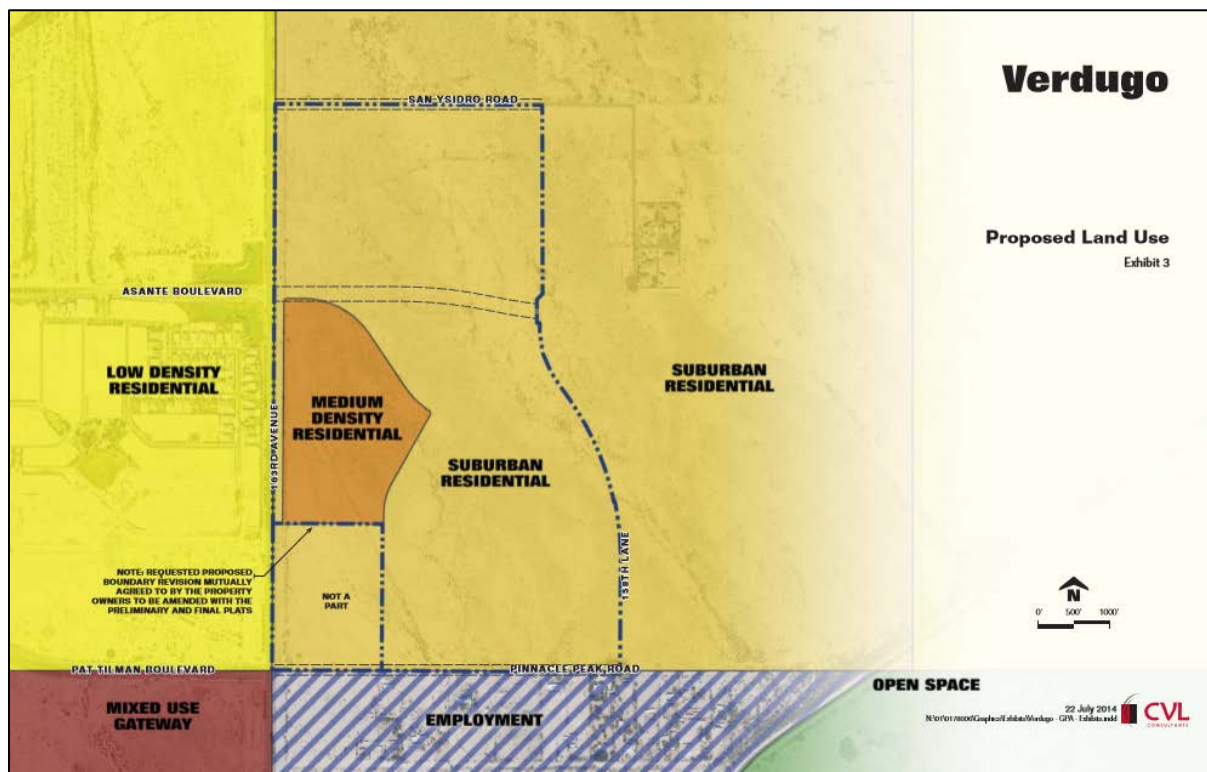
Verdugo Land Development, LLC request a Minor General Plan Amendment (GPA) to change the land use designation from Suburban Residential (1-3 DU/Ac) to Medium Density Residential (5-8 DU/Ac) for approximately 29.64 gross acres located within the currently approved Verdugo PAD located generally east of 163rd Avenue and south of the San Ysidro Road alignment. The proposed change in land use designation is in conjunction with a Rezone (Major Amendment) to the Verdugo PAD together with a related Preliminary Plat, which are discussed under separate cover. The property covered by the subject request anticipates approximately 220 medium density dwelling units and is part of a larger project that anticipates an additional 409 single-family detached dwellings for a total of 629 dwelling units.

Surrounding Land Use:

The following chart depicts the existing and proposed land uses in its context.

Low Density Residential (3-5 DU/Ac)	Suburban Residential (1-3 DU/Ac)	Suburban Residential (1-3 DU/Ac)
Low Density Residential (3-5 DU/Ac)	Suburban Residential (1-3 DU/Ac) to Medium Density Residential (5-8 DU/Ac)	Suburban Residential (1-3 DU/Ac)
Low Density Residential (3-5 DU/Ac)	Suburban Residential (1-3 DU/Ac)	Suburban Residential (1-3 DU/Ac)

The following map, taken from the Verdugo GPA Document, expresses these land uses graphically.



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.

June 9, 2009: Staff approved a Minor Amendment to the Verdugo PAD such to reduce the right-of-way dedication requirement for 163rd 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 Major Amendment to the Verdugo PAD under case FS14-159, the subject case. This request included a Minor General Plan Amendment, a Major PAD 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.

November 19, 2015: The Planning and Zoning Commission recommended approval of the subject request.

92 **Citizen Outreach:**

93
94 As noted above, the applicant held a Citizen Review meeting on August 26, 2015, which was well-
95 attended. Those in attendance were mixed in their opinion regarding the project, with some
96 individuals expressing concerns over potential negative impacts to traffic, with others expressing
97 concerns over the lack of retail services in the area. Still, others expressed larger concerns over the
98 timing of the permanent fire station, the timing of street repairs needed to mitigate consistent
99 street flooding in the region, and future plans regarding the intersection of 163rd Avenue and Grand
100 Avenue.

101
102 **Analysis and Discussion:**

103
104 The Surprise General Plan 2035 shows the area in question as Suburban Residential with a density
105 range of between one and three dwelling units per acre (1-3 DU/Ac). At 29.64 acres, this would
106 generate between 29 and 88 dwelling units. The proposed Minor Amendment to the General Plan,
107 however, would generate between 148 and 237 dwelling units for the same land mass, which falls
108 within the parameters of a Minor Amendment.

109
110 Staff notes that the subject property lies within the currently approved Verdugo PAD, which calls
111 for Suburban Residential, Commercial and Employment for this specific property, the latter two
112 being contrary to the General Plan as currently approved. The related Major PAD Amendment
113 (discussed under separate cover), seeks to change the zoning for a significant portion of the
114 Verdugo project, which includes the transfer of approximately 15 acres of Medium Density
115 Residential, and the deletion of approximately 12 acres of High Density Residential, in lieu of the
116 approximately 29 acres of Medium Density Residential proposed for the subject site. If the related
117 PAD Amendment is approved, there will be a net decrease of 12 dwelling units for the overall
118 Verdugo PAD. The subject Minor GPA will allow that Rezone/Major PAD Amendment to proceed.

119
120 **Surprise General Plan Amendment Criteria:**

121
122 Page 171 of the Implementation Section of the Surprise General Plan 2035 states *"In considering*
123 *plan amendments, the proposal will be considered in terms of all the elements. A thorough*
124 *evaluation shall include, but is not limited to the following:"*

- 125
126
 - ***Whether the proposed amendment is justified by an error in the Surprise General Plan 2035 as originally adopted.***
 - 127
 - 128
 - 129 • ***Whether the proposed change is generally consistent with goals, objective, and other***
 - 130 ***elements of the Surprise General Plan.***
 - 131
 - 132 • ***Whether the proposed change is justified by a change in community conditions or***
 - 133 ***neighborhood characteristics since adoption of the Plan.***
 - 134

- *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.*
- *Whether the proposed change creates an adverse impact on landmarks or other historically significant structure 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 easily mitigated.*
- *Whether there was a change in city-adopted policies or codes that would justify a change in the Surprise General Plan 2035.*
- *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.*

Staff has evaluated the subject request against these criteria and is satisfied the request adequately addresses these issues.

Reviewing Agencies:

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

Summary:

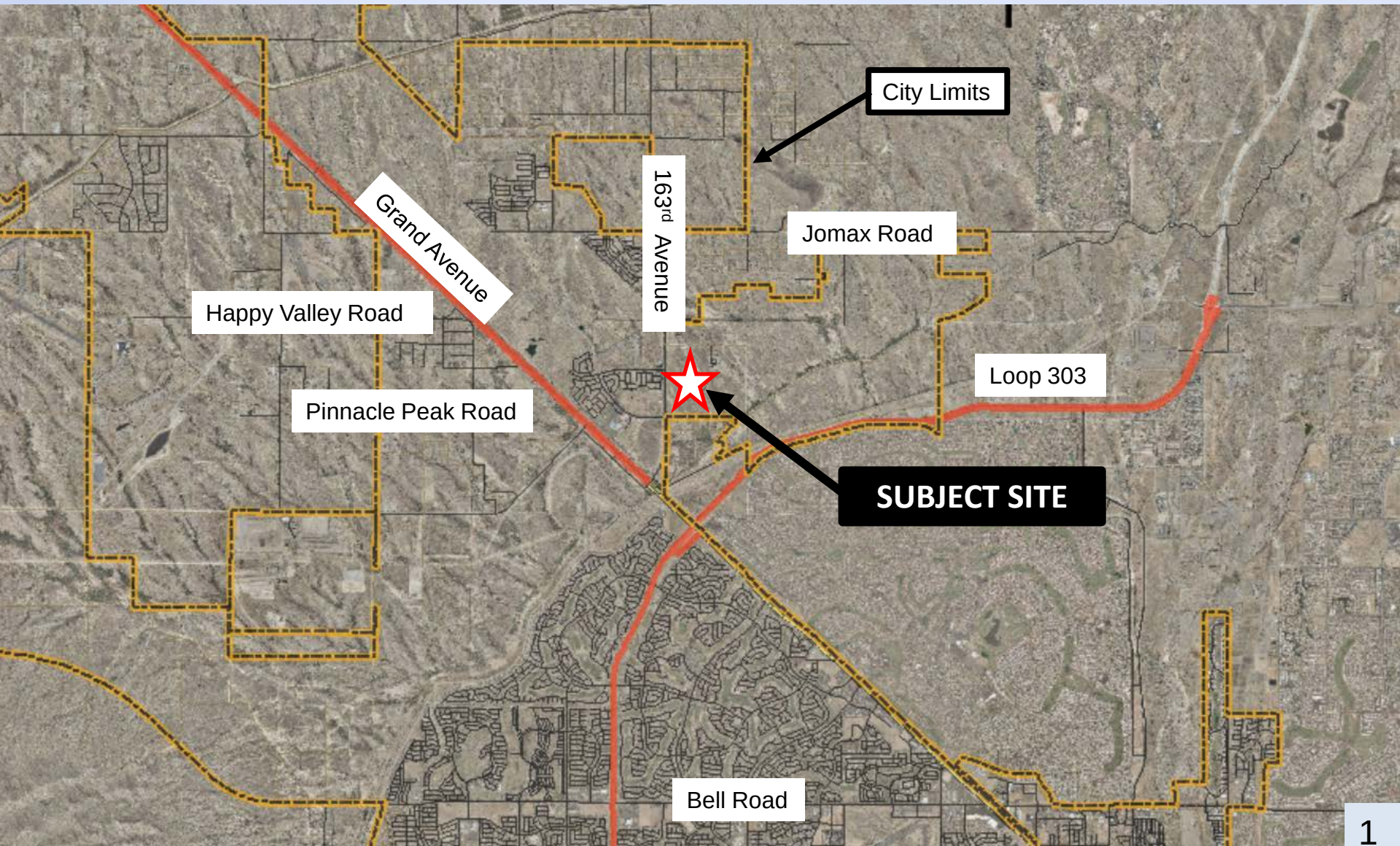
Staff believes the proposed amendment to the Surprise General Plan is minor in nature and is an improvement to the overall plan. If approved, the proposed amendment will potentially generate fewer lots than currently envisioned and will allow the related Major Amendment to the Verdugo PAD as well as the related Preliminary Plat to proceed.

Findings:

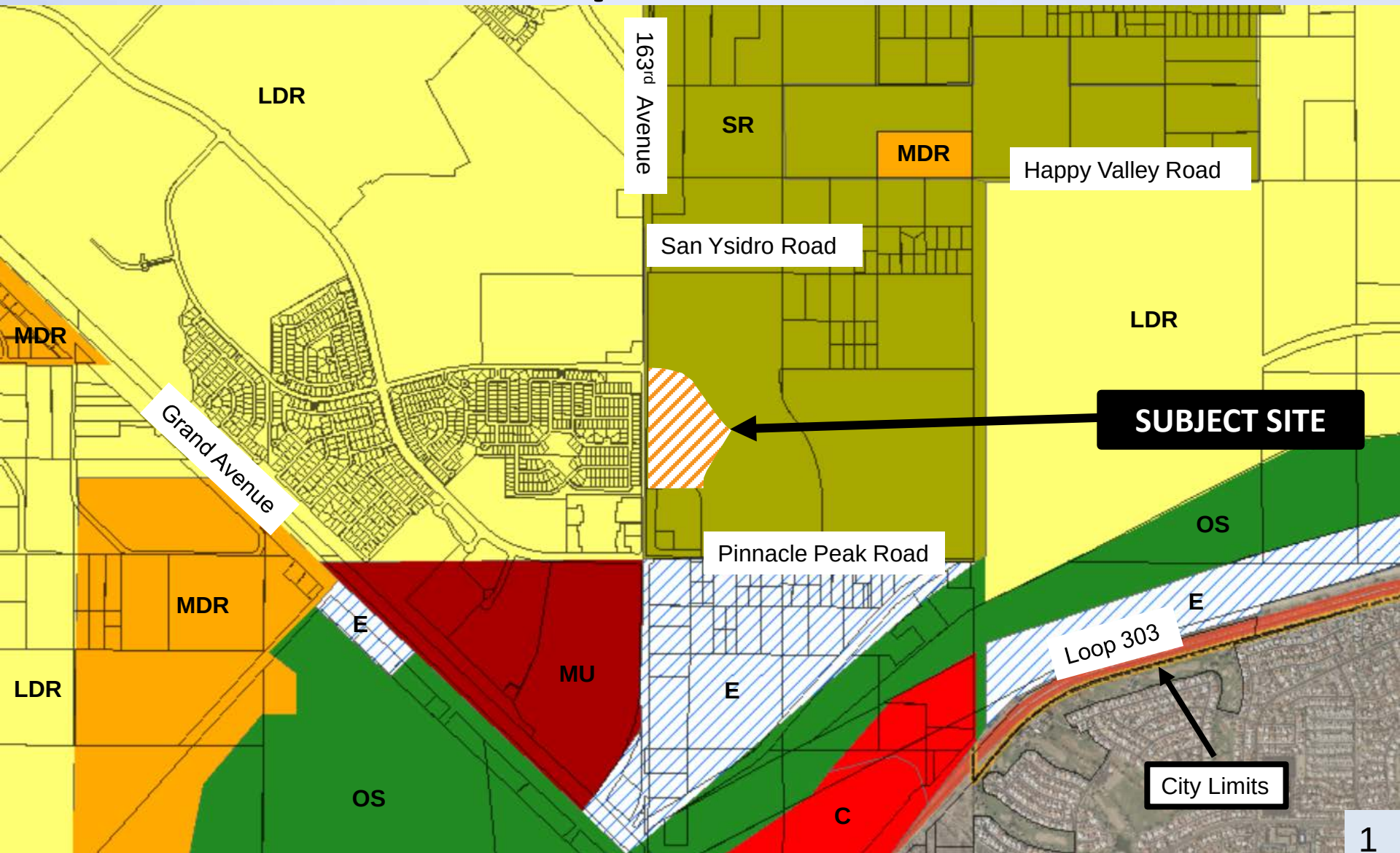
- The proposed change in land use designation advances the goals of the General Plan.
- The proposed change in land use designation is an improvement to the General Plan.

178	<u>Attachments:</u>
179	
180	01 Vicinity Map (1 page)
181	02 GPA Case Map (1 page)
182	03 GPA Document (10 pages)
183	04 MWD Comments (1 page)

Vicinity Map



Minor GPA Case Map – SR to MDR



22 July 2014

Verdugo

Surprise, Arizona

Minor General Plan Amendment

Zoning Case Number: PAD 03-110

Zoning Case Number: PADA 08-171

Zoning Case Number: PADA-09-098

CR14-089

Current Case Number: FS14-159



4550 N 12th Street
Phoenix, AZ 85014

MINOR GENERAL PLAN AMENDMENT

For

Verdugo

July 22, 2014

Property Owner/Applicant

Verdugo Land LLC

5055 West Patrick
Las Vegas, NV 89118
Attn. Terry Manley-702-528-4812
Attn. Todd Floyd-702-497-0873
todd@newwestnv.com

Development Consultant

Sandbox

2375 E. Camelback Rd. Ste. 600
Phoenix, AZ 85016
Attn. Anthony Summer
anthony@sandboxdevelopment.com

Legal Counsel

Beus Gilbert PLLC

701 North 44th Street
Phoenix, AZ 85008
Attn. Jeffrey Blilie
480-429-3030
jblilie@beusgilbert.com

**Engineering/Planning/
Landscape Consultant**

Coe & Van Loo Consultants, Inc.

4550 N. 12th Street
Phoenix, AZ 85014-4291
Attn. George Cannataro
gjcannataro@cvlci.com

Reference Case Numbers

Zoning Case Number: PAD 03-110

Zoning Case Number: PADA 08-171

Zoning Case Number: PADA-09-098

CR14-089

Current Case Number: FS14-159

Contents

I. Description of Request 1

II. Project Location 1

III. Land Use. 1

 Suburban Residential (SR).1

 Medium Density Residential (MDR).2

Exhibits/Maps

Existing Surprise General Plan 2035 Land UseExhibit 1

Existing Approved PADA 08-171 Land UseExhibit 2

Proposed Land UseExhibit 3

Location Map.Exhibit 4

I. Description of Request

The purpose of this request is to obtain a Minor General Plan Amendment for approximately 29.64 gross acres within the project currently known as Verdugo PAD generally located at the northeast corner of Pinnacle Peak Road and 163rd Avenue (*see Exhibit 4 - Location Map*). The site is within the City of Surprise, Arizona. The owner will also process a PAD Amendment and a Preliminary Plat concurrently with this General Plan Amendment (GPA).

The description of this current application is a request for a minor GPA to amend a portion of the land use for the Verdugo Property. The primary amendment is to eliminate the existing Medium High Density Residential use and the existing 28 net acres of Commercial and Office Use and to exchange those uses for Medium Density Residential Use (MDR) and Suburban Residential Use (SR) (*see Exhibit 3 - Proposed Land Use*). The proposed MDR is intended for Court-Home development at 8 dwelling units per acre. The remaining SR is intended for single family detached residential lots with a variety of lot sizes that include 53-foot, 63-foot, and 68-foot lots. The proposed amendment would also impact the shape and boundaries of adjacent land use parcels.

II. Project Location

The Verdugo property is currently vacant and undeveloped open desert located on the north side of Pinnacle Peak Road between the 159th Avenue alignment on the east and 163rd Avenue on the west.

III. Land Use

The land use modifications within the proposed amendment are intended to support the adjacent commercial property located in the Asante Project as well as the Commercial Parcel at the NEC of Pinnacle Peak and 163rd Avenue.

Suburban Residential (SR)

Suburban Residential development will be the dominant land use within the Project which allows single-family housing at densities from 1 to 3 du/ac. Clustering of the homes shall be encouraged when appropriate provided the overall gross density doesn't exceed 3 du/ac. The SR is primarily situated away from major transportation corridors, leaving that area primarily for the higher density development.

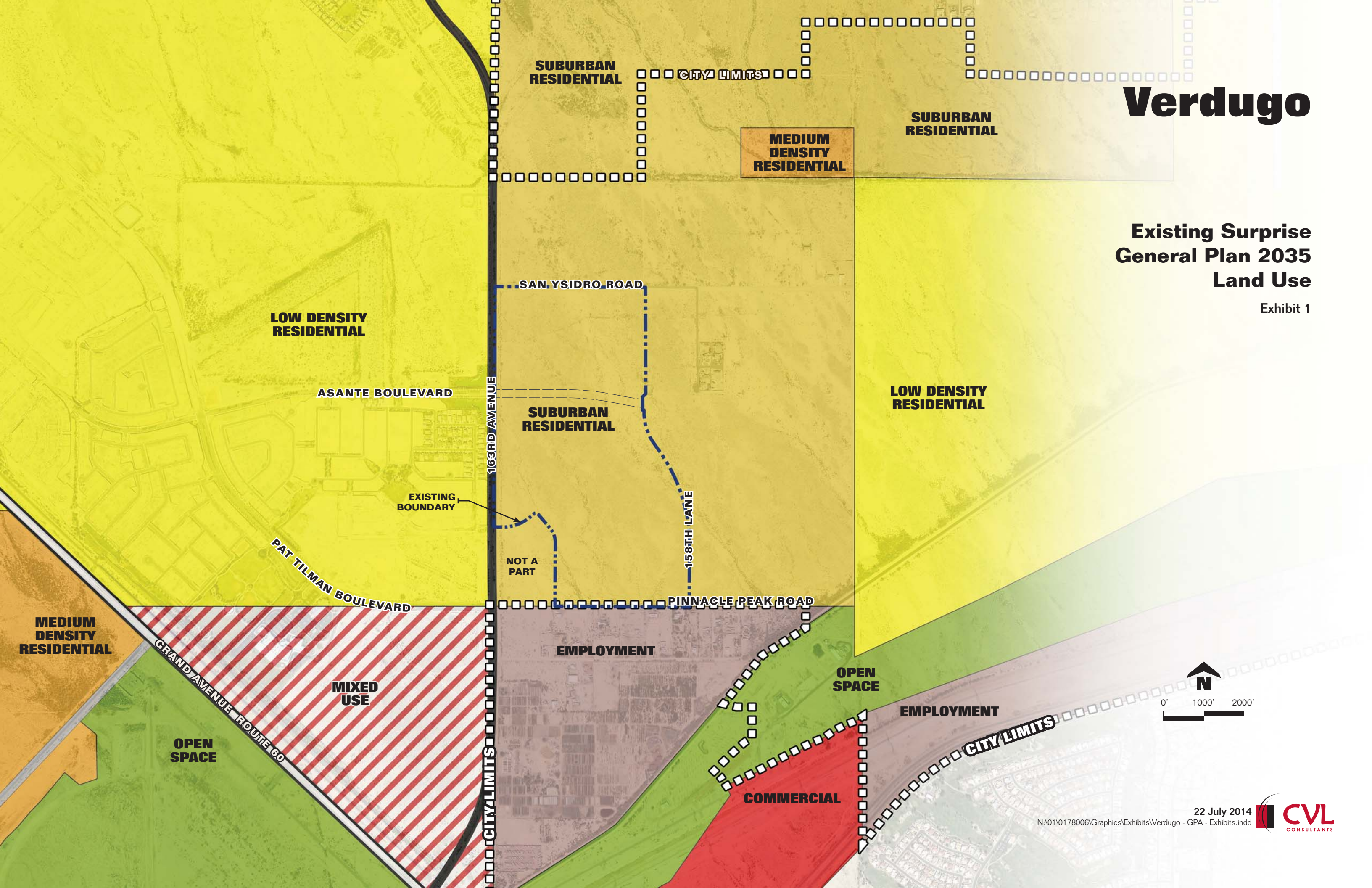
Medium Density Residential (MDR)

Medium Density Residential development will occur along 163rd Avenue. The MDR classification, with an allowable density range of 5 to 8 dwelling units per acre, will allow both attached and detached residential units with varying lot configurations, some of which may include z-lots and zero lot-lines; with a maximum gross density of 8 du/ac.

Verdugo

Existing Surprise General Plan 2035 Land Use

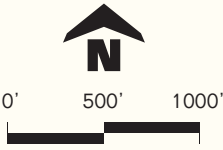
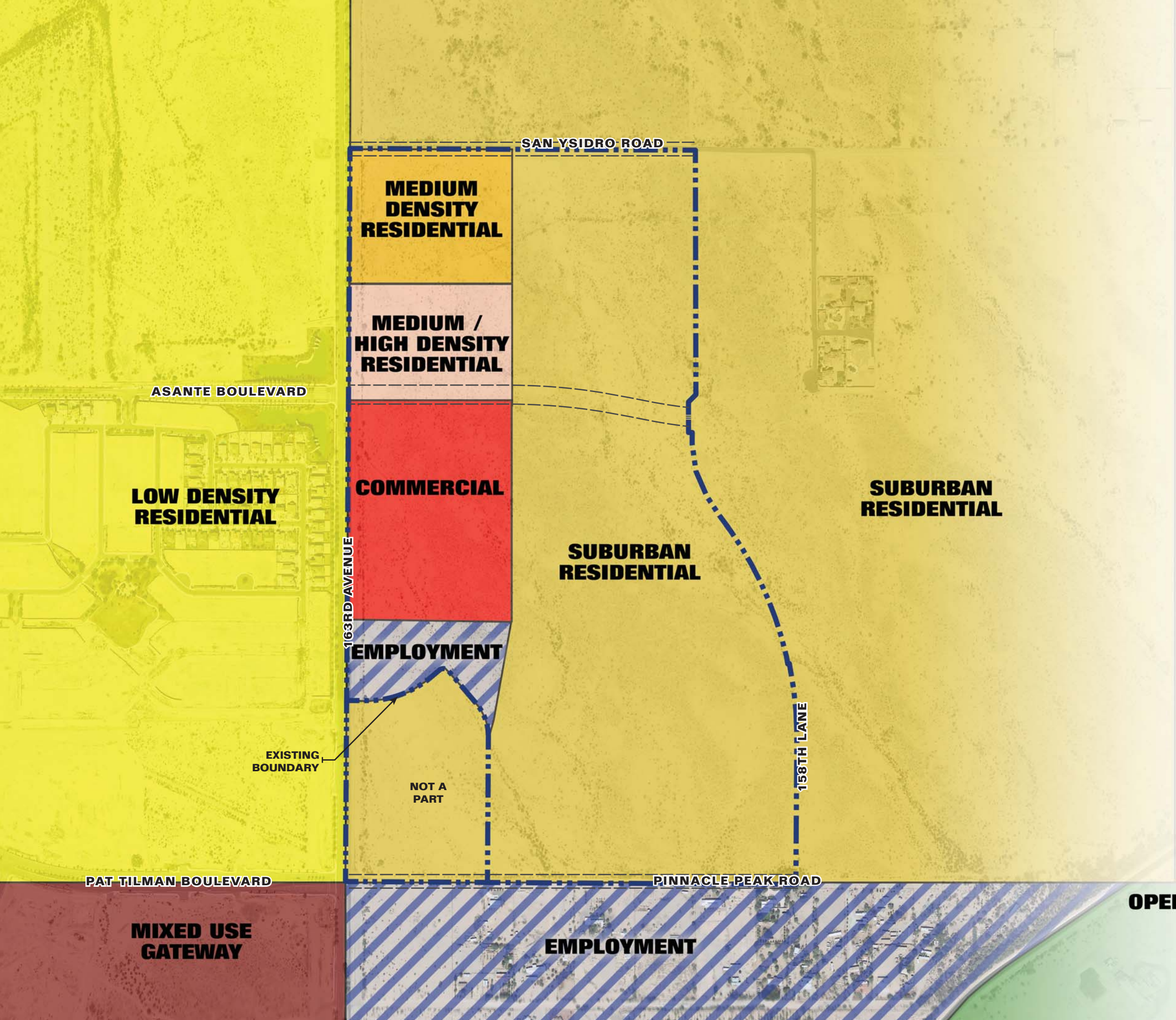
Exhibit 1



Verdugo

Existing Approved PADA 08-171 Land Use

Exhibit 2



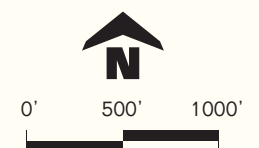
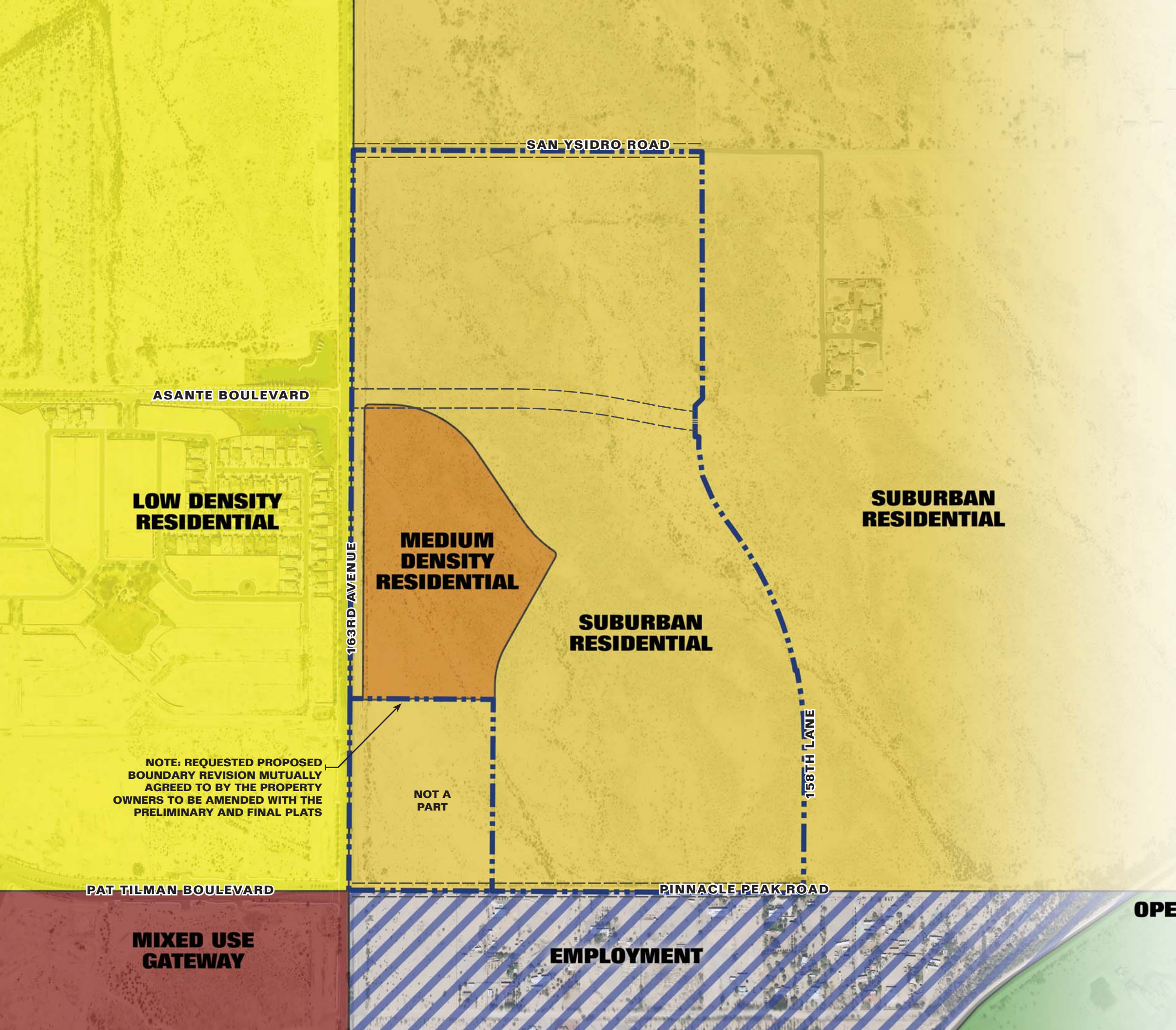
OPEN SPACE

22 July 2014

Verdugo

Proposed Land Use

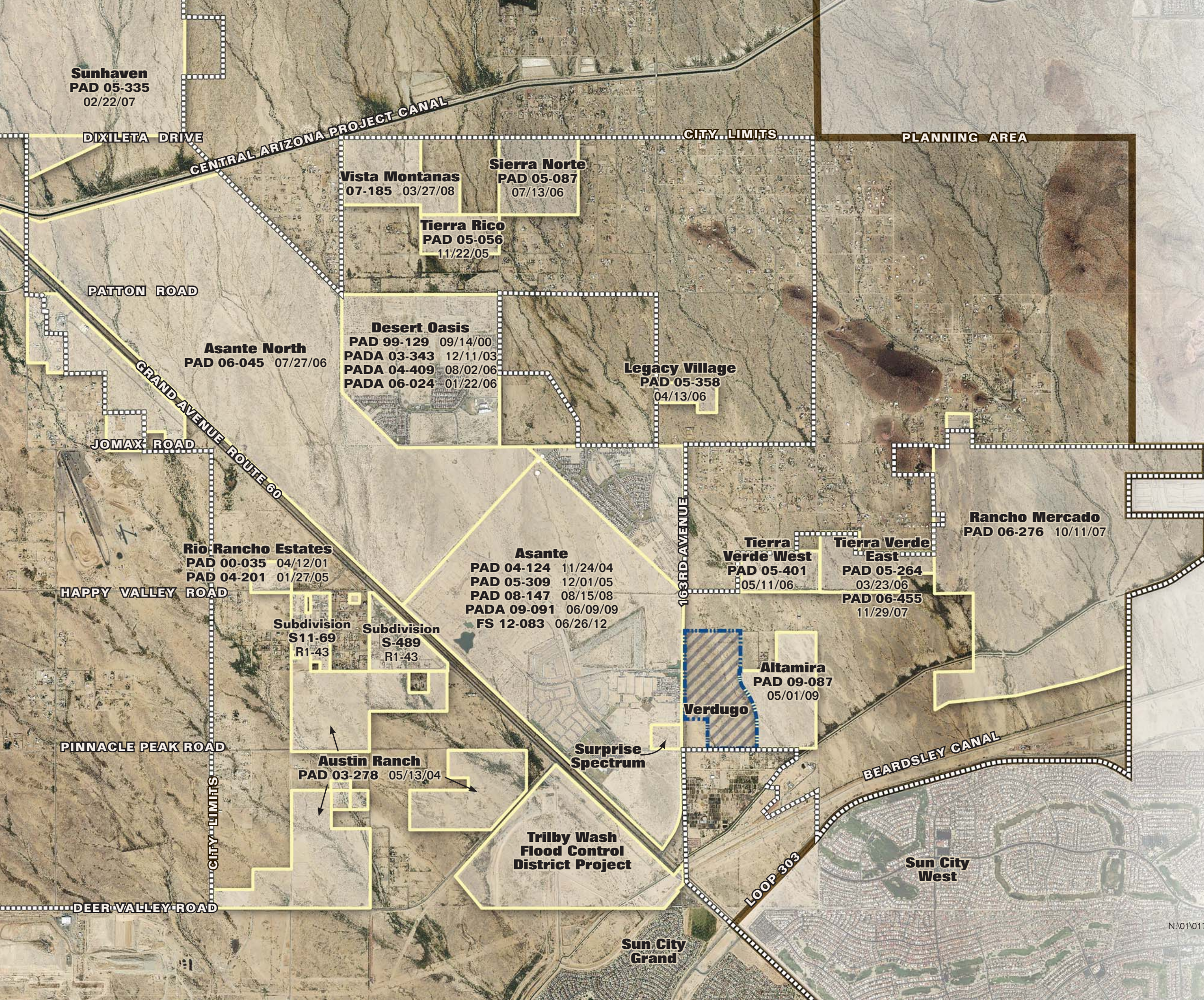
Exhibit 3



Verdugo

Location Map

Exhibit 4





4550 N 12th Street
Phoenix, AZ 85014

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

FS14-159 Verdugo

Minor General Plan Amendment

Major PAD Amendment

Preliminary Plat

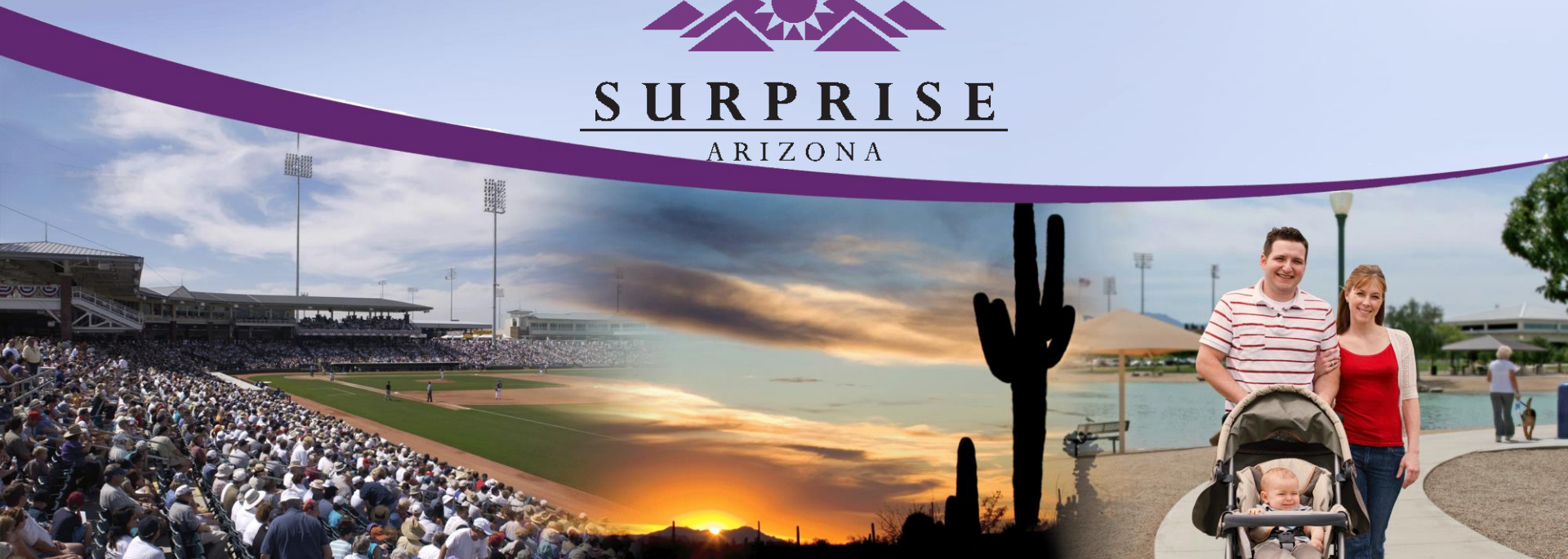
City Council

Regular Session

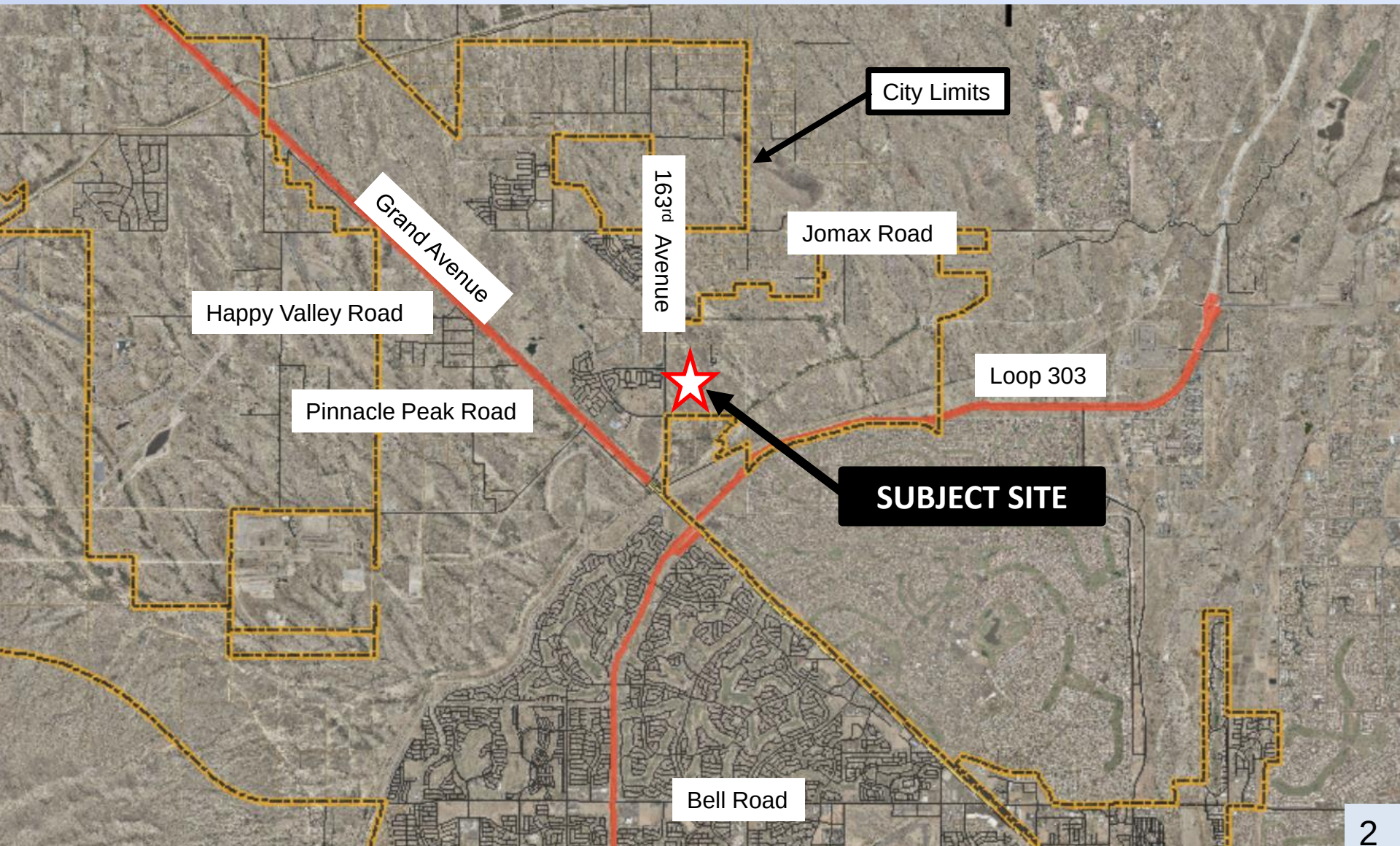
December 15, 2015



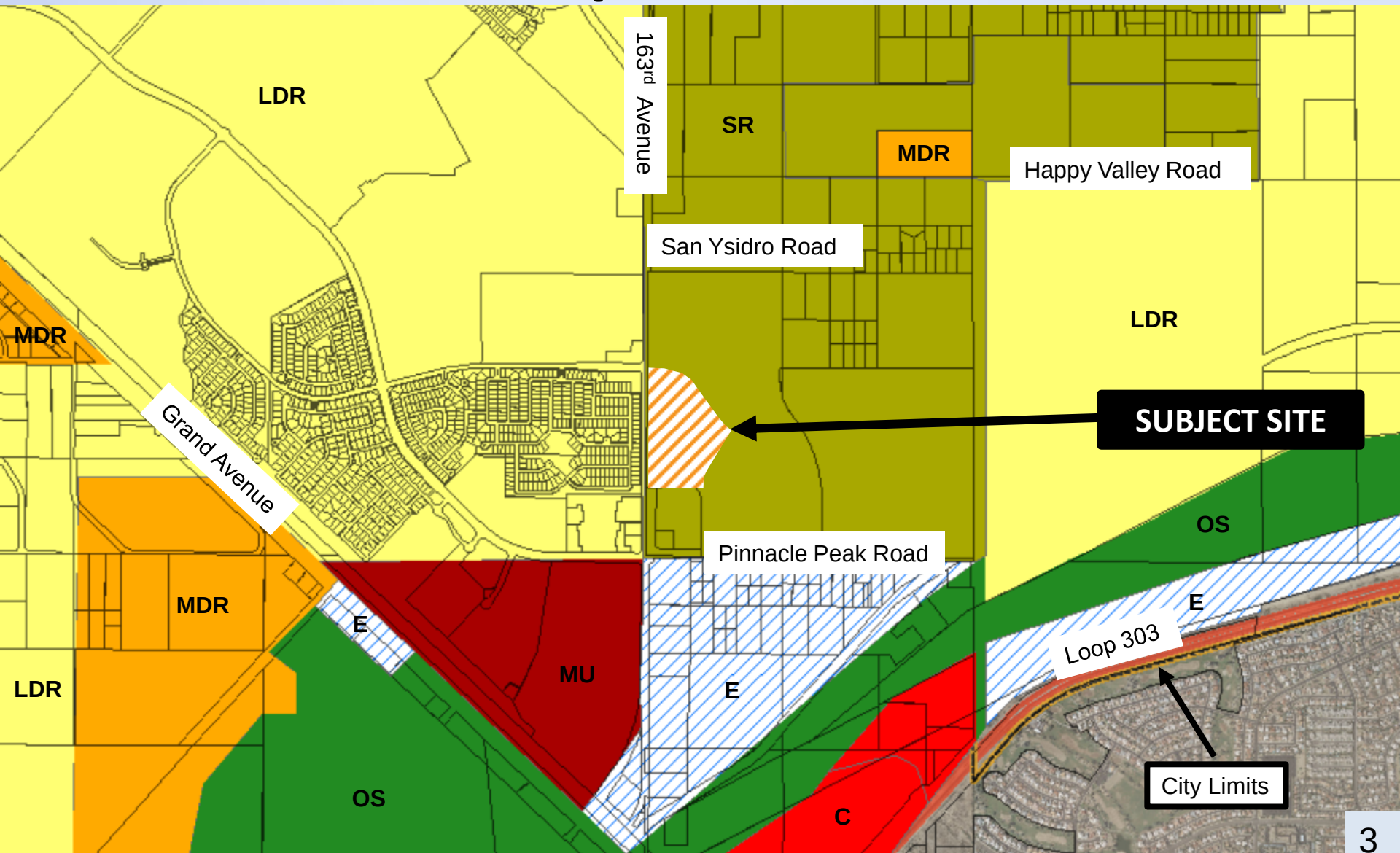
SURPRISE
ARIZONA



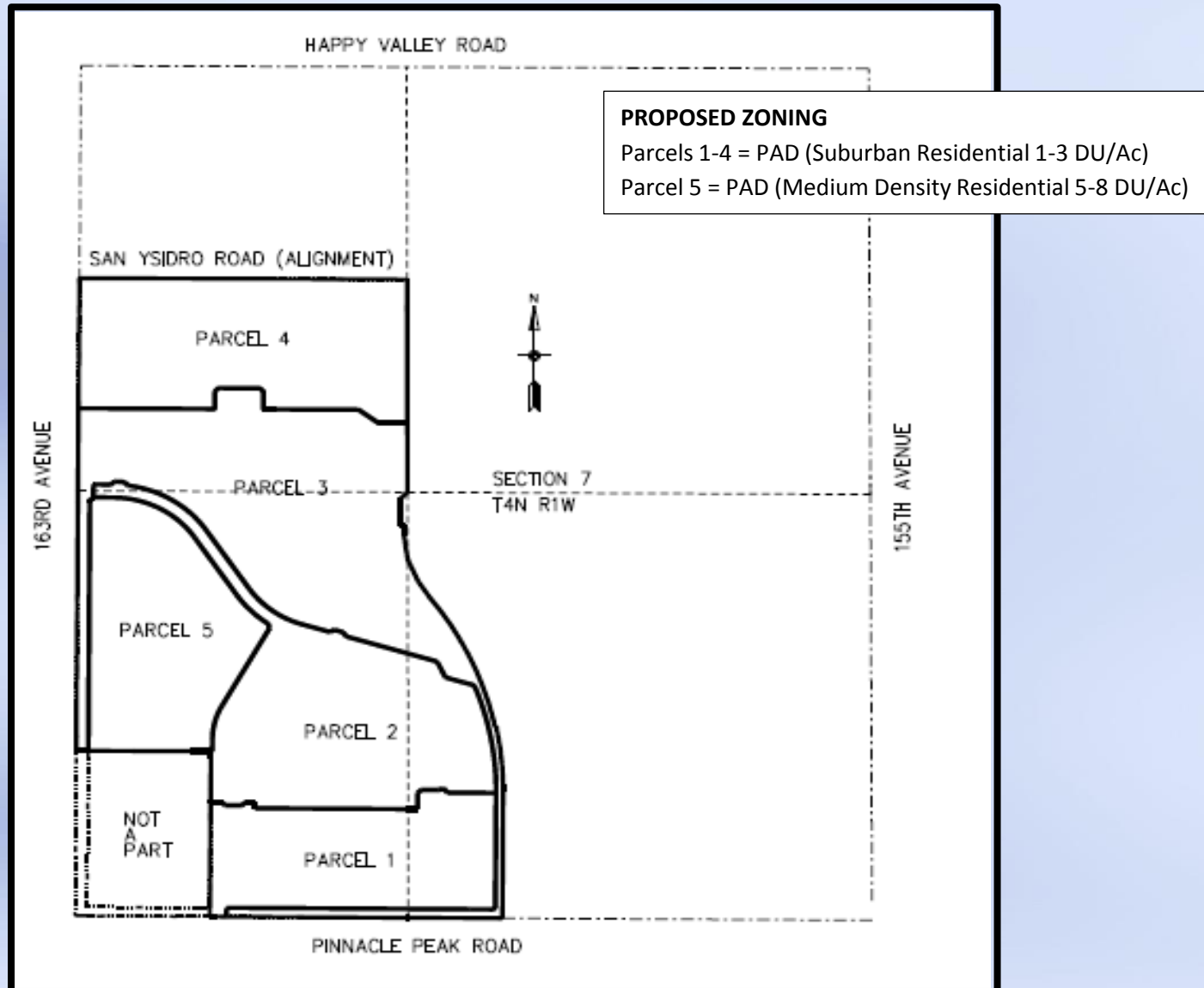
Vicinity Map



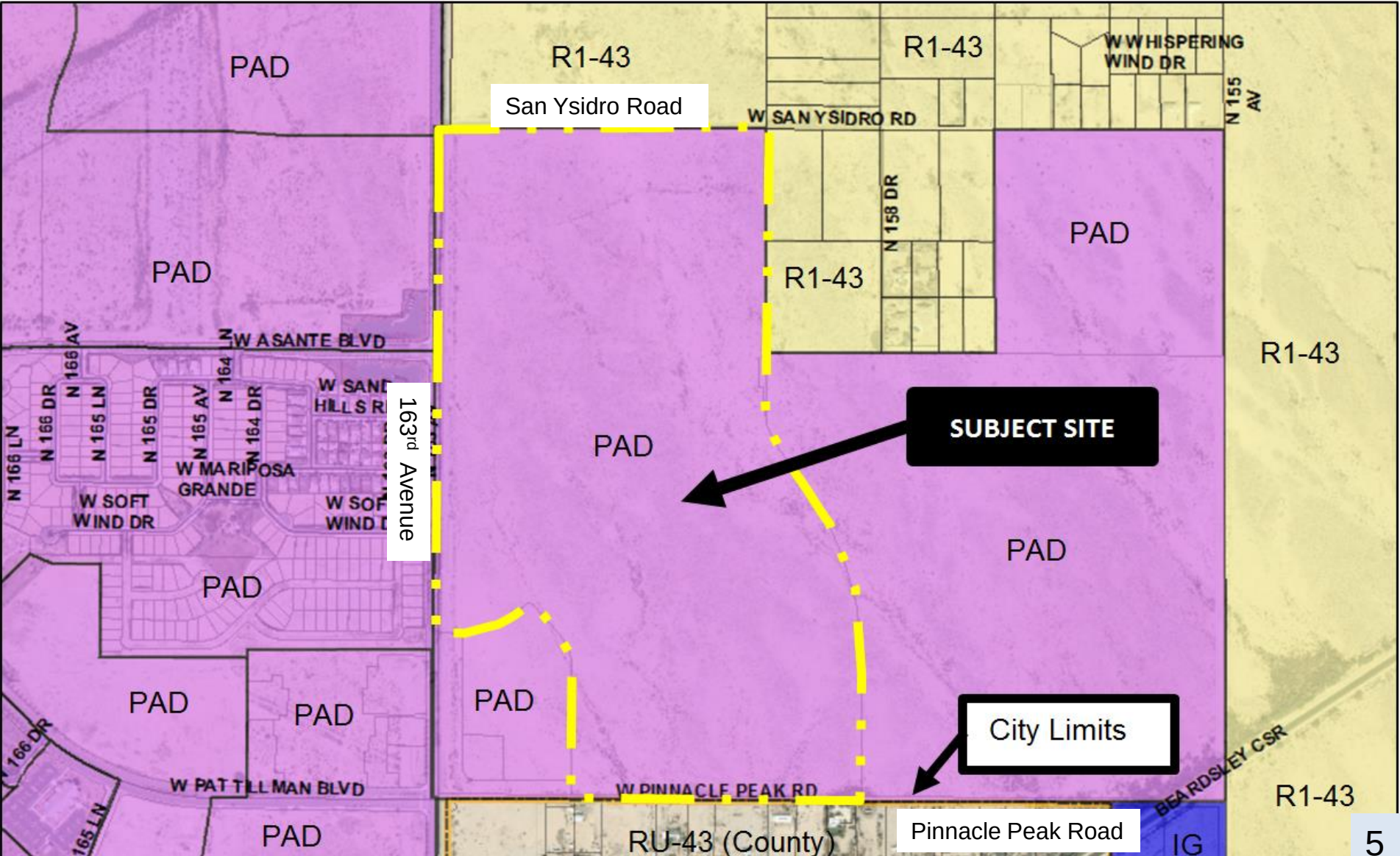
Minor GPA Case Map – SR to MDR



Zoning Case Map



Preliminary Plat Case Map



FS14-159 Verdugo



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 1607.06 FEET TO THE WEST QUARTER 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 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 55.37 FEET;
THENCE SOUTH 00 DEGREES 22 MINUTES 47 SECONDS EAST, A DISTANCE OF 164.41 FEET;
THENCE SOUTH 89 DEGREES 59 MINUTES 23 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 23 DEGREES 52 MINUTES 01 SECONDS EAST, A DISTANCE OF 191.36 FEET;
THENCE SOUTH 00 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 27 DEGREES 20 MINUTES 51 SECONDS EAST, A DISTANCE OF 105.48 FEET;
THENCE SOUTH 24 DEGREES 12 MINUTES 07 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 02 SECONDS EAST, A DISTANCE OF 105.48 FEET;
THENCE SOUTH 14 DEGREES 46 MINUTES 20 SECONDS EAST, A DISTANCE OF 105.48 FEET;
THENCE SOUTH 09 DEGREES 41 MINUTES 41 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 41 SECONDS EAST, THROUGH A CENTRAL ANGLE OF 01 DEGREES 04 MINUTES 36 SECONDS, A DISTANCE OF 9.62 FEET;
THENCE SOUTH 09 DEGREES 49 MINUTES 49 SECONDS EAST, A DISTANCE OF 143.85 FEET;
THENCE SOUTH 06 DEGREES 01 MINUTES 27 SECONDS EAST, A DISTANCE OF 113.42 FEET;
THENCE SOUTH 02 DEGREES 08 MINUTES 40 SECONDS EAST, A DISTANCE OF 113.42 FEET;
THENCE SOUTH 00 DEGREES 27 MINUTES 21 SECONDS WEST, 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 59 MINUTES 23 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 786.66 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 00 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 850.00 FEET, CONCAVE NORTHERLY, THROUGH A CENTRAL ANGLE OF 37 DEGREES 02 MINUTES 09 SECONDS, A DISTANCE OF 363.5 FEET;
THENCE NORTH 89 DEGREES 55 MINUTES 15 SECONDS WEST, A DISTANCE OF 1350.00 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.

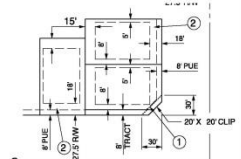
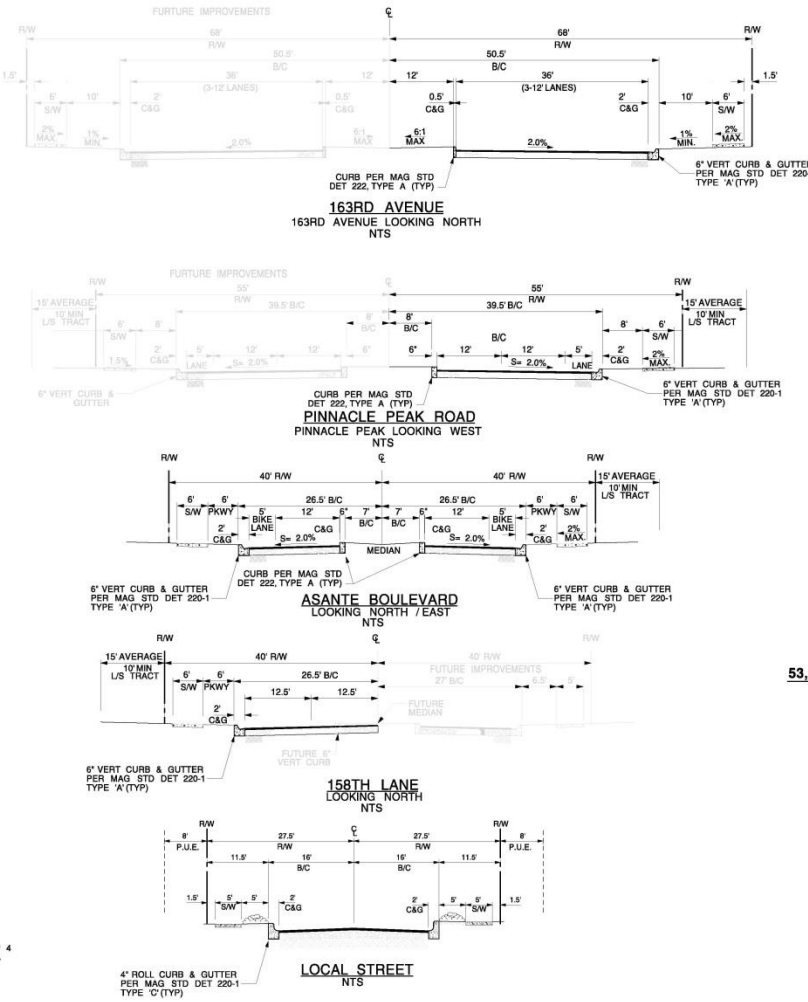
PARCEL 6:
EASEMENT FOR THE PURPOSES SHOWN THEREIN AS CREATED BY THAT CERTAIN ROADWAY AND UTILITY EASEMENT DATED AUGUST 13, 2009 AND RECORDED AUGUST 24, 2009 IN DOCUMENT NO. 20090787490 AND MORE PARTICULARLY DESCRIBED THEREIN.

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 AT THE WEST EDGE OF HEADWALL APPROXIMATELY 20' EAST OF THE EDGE OF PAVEMENT OF 163RD AVENUE, APPROXIMATELY 1340' NORTH OF THE ELEVATION OF 1368.63 (NAD83) (NAD 83)

FLOOD ZONE CERTIFICATION
THIS IS TO CERTIFY THAT A PORTION OF THE SURVEYED PROPERTY IS LOCATED WITHIN THE ZONE "A" FLOOD HAZARD AREA DEPICTED ON THE PLAT OF SURVEY AND THAT THE REMAINDER OF THE SURVEYED PROPERTY IS LOCATED WITHIN SHADDED ZONE "X" FLOOD HAZARD AREA PER FEMA PANEL NUMBER 04013C1210L, 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 FURNISHED BY THE 1% ANNUAL CHANCE FLOOD, NO BASE FLOOD ELEVATIONS DETERMINED.

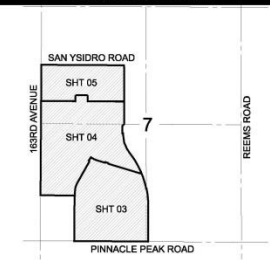
SHADDED ZONE "X" AS DEFINED BY FEMA IS:
AREAS OF 0.1% ANNUAL CHANCE FLOOD AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.



DEVELOPMENT STANDARDS			
IF THESE DEVELOPMENT STANDARDS SHOULD CONFLICT WITH RC BUILDING CODES, THE MORE RESTRICTIVE WILL APPLY.			
MIN LOT AREA (SQ FT)	5000	6900	7450
MIN LOT WIDTH	53	63	68
MIN LOT DEPTH	110	110	112
BUILDING SETBACKS*			
FRONT	1812' FOR LIVING AREA OR SIDE ENTRY GARAGE		
REAR	12'		
STREET SIDE**	12'		
REAR	ONE STORY 12'		
REAR ADJACENT	TWO STORY 20'		
TO ADJACENT***	ONE STORY 20'		
TO ADJACENT***	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, PORCHES, OR PATIO COVERS MAY ENCHORD 12.5' 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.			
*** PINNACLE PEAK ROAD & 163RD AVENUE			

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
2975 E CAMERON ROAD, SUITE 600
PHOENIX, AZ 85016
PHONE: (602) 275-5445
CONTACT: ANTHONY SUMNER

ENGINEER:
COE & VAN LON CONSULTANTS INC.
4800 N 27th STREET
PHOENIX, AZ 85014
PHONE: (602) 285-4730
FAX: (602) 285-4731
CONTACT: RAY WOOD

LEGEND	SITE PLAN
—	PROPOSED LOT LINE
—	PROPOSED ROW LINE
—	PROPOSED BOUNDARY LINE
—	SIGHT VISIBILITY LINE
—	EASEMENT
—	NO ACCESS EASEMENT
—	INDICATES PUBLIC UTILITY
—	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

PUBLIC UTILITIES

CITY OF SURPRISE
CITY OF SURPRISE
CITY OF SURPRISE
CITY OF SURPRISE
ARIZONA PUBLIC SERVICE
CENTURY LINK
SOUTHWEST GAS
CENTURY LINK
CABLE

LIST OF DRAWINGS

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



CVL CONSULTANTS
4550 N. 12th Street
Phoenix, AZ 85014
phone: 602.264.6331
fax: 602.264.0929
web: www.cvl.com

SHEET NUMBER
01 OF 05

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

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

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



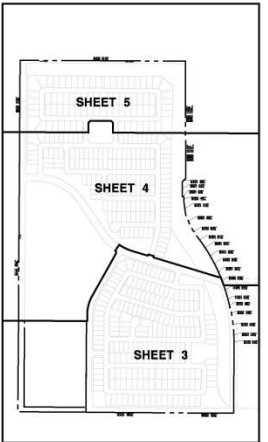
PHASE MAP

VICINITY MAP (NOT-TO-SCALE)

OWNER/DEVELOPER:
VERDUGO LAND LLC
c/o SANDROX DEVELOPMENT CONSULTANTS
2578 E CAMELBACK ROAD, SUITE 600
PHOENIX, AZ 85016
PHONE: (602) 285-4730
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

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 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



SHEET INDEX

VERDUGO CENTERLINE CURVE DATA

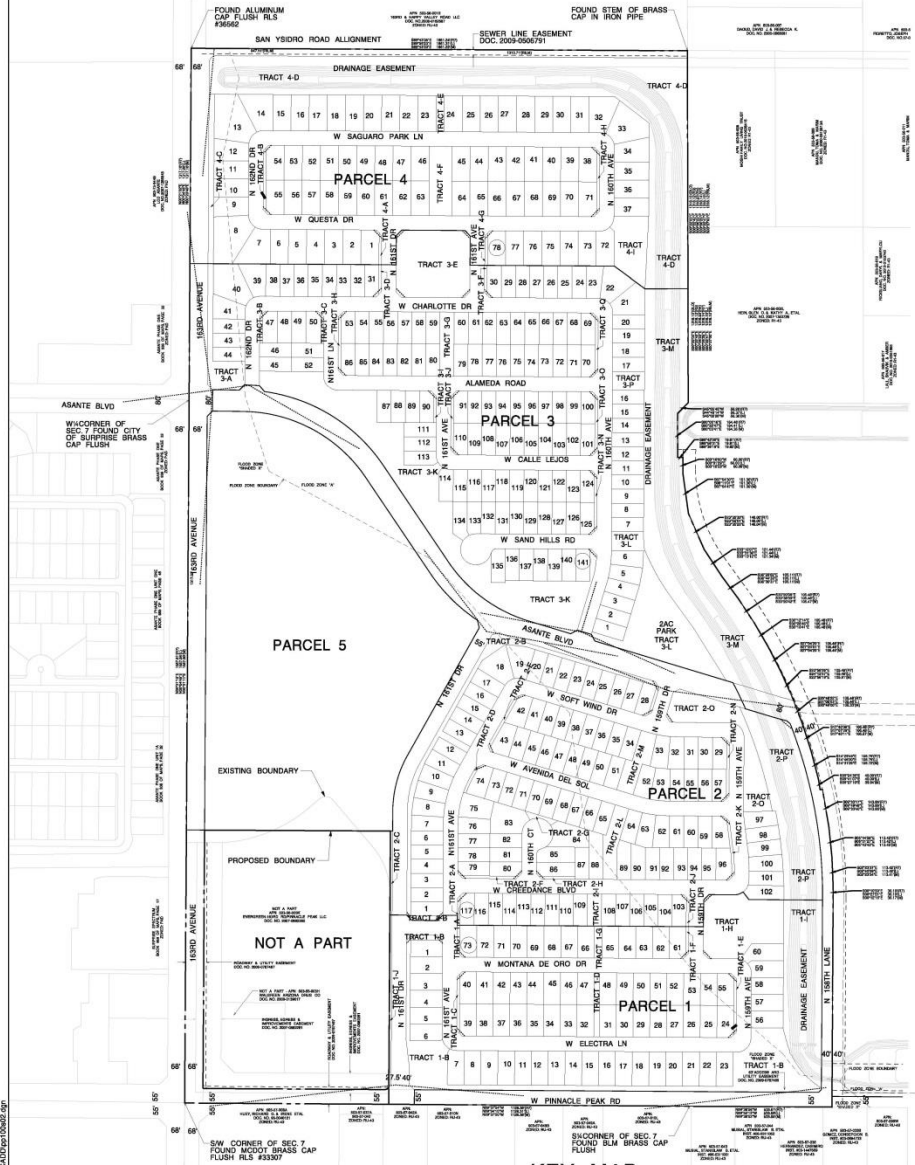
NO	RADIUS	DELTA	LENGTH	TANGENT
1	0.000	29°31'30"	0.000	0.000
2	0.000	29°31'30"	0.000	0.000
3	0.000	34°34'30"	0.000	0.000
4	0.000	35°31'30"	0.000	0.000
5	0.000	7°28'18"	0.000	0.000
6	0.000	16°39'30"	0.000	0.000
7	0.000	7°49'28"	0.000	0.000
8	0.000	39°12'28"	0.000	0.000
9	0.000	30°49'30"	0.000	0.000
10	0.000	34°33'30"	0.000	0.000



4550 N. 12th Street
Phoenix, AZ 85014
phone 602.264.6831
tel 602.264.0628
web www.icvl.com



02 OF 05
CVL Department
CVL Project # 1
Case No: FS14-
DATE: 06-28-2015
DESIGN: GC
DRAWN: AC
CHECK: B



KEY MAP

SITE DATA

CROSS AREAS (AC & SF)	170.36	1,050,581
PARCEL 1 (83 X 120)	24.45	1,050,581
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	1,688,476
PARCEL 5 (MEDIUM DENSITY)	27.32	1,160,175
GROSS DENSITY (AC & SF)	3.83	0.000
TOTAL YIELD & SF	1.00	100%
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	36%
LOCAL ROW AREA & SF	28.54	1,173,330
PARCEL 1 (83 X 120)	4.82	213,009
PARCEL 2 (53 X 120)	7.72	326,303
PARCEL 3 (53 X 120)	10.10	424,058
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	186,498
PARCEL 3 (53 X 120)	1.70	70,002
PARCEL 4 (88 X 130)	0.00	0.00
PARCEL 5 (MEDIUM DENSITY)	0.00	0.00
ARTERIAL ROW	6.77	284,507
PARCEL 1 (83 X 120)	0.16	6,870
PARCEL 2 (53 X 120)	0.00	0.00
PARCEL 3 (53 X 120)	0.36	15,048
PARCEL 4 (88 X 130)	1.26	54,888
PARCEL 5 (MEDIUM DENSITY)	0.00	0.00
TOTAL LOT AREA (AC & SF)	69.55	3,077,420
NET ACRES (MUS ARTERIAL)	198.07	2,265,607
CURRENT ZONING		
ASSESSORS PARCEL NUMBER (APN)	503-68-0003	
MINIMUM LOT AREA (AC & SF)	20,142	
MINIMUM LOT AREA (AC & SF)	7,418	
OPEN SPACE (PROVIDED) (AC)	38.00	1,572,676
OPEN SPACE (PROVIDED) (AC)	38.00	1,572,676
PASSIVE	19.77	11%

TRACT TABLE PARCEL 1

TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASSIVE
1-A	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
1-B	2.40	104,464.00	OPEN SPACE/LANDSCAPE	1.82	0.67
1-C	0.05	2,178.00	LANDSCAPE TRACT	0.00	0.05
1-D	0.12	5,227.20	LANDSCAPE TRACT	0.00	0.12
1-E	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
1-F	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
1-G	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
1-H	1.41	61,416.00	OPEN SPACE/LANDSCAPE	1.41	0.00
1-I	2.09	91,040.00	DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT	0.85	1.49
1-J	0.12	5,227.20	LANDSCAPE TRACT	0.00	0.12
TOTAL	6.65	285,361.20		3.68	2.94

TRACT TABLE PARCEL 2

TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASSIVE
2-A	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
2-B	0.04	17,424.00	LANDSCAPE TRACT	0.00	0.04
2-C	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
2-D	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
2-E	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
2-F	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
2-G	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
2-H	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
2-I	0.15	6,534.00	LANDSCAPE TRACT	0.15	0.00
2-J	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
2-K	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
2-L	0.24	10,416.00	LANDSCAPE TRACT	0.24	0.00
2-M	0.28	12,168.00	LANDSCAPE TRACT	0.28	0.00
2-N	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
2-O	1.10	47,916.00	OPEN SPACE/LANDSCAPE	1.10	0.00
2-P	2.46	107,160.00	DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT	0.85	1.61
TOTAL	6.64	285,676.20		2.93	3.04

OPEN SPACE TRACT TABLE PARCEL 3

TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASSIVE
3-A	0.00	0.00	OPEN SPACE/LANDSCAPE	0.00	0.17
3-B	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
3-C	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
3-D	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
3-E	1.07	46,380.00	OPEN SPACE/LANDSCAPE TRACT	0.00	1.07
3-F	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
3-G	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
3-H	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
3-I	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
3-J	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
3-K	4.33	188,616.00	OPEN SPACE/LANDSCAPE TRACT	4.33	0.00
3-L	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
3-M	4.40	192,000.00	DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT	1.15	4.65
3-N	0.05	2,178.00	LANDSCAPE TRACT	0.00	0.05
3-O	0.05	2,178.00	LANDSCAPE TRACT	0.00	0.05
3-P	0.19	8,274.00	OPEN SPACE/LANDSCAPE TRACT	0.19	0.00
3-Q	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
TOTAL	15.64	657,776.20		6.34	7.34

TRACT TABLE PARCEL 4

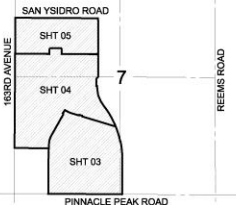
TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASSIVE
4-A	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
4-B	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
4-C	0.28	12,168.00	DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT	0.28	0.00
4-D	4.47	195,000.00	OPEN SPACE/LANDSCAPE TRACT	4.47	0.00
4-E	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
4-F	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
4-G	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
4-H	0.00	0.00	LANDSCAPE TRACT	0.00	0.00
4-I	0.05	21,780.00	OPEN SPACE/LANDSCAPE TRACT	0.05	0.00
4-J	15.27	667,362.00	LANDSCAPE TRACT	3.42	6.85
TOTAL	18.00	765,362.00		19.23	19.77

FS14-159 Verdugo



PRELIMINARY PLAT FOR VERDUGO

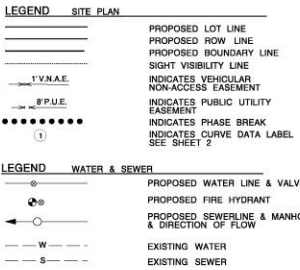
PART OF SECTION 7, TOWNSHIP 4 NORTH,
RANGE 1 WEST OF THE GILA AND SALT
RIVER MERIDIAN, SURPRISE,
MARICOPA COUNTY, ARIZONA



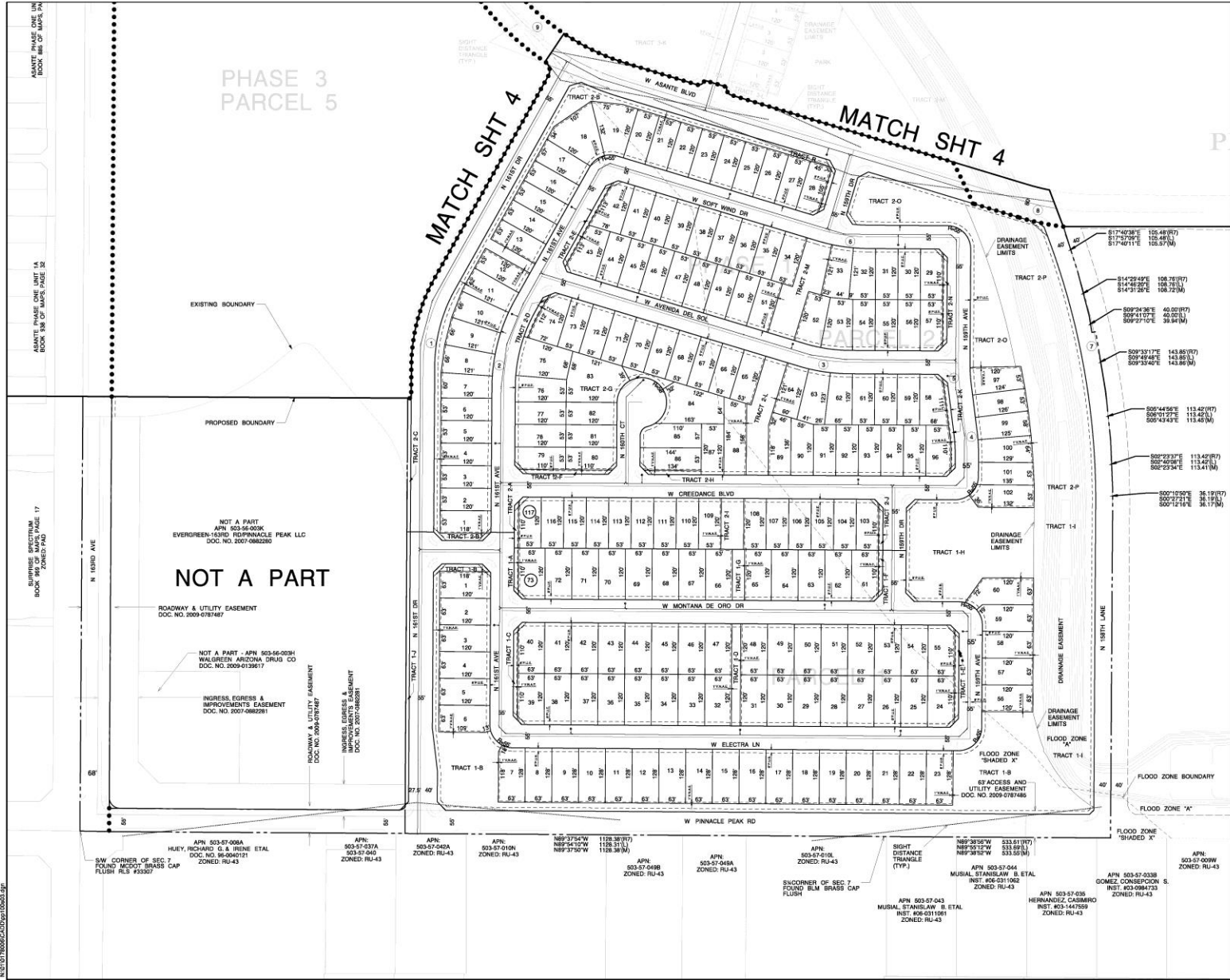
VICINITY MAP (NOT-TO-SCALE)

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

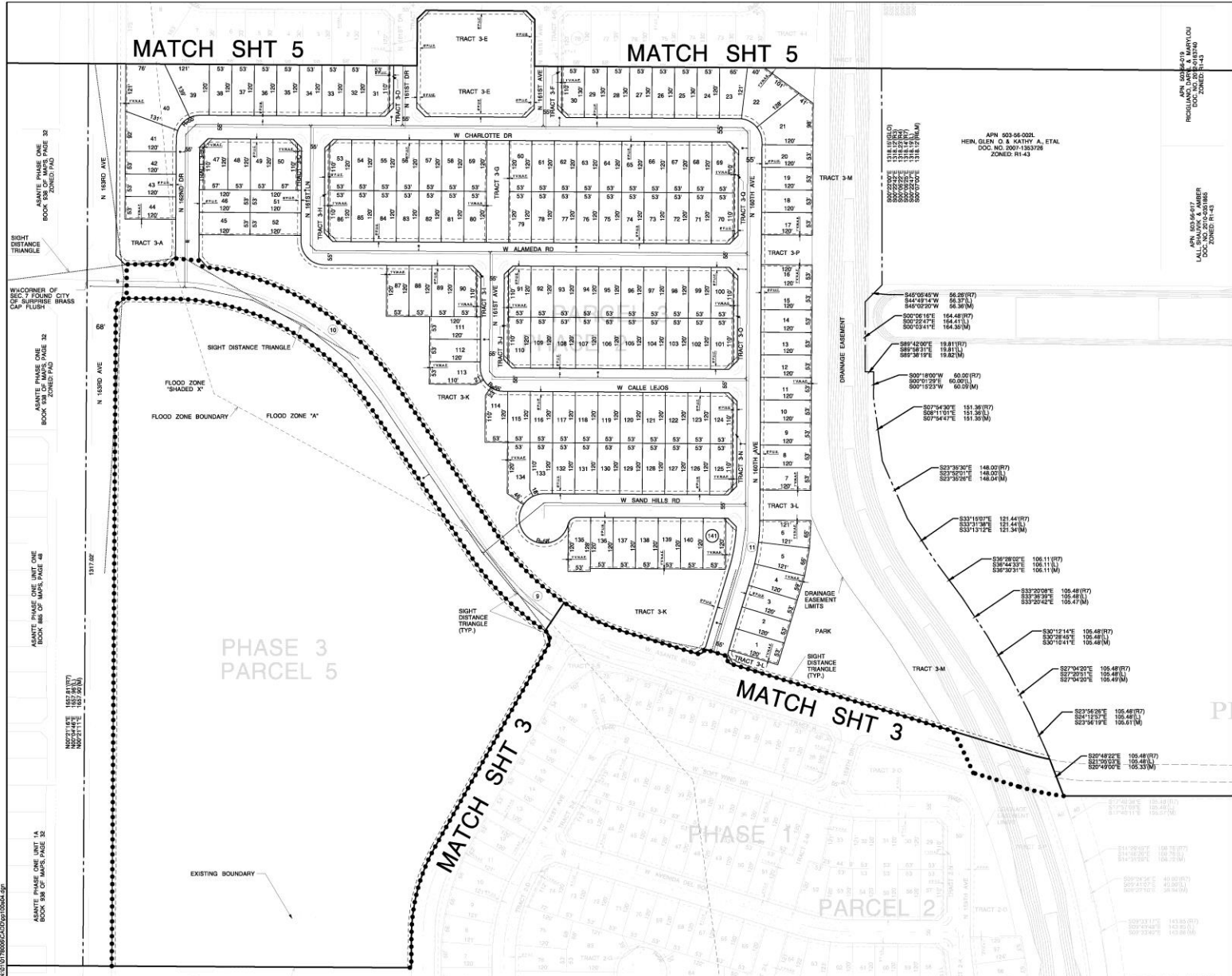
ENGINEER:
COE & VAN LOO CONSULTANTS INC.
4550 N. 12TH STREET
PHOENIX, AZ 85014
PHONE: (602) 254-0928
FAX: (602) 254-4731
CONTACT: RYAN WEED



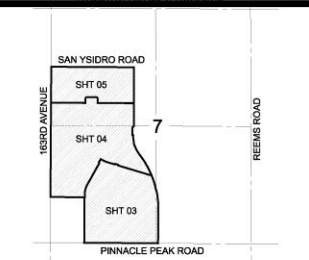
03 OF 08
CVL Department
CVL Project # 1-
Case No: FS14-
DESIGN: GC
DRAWN: AC
CHECK: RD



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 CAMELBACK ROAD, SUITE 600
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4550 N. 12TH STREET
PHOENIX, AZ 85014
PHONE: (602) 255-4730
FAX: (602) 255-4731
CONTACT: RYAN WEEB

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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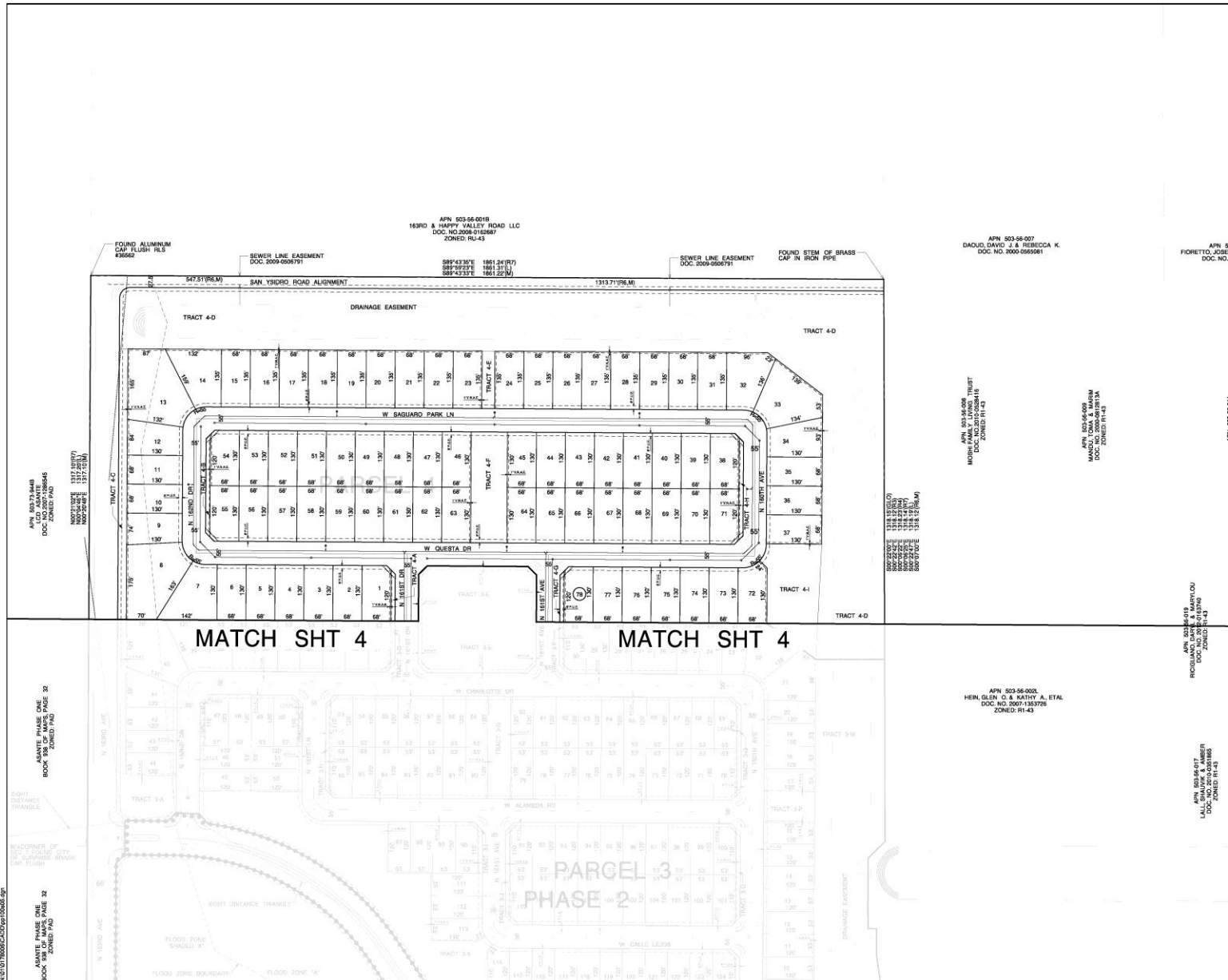
SHEET NUMBER
04 OF 05

DATE: 06-28-2015

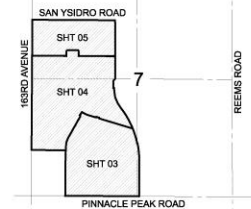
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CVL Project #: 1-
Case No: FS14-159

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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)

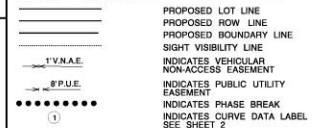
OWNER/DEVELOPER:

VERDUGO LAND,LLC
c/o SANDBOX DEVELOPMENT CONSULTANTS
2375 E.CAMELBACK ROAD, SUIT 600
PHOENIX, AZ 85016
PHONE: (602) 275-5445
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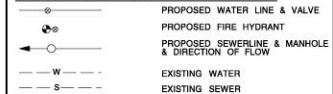
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PHOENIX, AZ 85014
PHONE: (602) 285-4730
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LEGEND **SITE PLAN**



LEGEND **WATER & SEWER**



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

05 OF 05

200' 100' 0 200'

SCALE: 1" = 200'

DATE: 08-28-2015

DESIGN: GC	CVL Dept
DRAWN: AC	CVL Proj
	Case No.

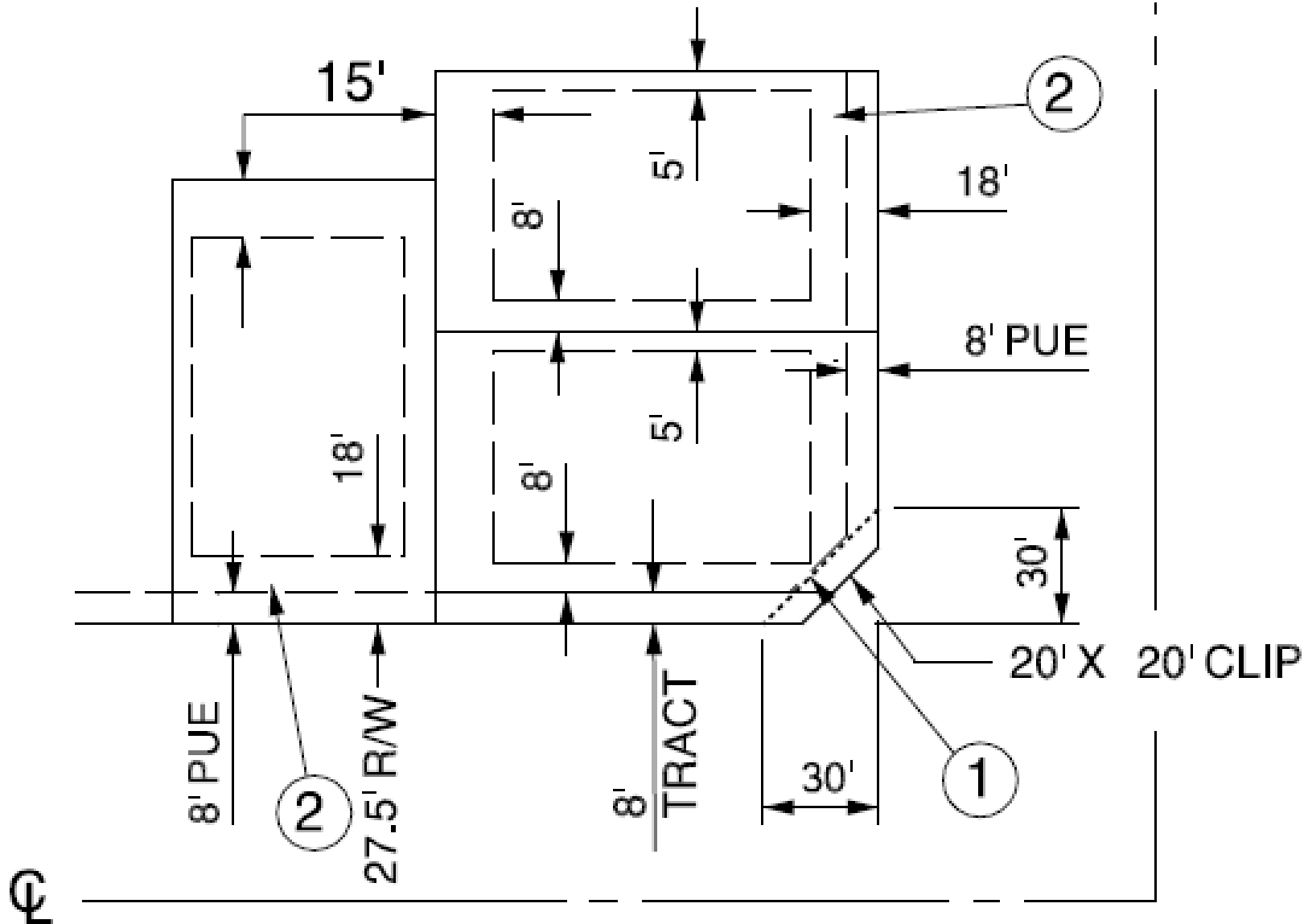
10

Development Standards – Single Family

RESIDENTIAL MINIMUM STANDARDS				
If these development standards should conflict with IRC building codes, the more restrictive will apply.				
Min Lot Area		5,800 sf	6900 sf	7450 sf
Min. Lot Width		53'	63'	68'
Min. Lot Depth		110'	110'	110'
*Bldg. 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 Adj. to Arterial	one-story	20'		
	two-story	25'		
Min. Distance between Houses		10'		
Bldg. Height		30		
Accessory Structure Setbacks				
Rear		5'		
Side		5'		
From Primary Structure		5'		



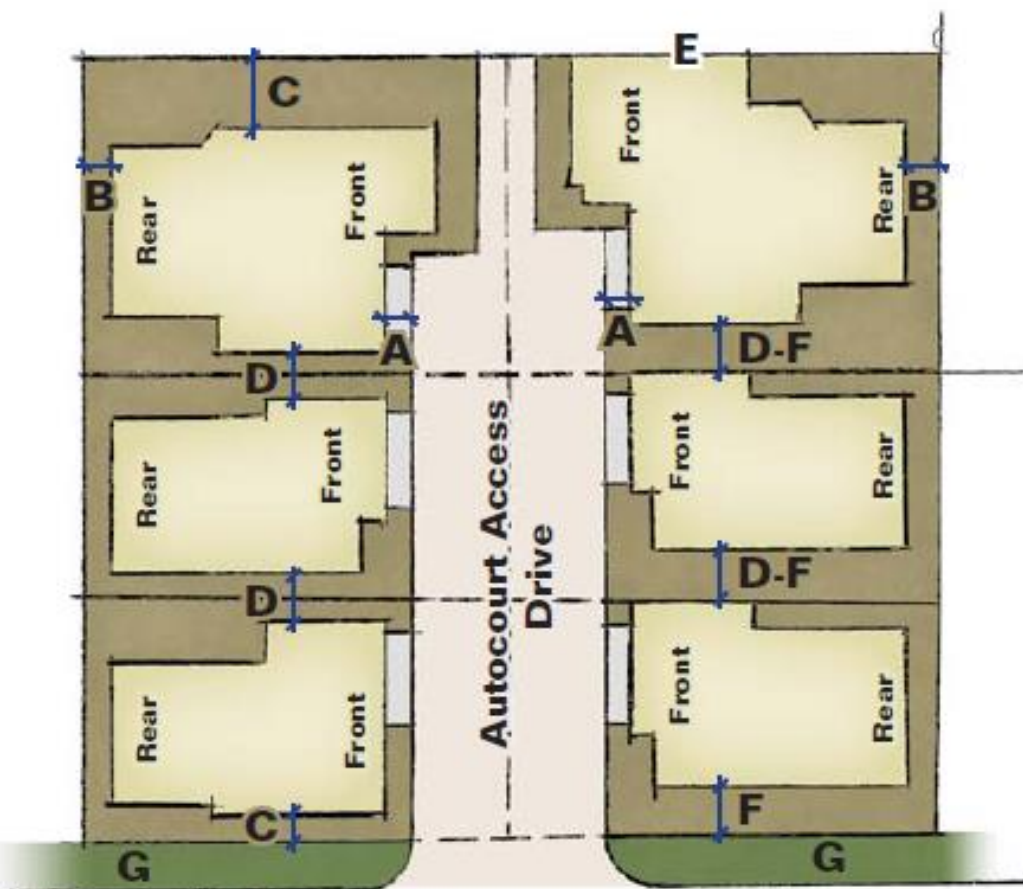
Development Standards – Single Family



Development Standards – Cluster/Court

MDR – COURT HOME DEVELOPMENT STANDARDS	
If there is a conflict with these standards and the IRC building codes, the more restrictive will apply	
Min Lot Area	2,000 SF
Min Lot Width – Interior Lot	25'
Min Lot Depth	55'
Max Building Height	30' – 2 STY
Max Lot Coverage	65%
BUILDING SETBACKS	
Min Front - Porch Or Liveable – Street (1) (2)	10'
Min Front/Rear – Garage – Street	18'
Min Front/Rear – Garage – Auto Court/ Alley/Greenbelt	5'
Min Side (2) (3) (4)	0'
Min Side Aggregate (4)	10'
Min Street Side (5)	10'
Min Rear (2)	5'
Min Separation Of Buildings On Adjacent Lots (4)	10'
LANDSCAPE TRACTS	
Arterial Streets	15'
Collector Streets	10'

Development Standards – Cluster/Court



Legend

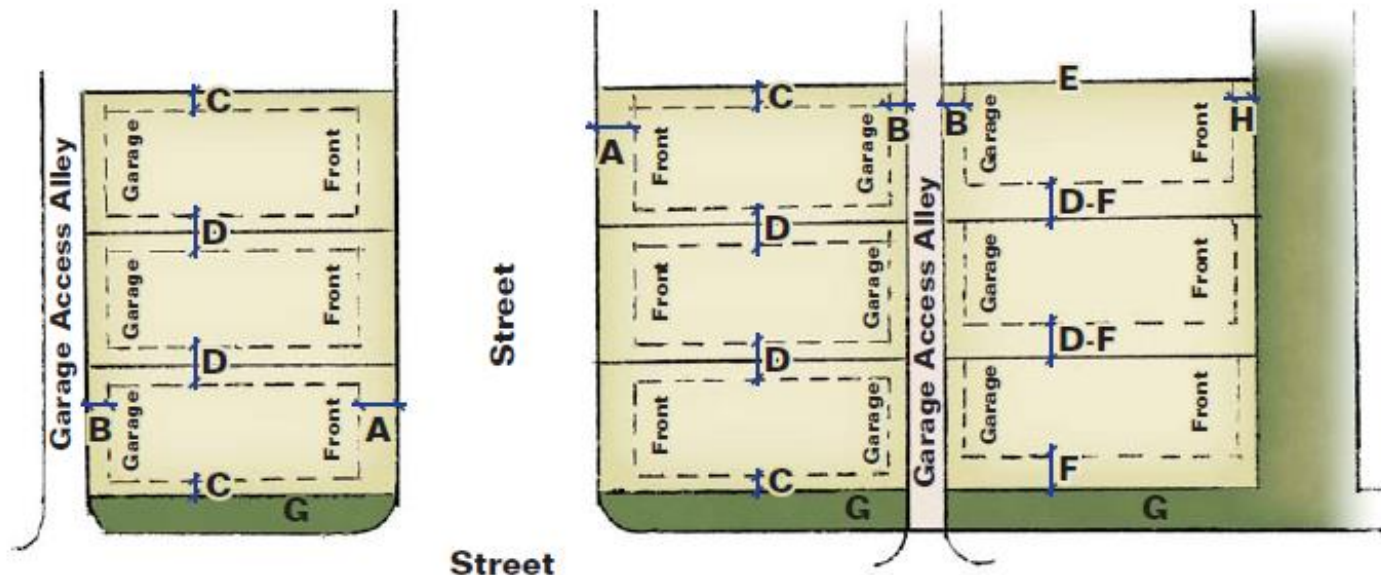
- A Typical Front- Garage. Min 5' setback on autocourt drive (measured to shared driveway)
- B Typical Rear. Min 5' setback
- C Typical Side. Min 5' setback.
- D Typical Side. Min 10' separation of buildings on adjacent lots.
- E Typical side. Min 0' setback
- F Typical side. Min 10' setback provided on one side of zero-lot-line configuration
- G 10' Landscape Tract

Street

Cluster Homes

Typical Front-Garage Auto-Court Access

Development Standards – Cluster/Court



Court Home

Typical Rear-Garage Alley-Access Product

Legend

- | | |
|--|---|
| A Typical Front-Porch or Liveable. Min 10' setback on public street. | E Typical Side. Min 0' setback |
| B Typical Rear-Garage. Min 5' setback on Access-Alley. | F Typical Side. Min 10' setback provided on one side of zero-lot-line configuration |
| C Typical Side. Min 5' setback. | G 10' Landscape Tract |
| D Typical Side. Min 10' separation of buildings on adjacent lots. | H Typical Front-Porch or Liveable. Min 5' setback on landscape tract |

Verdugo

Overall Landscape Plan

Exhibit 10



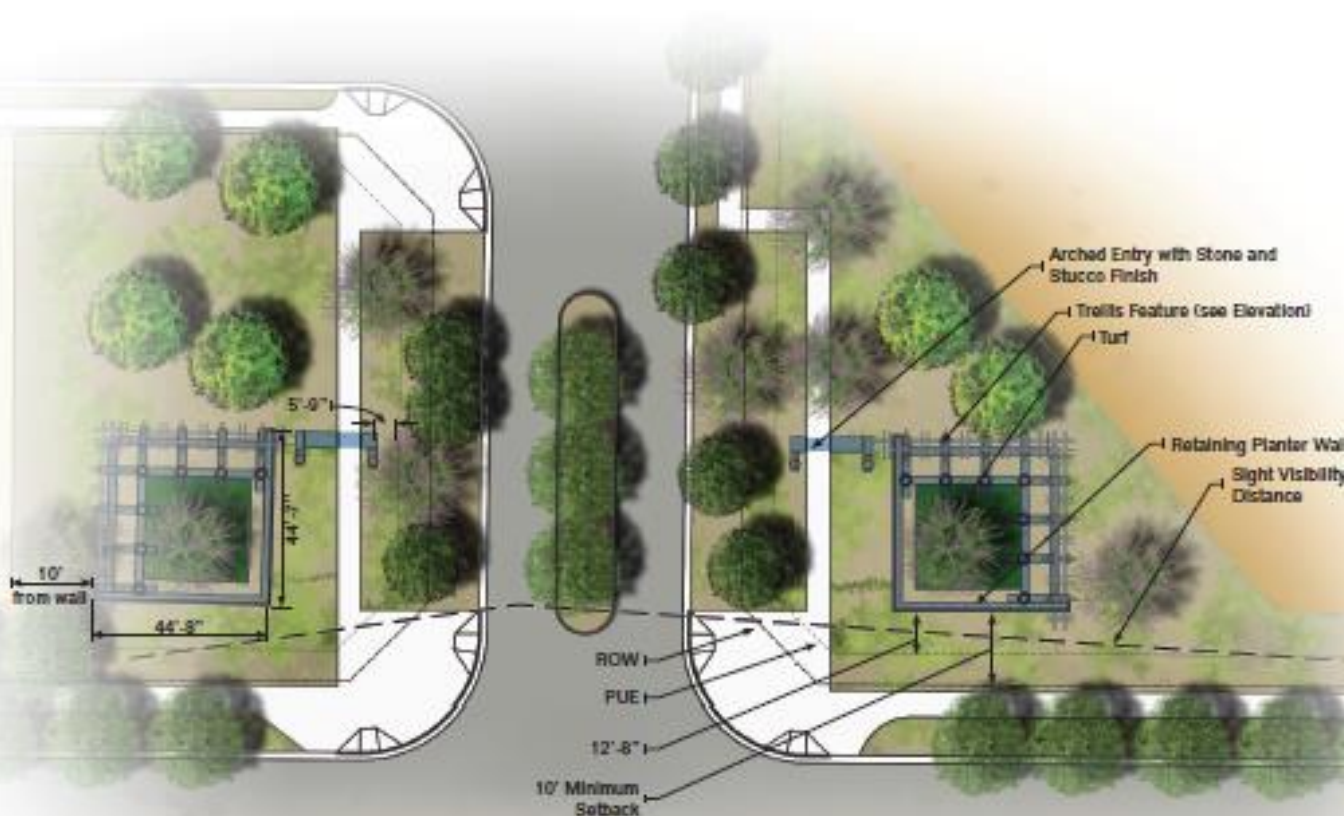
Verdugo

Entry Monument Plan View

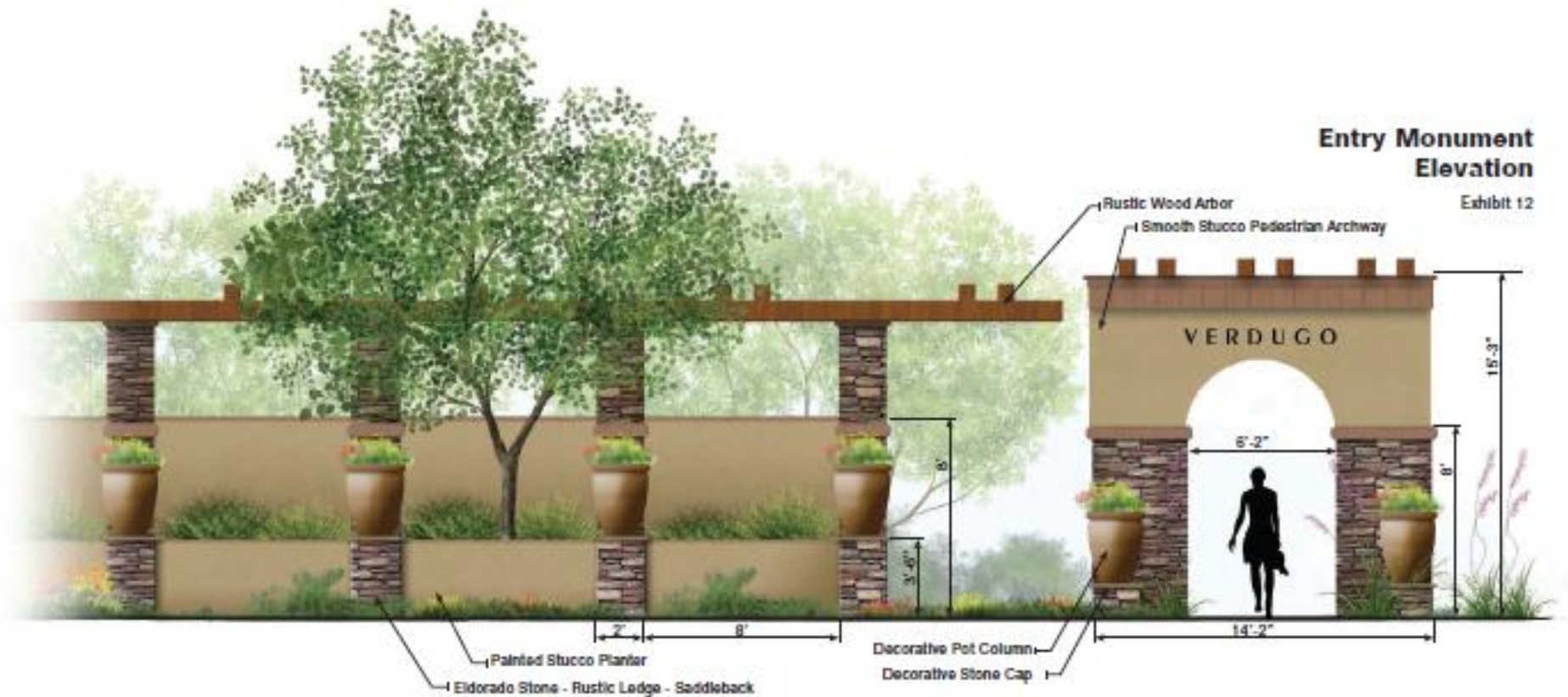
Exhibit 11

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.



Verdugo



Verdugo

Bridge Concept Exhibit 13



**Neighborhood Park
with Basketball Court**

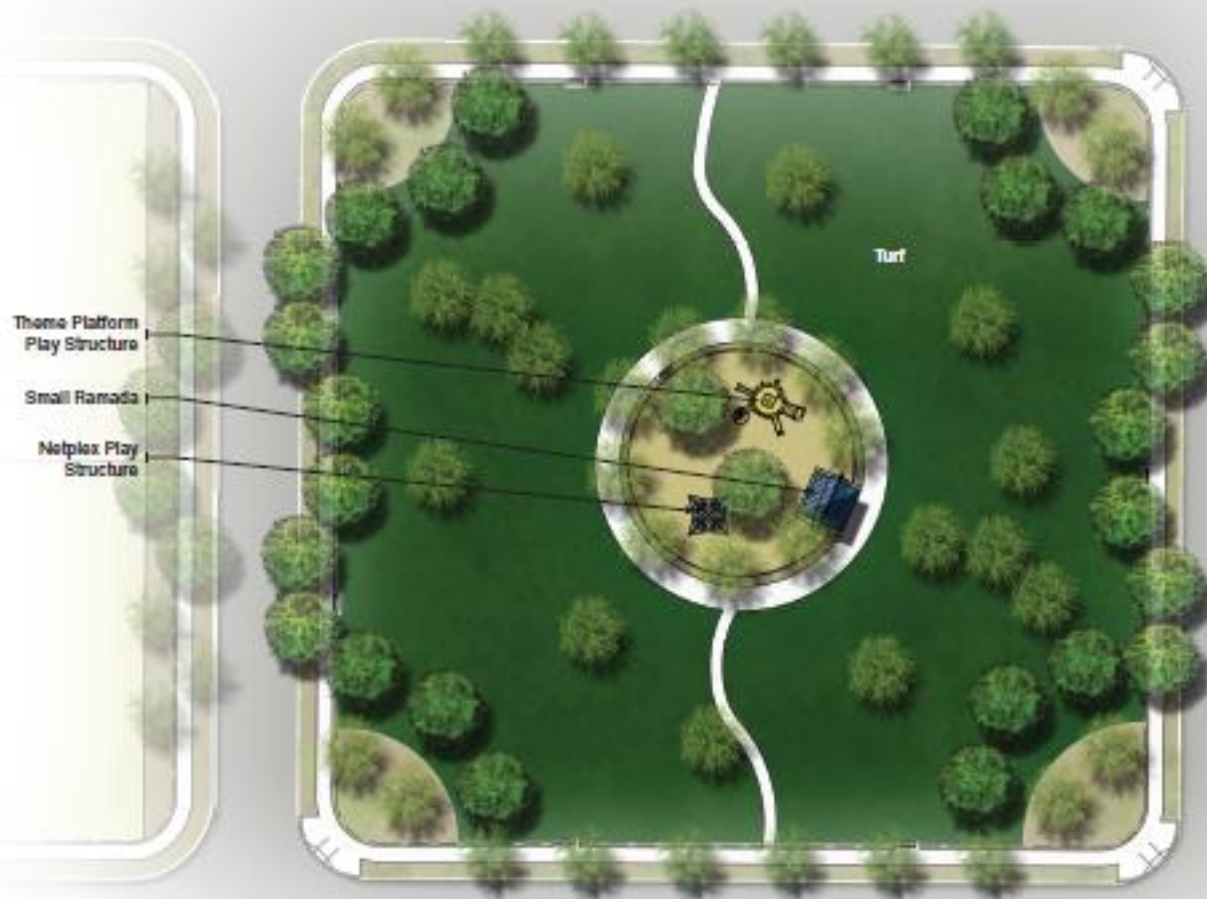
Labels in the diagram include:

- Basketball Court (16" above Bottom of Basin)
- Theme Platform Play Structure
- Ramada
- Bench
- Retaining Wall
- Turf
- Channel Trail (see Trail and Circulation Plan)
- Trail Connection

Verdugo

**Neighborhood Park
with Tot Lot**

Exhibit 15



Main Park with Trail Connection

Verdugo Creek Park

Main Park v Co

Medium Ramada

Large Playground Structure

Park Bench with Shade Structure

Decorative Accent Railing

Back

Berm

Turf

Basin

IMPROVEMENTS EAST OF CHANNEL BY OTHERS

See Bridge Concept Exhibit

0' 40'

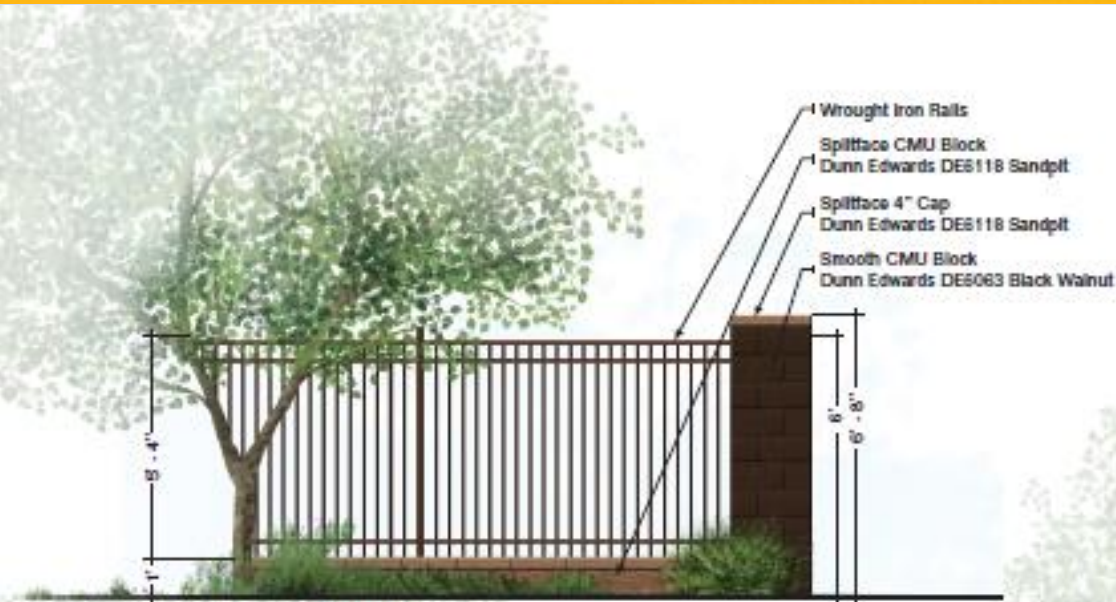
22 September

Verdugo Creek Park

Verdugo

Wall Elevation Exhibit

Exhibit 17



View Wall



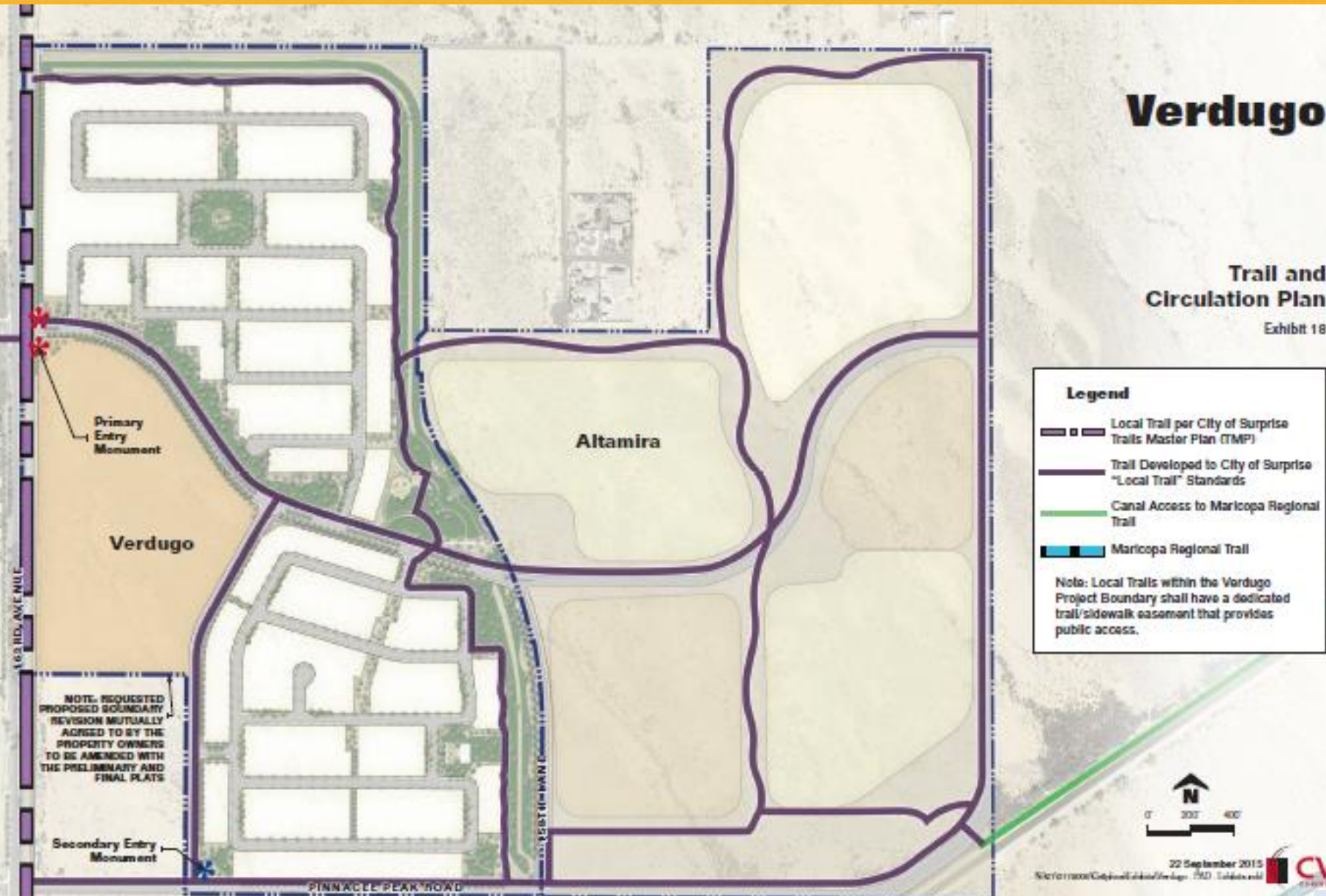
Partial View Wall

Theme Wall

FS14-159 Verdugo

Verdugo

**Trail and
Circulation Plan**
Exhibit 18



FS14-159 Verdugo

Verdugo

Street Sections Exhibit 19

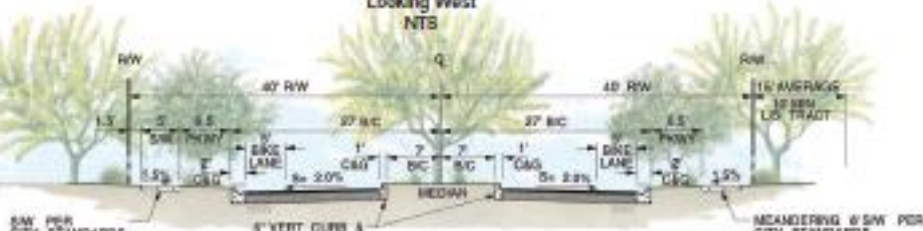
163th Avenue (Half Street)
Looking North
NTS



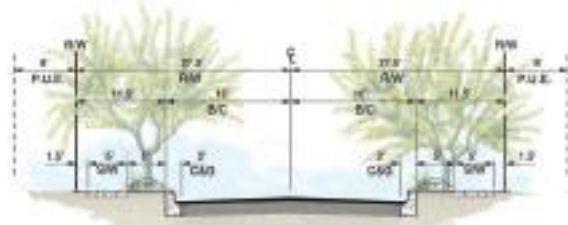
Pinnacle Peak Road (Half Street)
Looking West
NTS



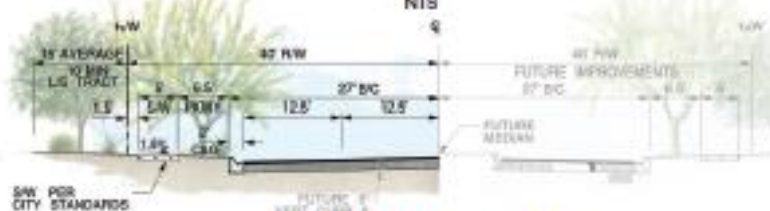
Asante Boulevard
Looking North / East
NTS



Local Street
NTS



158th Lane (Half Street)
Looking North
NTS



Citizen Outreach

- Notification
- Citizen Review meeting August 26, 2015

Commission Recommendations:

Minor GPA:

✓ **Approve**

Rezone (Major PAD Amendment):

✓ **Approve** subject to stipulations “a” through “e”

Preliminary Plat:

✓ **Approve**

Questions or Comments?



RESOLUTION # 2015-107

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF SURPRISE, ARIZONA APPROVING FS14-159, ENTITLED "VERDUGO," A MINOR GENERAL PLAN AMENDMENT TO THE GENERAL PLAN 2035 CHANGING THE LAND USE DESIGNATION FROM SUBURBAN RESIDENTIAL (1-3 DU/AC) TO MEDIUM DENSITY RESIDENTIAL (5-8 DU/AC) FOR "VERDUGO" ON APPROXIMATELY 29.64 ACRES OF PROPERTY LOCATED GENERALLY EAST OF 163RD AVENUE AND SOUTH OF THE ASANTE BOULEVARD ALIGNMENT.

WHEREAS, the voters approved the Surprise General Plan 2035 on November 5, 2013;

WHEREAS, the City Council approved the Verdugo PAD zoning in 2008 and amended it in 2009;

WHEREAS, the applicant seeks to increase the density on approximately 30 acres of the subdivision;

WHEREAS, a public hearing was held before the Planning Commission on November 19, 2015; and

WHEREAS, the Surprise Planning and Zoning Commission recommends to Surprise Council that it approve the requested change in residential density.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Surprise, Arizona, as follows:

Section 1. The Minor General Plan amendment entitled "Verdugo," changing the General Plan Land Use Designation from Suburban Residential (1-3 DU/Ac) to Medium Density Residential (5-8 DU/Ac) on approximately 29.64 acres of land depicted on attached Exhibit A is hereby approved.

[SIGNATURES ON THE FOLLOWING PAGE]

APPROVED AND ADOPTED this ____ day of _____, 2015.

Sharon R. Wolcott, Mayor

Attest:

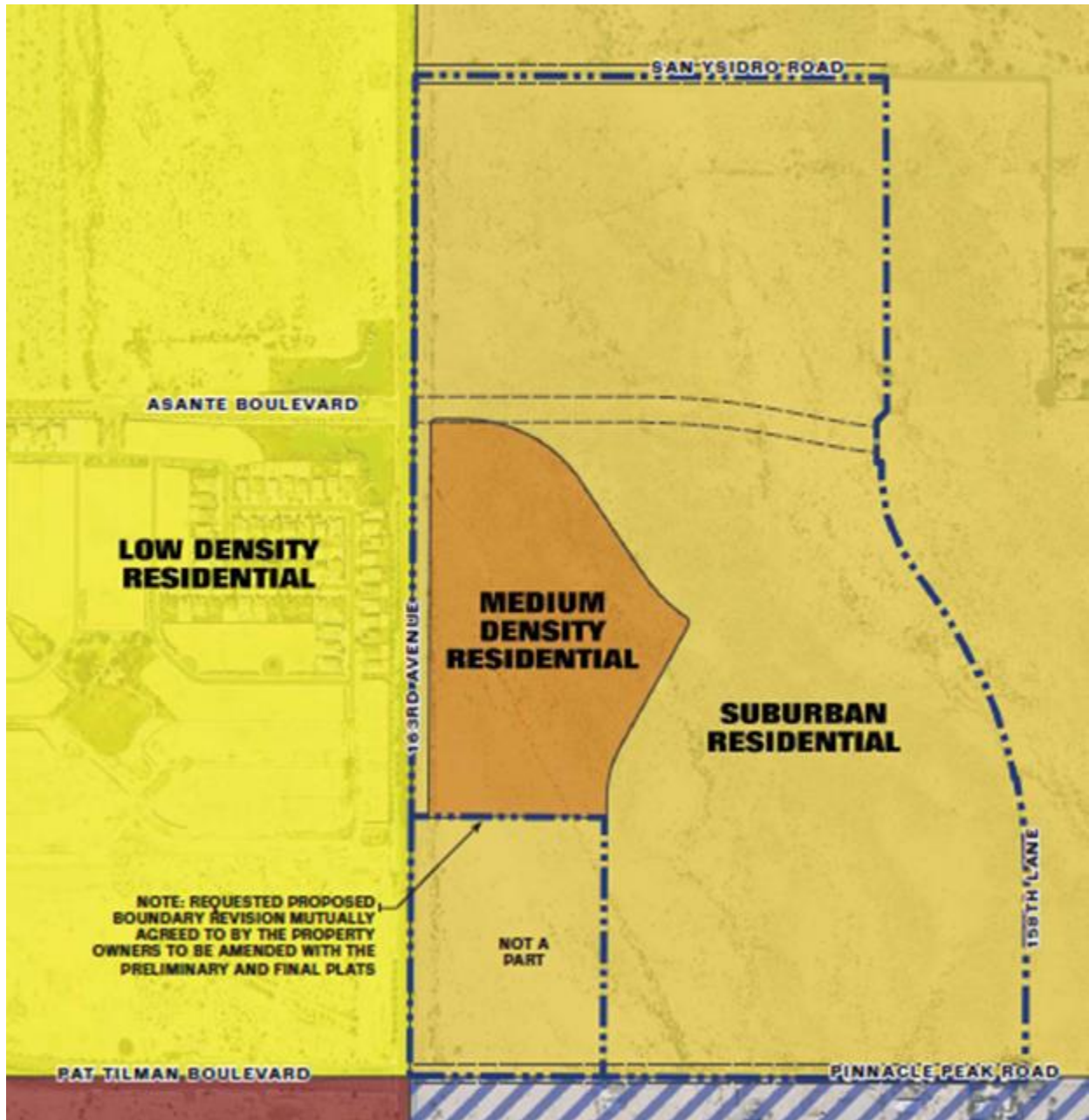
Approved as to form:

Sherry Aguilar, City Clerk

Robert Wingo, Interim City Attorney

RESOLUTION # 2015-107

EXHIBIT A





CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

Back Print

Council Meeting Date:	December 15, 2015	Contact Person:	Robert Kuhfuss, Community Development
Submitting Department:		District:	1
Staff Recommendations:	None		

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

Agenda Wording:

Consideration and action pertaining to rezoning, by major PAD amendment, property generally located east and adjacent to 163rd Avenue between Pinnacle Peak Road and the San Ysidro Road alignment, 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; Ordinance # 2015-22.

Motion:

I move to approve Ordinance # 2015-22.

Background:

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 163rd 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 Planning and Zoning Commission recommended approval subject to stipulations 'a' through 'e'.

Objective Analysis:

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

Policy Compliant:

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.

Financial Impact:

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

Budget Impact:

There is no anticipated budget impact related to this item.

FTE Impact:

This item does not have an impact on current staff levels.

ATTACHMENTS:**Click to download**

- ☐ [00 FS14-159 - Verdugo PAD - CC - Staff Report](#)
 - ☐ [01 FS14-159 - Verdugo PAD - CC - Vicinity Map](#)
 - ☐ [02 FS14-159 - Verdugo PAD - CC - Rezone/Major PAD Amendment Case Map](#)
 - ☐ [03 FS14-159 - Verdugo PAD - CC - Preliminary Plat Case Map](#)
 - ☐ [04 FS14-159 - Verdugo PAD - CC - Rezone/PAD Amendment Document](#)
 - ☐ [05 FS14-159 - Verdugo PAD - CC - Preliminary Plat](#)
 - ☐ [06 FS14-159 - Verdugo PAD - CC - Color Preliminary Landscape Exhibit](#)
 - ☐ [07 FS14-159 - Verdugo PAD - CC - MWD Comments](#)
 - ☐ [08 FS14-159 - Verdugo PAD - CC - Presentation](#)
 - ☐ [Ordinance 2015-22](#)
-

MAJOR PAD AMENDMENT / PRELIMINARY PLAT

REPORT TO THE PLANNING CITY COUNCIL

Case: FS14-159

Project Name: Verdugo

Council District: 1

Meeting Date: December 15, 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, 409-Lot Preliminary Plat within the Verdugo PAD

Site Location: Generally east of 163rd 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.

Commission Recommendations: 1) **Approve** the proposed Rezone/Major PAD Amendment subject to stipulations 'a'-'e'.

2) **Approve** the proposed Preliminary Plat.

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

Project Description:

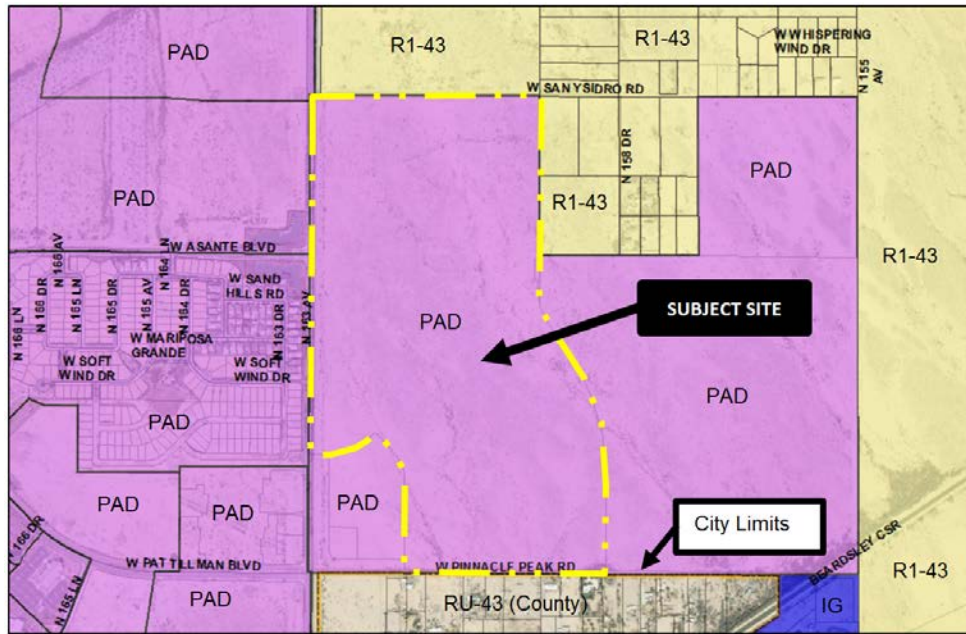
Verdugo Land Development, LLC requests a Rezone/Major Amendment to the Verdugo PAD, together with a Preliminary Plat for a property located generally east of 163rd Avenue and south of the San Ysidro Road alignment. The Rezone/PAD Amendment seeks to reconfigure the zoning of the property such to change 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 163rd 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.

November 19, 2015: The Planning and Zoning Commission recommended approval of the subject requests.

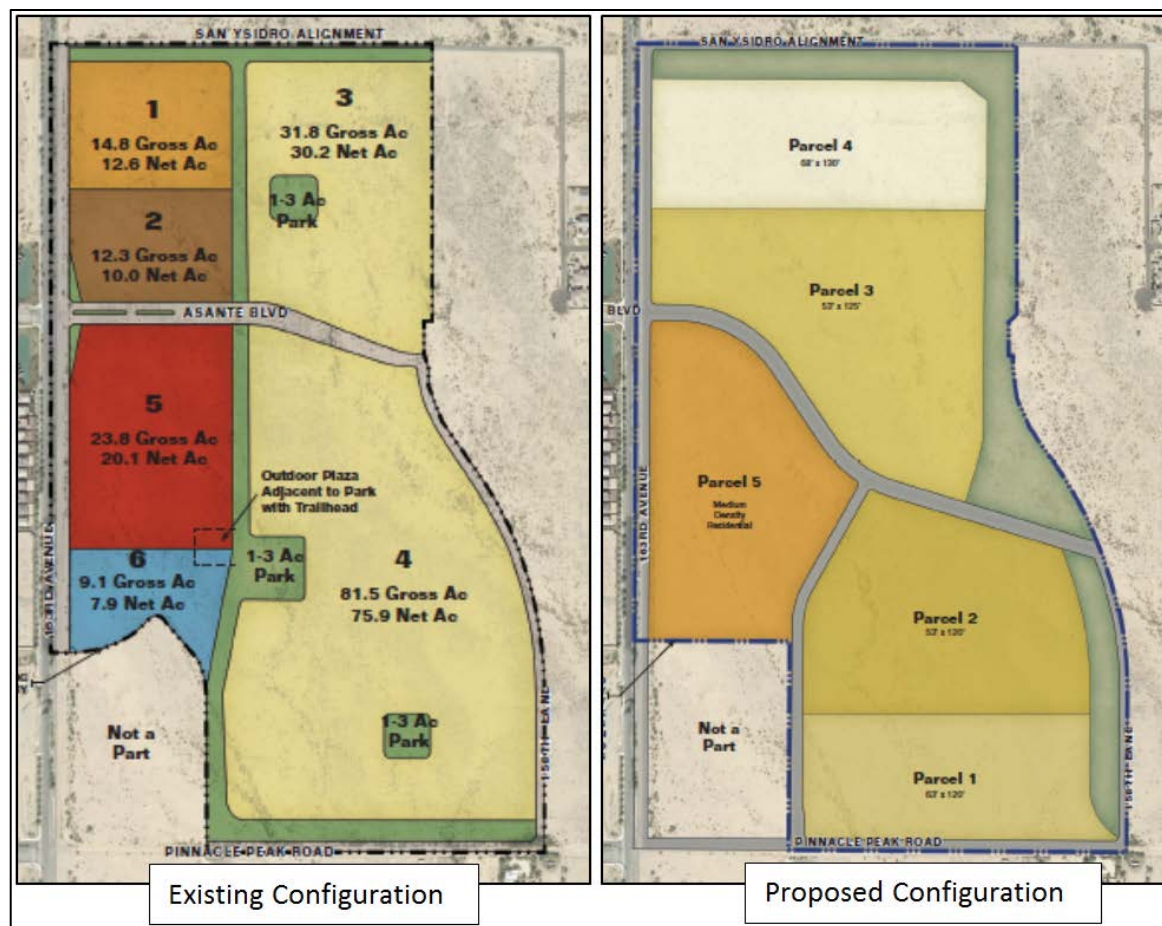
Citizen Outreach:

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 163rd Avenue and Grand Avenue.

Analysis and Discussion:

The subject property is located east of 163rd 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:

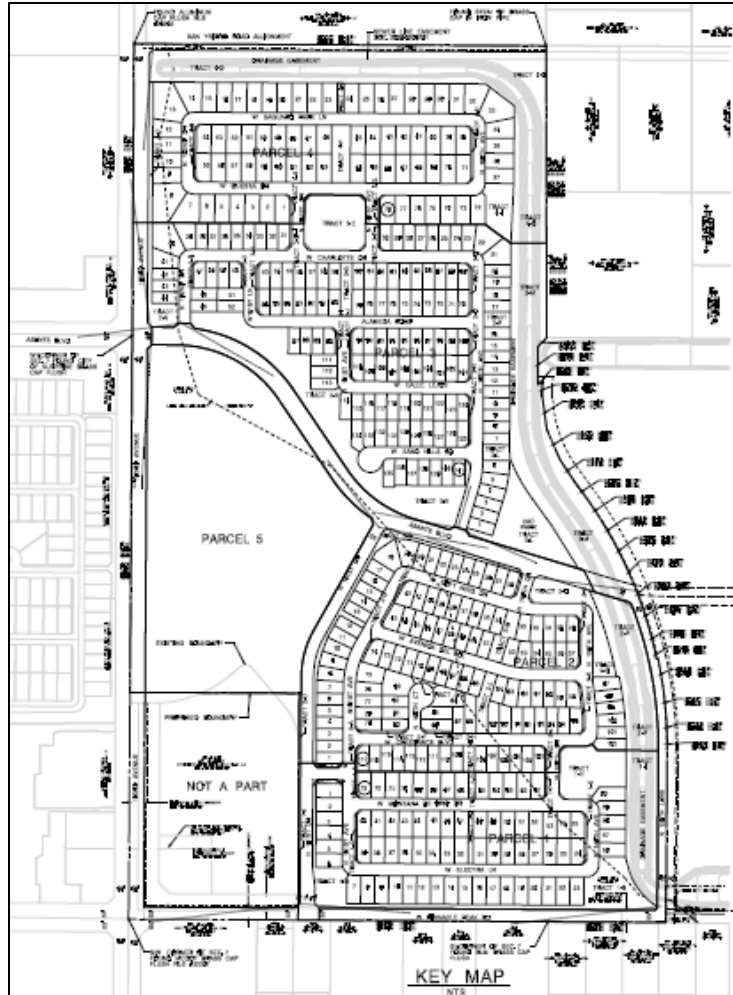
[See map on following page]



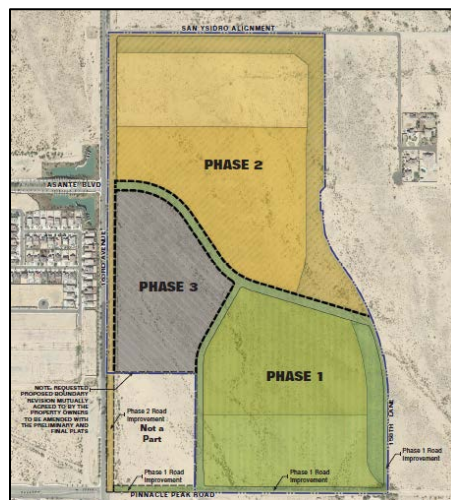
A total of five (5) development parcels are included in the proposal. Four (4) of these will accommodate single-family detached residential comprised of three different lot categories, while the fifth parcel will accommodate cluster development. Included with this request are two distinct sets of development 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]



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



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

148
149 Phase 2 will include Parcels 3 and 4, during which time the applicant will dedicate and improve a 68'
150 half-width right-of-way for 163rd Avenue extending from Pinnacle Peak Road to San Ysidro Road. In
151 addition, the applicant will dedicate a 27.5' half-width right-of-way for San Ysidro Road and will post
152 financial assurances in lieu of improvements for this segment of roadway in conjunction with the
153 related Final Plat. Phase 3 will include Parcel 5 with no right-of-way dedications or improvements
154 other than those required for the interior of that Parcel.

155
156 Note that the stipulations of approval for the original Verdugo PAD anticipate this arrangement as
157 occurring with the first Final Plat; however, under the current proposal, this payment will occur with
158 the Final Plat for Parcels 3 and 4. The staff-recommended stipulations include a revision to the prior
159 stipulation (now stipulation e.7). Proposed stipulation e.7 is presented below in legislative-edit
160 format so that staff-recommended changes are readily apparent:

161
162 Owner shall dedicate twenty seven and one half feet (27 ½') of right of way for San Ysidro Road along the
163 northern boundary of its property with the PHASE 2 first-final plat approved within the property. Owner
164 shall complete design and engineering of the portion of San Ysidro Road adjacent to the property (the
165 "San Ysidro Road Requirement") and shall receive approval from the City of Surprise for such design and
166 engineering prior to ~~Owner's receipt of building permits for fifty percent (50%) of the total residential~~
167 ~~units platted and/or approved within the Property~~ THE RECORDATION OF THE PHASE 2 FINAL PLAT, such
168 approval not to be unreasonably withheld, conditioned or delayed. Owner shall complete construction of
169 the San Ysidro Road Requirement and shall receive conditional approval, [approval that starts the
170 warranty period,] from the City of Surprise for such work prior to Owner's receipt of building permits for
171 seventy five percent (75%) of the total residential units platted and/or approved within ~~the Property~~
172 PHASE 2, such approval not to be unreasonably withheld, conditioned or delayed. However, in the event
173 that the City-approved traffic impact analysis for the Property ("TIA") determines that the San Ysidro Road
174 Requirement is not necessitated by Owner's project, and Owner elects not to use San Ysidro Road to
175 provide access to the Property, then Owner may elect not to construct the San Ysidro Road Requirement
176 and instead post a financial assurance in a form reasonably acceptable to the City Attorney and City
177 Engineer and in an amount equal to the engineer's estimate of the construction costs for the San Ysidro
178 Road Requirement, such that the City of Surprise can draw on such financial assurance to construct the
179 San Ysidro Road Requirement. Owner shall post such financial assurance prior to ~~Owner's receipt of~~
180 ~~building permits for seventy five percent (75%) of the total residential units platted and/or approved~~
181 ~~within the Property~~ APPROVAL OF THE PHASE 2 FINAL PLAT. Regardless of the outcome of the TIA, in the
182 event Owner adds traffic in any manner to San Ysidro Road, including but not limited to the construction
183 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 163rd 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 163rd 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 163rd 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 163rd 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 163rd 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.

255 **Reviewing Agencies:**

256
257 In addition to the standard city reviewing agencies, the Arizona Department of Transportation,
258 Maricopa Water District, and Luke AFB were included in the routing of this request. None of the
259 reviewing agencies indicated any concerns over the request.

260
261 **Summary:**

262
263 Staff believes the proposed rezone (Major PAD Amendment), in conjunction with the related
264 Preliminary Plat, is an overall improvement to the PAD and advances the goals and policies as
265 established in both the currently approved General Plan as well as the proposed update to the Land
266 Use Element of the General Plan. While the development of this property will increase traffic
267 congestion in the area, the net lot yield is actually less than what is currently approved.

268
269 **Findings:**

270
271 **Rezone/Major PAD Amendment:**

- 272
- 273 • The proposed Rezone/Major PAD Amendment is consistent with the Surprise General Plan
274 2035 as amended by the Minor General Plan Amendment proposed under this case and
275 discussed under separate cover.
 - 276 • The proposed Rezone/Major PAD Amendment is consistent with the update to the Surprise
277 General Plan 2035 Land Use Element as currently proposed.
 - 278
 - 279 • The reviewing agencies have indicated no objections to the request.

280
281 **Preliminary Plat:**

- 282
- 283 • The proposed Preliminary Plat is consistent with the Rezone/Major PAD Amendment as
284 proposed.
 - 285 • The reviewing agencies have indicated no objections to the request.

286
287 **Commission Recommendations:**

288
289 **Rezone/Major PAD Amendment:**

290
291 Based on the findings noted above, the Commission **approval** of the proposed Rezone/Major PAD
292 Amendment under case **FS14-159**, subject to stipulations 'a' through 'e' as outlined below:

- 293
- 294 a. Development and use of the site shall be in conformance with the PAD document entitled
295 "Verdugo Planned Area Development Major Amendment" consisting of 58 pages dated
296 revised September 22, 2015 and stamped received September 22, 2015, except as modified
297 by the following stipulations.

- 298
- 299 b. If a Final Plat has not been recorded within one (1) year of approval of this Major PAD
- 300 Amendment request by the City Council, the subject PAD Amendment may be scheduled
- 301 for public hearing by the Planning and Zoning Commission and City Council for
- 302 consideration of reverting the property to its former zoning per ARS § 9-462.01.E.
- 303
- 304 c. Non-compliance with the stipulations of approval of this case will be treated as a violation in
- 305 accordance with the provisions of Article XIV of the Surprise Unified Development Code.
- 306
- 307 d. The Property owner and successors waive claim for diminution of in value if the City takes
- 308 action to rescind approval of this zone change request due to non-compliance with the
- 309 stipulations of approval.
- 310
- 311 e. The stipulations of approval for case PADA08-171 are hereby incorporated into the approval
- 312 of the subject case as modified below:
- 313
- 314 1. All development will be bound by the applicable codes adopted by the city.
- 315
- 316 2. There is a proposed outside third party drainage study to be conducted on the
- 317 offsite drainage contributions to the existing drainage feature north of the Happy
- 318 Valley Road Alignment. The results of this study may have a direct impact on the
- 319 offsite drainage impacting this project.
- 320
- 321 3. Provided the outside third party drainage study is completed and formally adopted
- 322 by the City of Surprise, then any impacts such study may have on the
- 323 hydraulic/hydrology calculations and civil plans for the project shall be accounted for
- 324 in the drainage report for the property.
- 325
- 326 4. A Detailed Water, Waste Water, and Reclaimed Master Plans must be submitted
- 327 prior to any plat or site plan approval.
- 328
- 329 5. A school district agreement shall be approved by Dysart Unified School District prior
- 330 to any plat or site plan approval.
- 331
- 332 6. An ingress & egress easement shall be included within the sewer line easement
- 333 along San Ysidro Road. The size of the easement will be reviewed and approved by
- 334 the Public Works Director.
- 335
- 336 7. Owner shall dedicate twenty seven and one half feet (27 ½') of right of way for San
- 337 Ysidro Road along the northern boundary of its property with the Phase 2 final plat.
- 338 Owner shall complete design and engineering of the portion of San Ysidro Road
- 339 adjacent to the property (the "San Ysidro Road Requirement") and shall receive
- 340 approval from the City of Surprise for such design and engineering prior to the

recordation of the Phase 2 final plat, such approval not to be unreasonably withheld, conditioned or delayed. Owner shall complete construction of the San Ysidro Road Requirement and shall receive conditional approval (approval that starts the warranty period) from the City of Surprise for such work prior to Owner's receipt of building permits for seventy five percent (75%) of the total residential units platted and/or approved within Phase 2, such approval not to be unreasonably withheld, conditioned or delayed. However, in the event that the City-approved traffic impact analysis for the Property ("TIA") determines that the San Ysidro Road Requirement is not necessitated by Owner's project, and Owner elects not to use San Ysidro Road to provide access to the Property, then Owner may elect not to construct the San Ysidro Road Requirement and instead post a financial assurance in a form reasonably acceptable to the City Attorney and City Engineer and in an amount equal to the engineer's estimate of the construction costs for the San Ysidro Road Requirement, such that the City of Surprise can draw on such financial assurance to construct the San Ysidro Road Requirement. Owner shall post such financial assurance prior to approval of the Phase 2 final plat. Regardless of the outcome of the TIA, in the event Owner adds traffic in any manner to San Ysidro Road, including but not limited to the construction of a curb cut on San Ysidro Road, then Owner shall construct the San Ysidro Road Requirement.

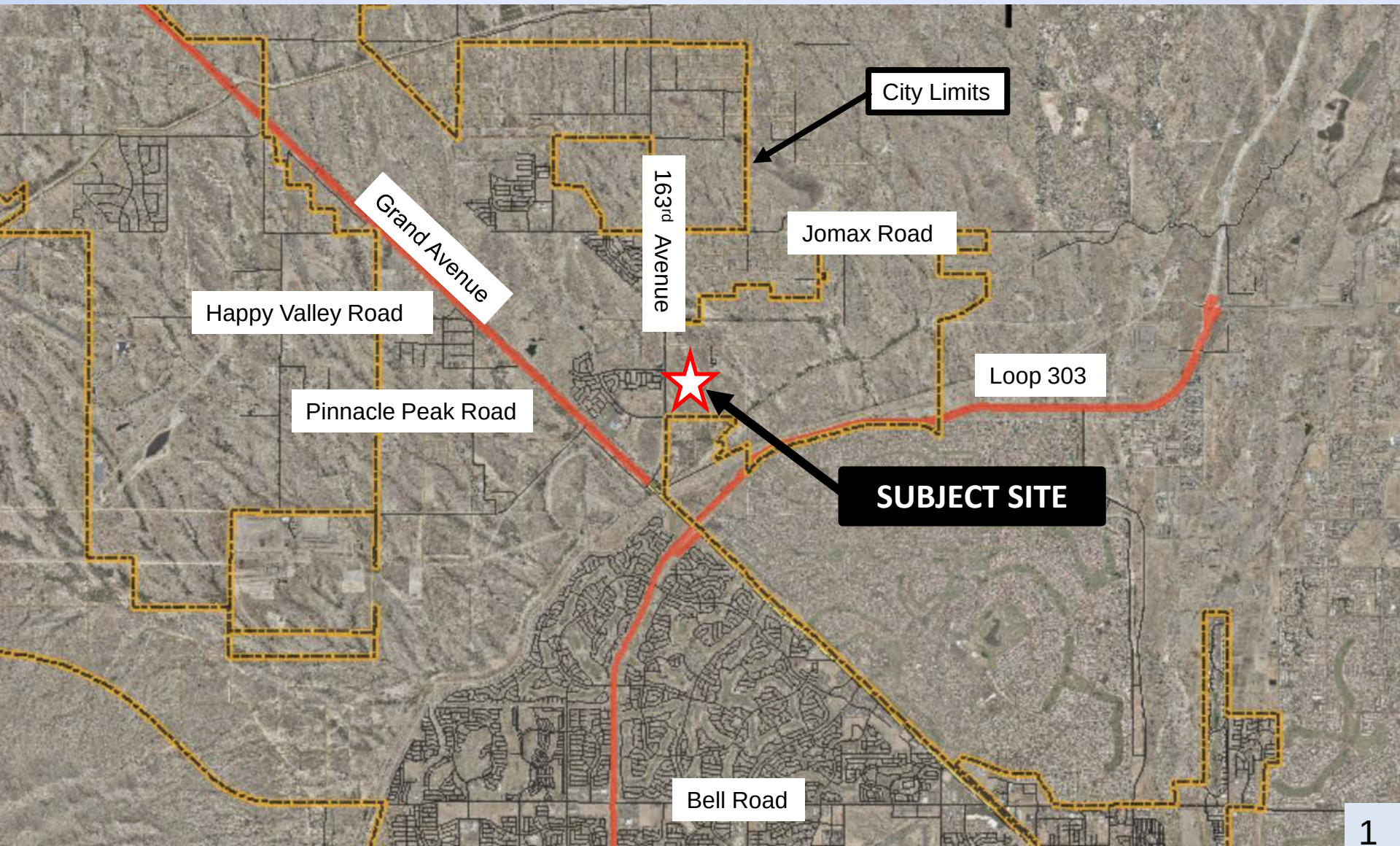
Preliminary Plat:

Based on the findings noted above, the Commission recommended **approval** of the proposed Preliminary Plat under case **FS14-159**.

Attachments:

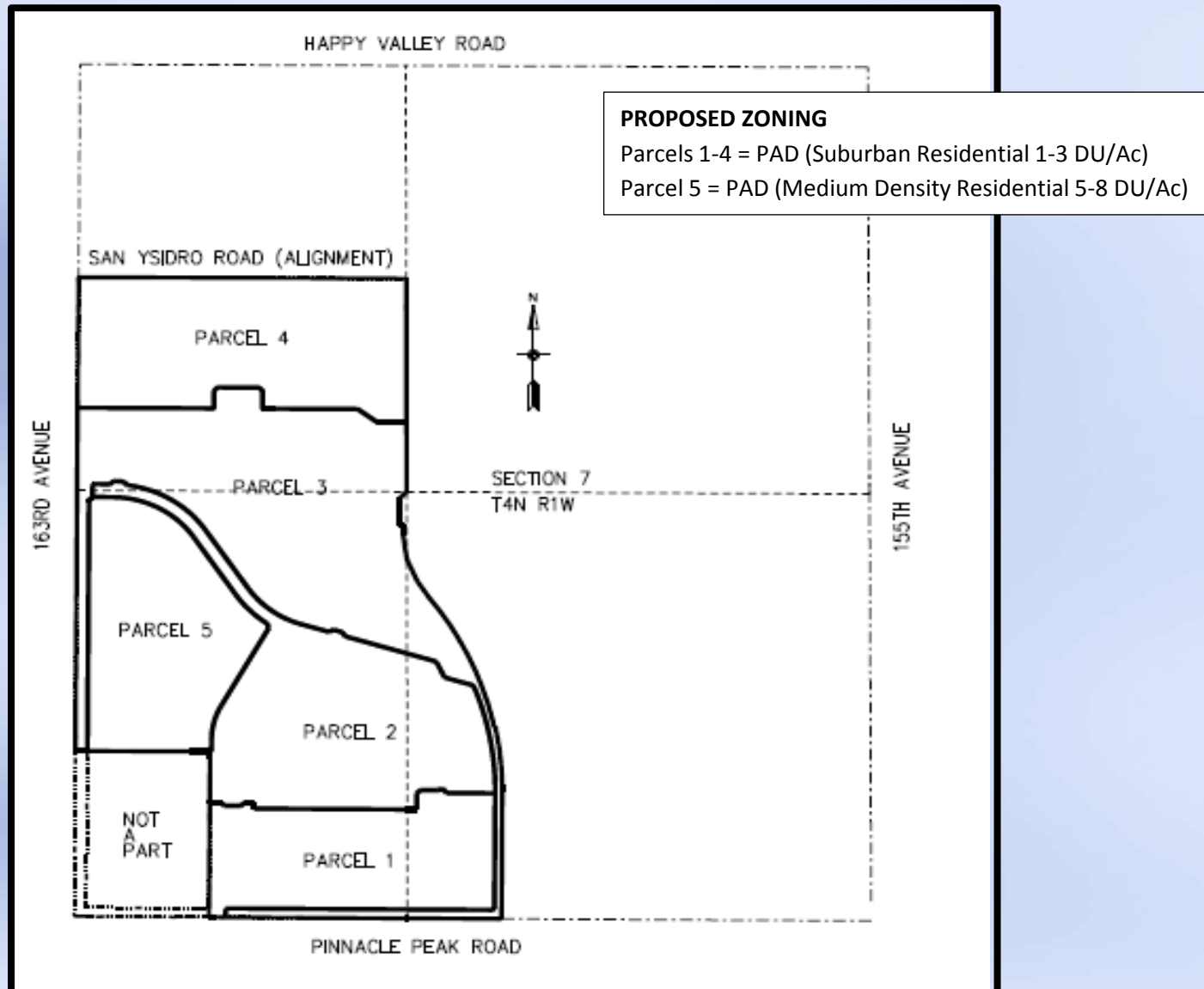
- 01 – Vicinity Map (1 page)
- 02 – Rezone/Major PAD Amendment Case Map (1 page)
- 03 – Preliminary Plat Case Map (1 page)
- 04 – Rezone/PAD Amendment Document (58 pages)
- 05 – Preliminary Plat (5 pages)
- 06 – Color Preliminary Landscape Exhibit (1 page)
- 07 – MWD comments (1 page)

Vicinity Map



FS14-159 Verdugo

Zoning Case Map



Preliminary Plat Case Map



April 22, 2015
Revised August 7, 2015
Revised August 28, 2015
Revised September 22, 2015

Verdugo

Surprise, Arizona

Planned Area Development Major Amendment

Zoning Case Number: PAD 03-110
Zoning Case Number: PADA 08-171
Zoning Case Number: PADA-09-098
CR14-089
Current Case Number: FS14-159



4550 N 12th Street
Phoenix, AZ 85014

PLANNED AREA DEVELOPMENT AMENDMENT

For

Verdugo

April 22, 2015

Revised August 7, 2015

Revised August 28, 2015

Revised September 22, 2015

Property Owner/Applicant

Verdugo Land LLC

5055 West Patrick
Las Vegas, NV 89118
Attn. Terry Manley-702-528-4812
Attn. Todd Floyd-702-497-0873
todd@newwestnv.com

Development Consultant

Sandbox

2375 E. Camelback Rd. Ste. 600
Phoenix, AZ 85016
Attn. Anthony Summer
anthony@sandboxdevelopment.com

Legal Counsel

Beus Gilbert PLLC

701 North 44th Street
Phoenix, AZ 85008
Attn. Jeffrey Blilie
480-429-3030
jblilie@beusgilbert.com

**Engineering/Planning/
Landscape Consultant**

Coe & Van Loo Consultants, Inc.

4550 N. 12th Street
Phoenix, AZ 85014-4291
Attn. George Cannataro
gjcannataro@cvlci.com

Reference Case Numbers

Zoning Case Number: PAD 03-110

Zoning Case Number: PADA 08-171

Zoning Case Number: PADA-09-098

CR14-089

Current Case Number: FS14-159

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I. Description of Request

The purpose of this request is to obtain a Planned Area Development Major Amendment for approximately 173 gross acres within the project currently known as Verdugo PAD generally located at the northeast corner of Pinnacle Peak Road and 163rd Avenue (*see Exhibit 2 - Vicinity Map*). The site is within the City of Surprise, Arizona. The owner will also process a Preliminary Plat concurrently with this PAD Amendment.

The description of this current application is a request for a PAD Amendment to amend a portion of the land use for the Verdugo Property. The primary amendment is to eliminate the existing Medium High Density Residential use and the existing 28 net acres of Commercial and Office Use (*see Exhibit 4 - Existing Approved PADA08-171 Land Use*) and to exchange those uses for Medium Density Residential Use (MDR) and Suburban Residential Use (SR) (*see Exhibit 5 - Proposed Land Use*). The proposed MDR is intended for Court-Home development at 8 dwelling units per acre. The proposed SR is intended for single family detached residential lots with a variety of lot sizes that include 53-foot, 63-foot, and 68-foot lots. The proposed amendment also would impact the shape and boundaries of adjacent land use parcels and a revised alignment and revised entrance width of the proposed Asante Boulevard. A Preliminary Plat of the single family detached residential, or SR use, is also included in this request. The existing residential yield and residential density, produced from the 2008 amendment proposal, was a yield of 641 dwelling units and a density of 3.7 du/ac. This proposed amendment generates a lower yield of 628 dwelling units and a lower density of 3.62 du/ac. The proposed changes will provide a more sustainable land use plan that will establish a distinct, complimentary and exceptional community in which to live.

II. Project Location

The Verdugo property is currently vacant and undeveloped open desert located on the north side of Pinnacle Peak Road between the 159th Avenue alignment on the east and 163rd Avenue on the west. 163rd Avenue is classified as a major arterial street and is currently improved to Grand Avenue. The Verdugo property has approximately 2,900 linear feet of frontage on 163rd Avenue. Verdugo is located within Section 7, Township 4 North, and Range 1 West, of the Gila and Salt River Base and Meridian. The Assessor Parcel Number is 503-56-003G (*see Exhibit 6 - Location Map*).

Area Description

The majority of the surrounding properties are zoned for single family residential use. The land immediately east of the site is vacant ASLD property zoned R1-43 within the City of Surprise. To the west, across 163rd Avenue, is the Asante Planned Area Development. To the south, across Pinnacle Peak Road, there are several existing homes zoned RU-43 within the County. The land north of the site is generally vacant private property zoned R1-43. Some existing single

family homes exist along San Ysidro Road. These existing homes, like those on the south side of Pinnacle Peak Road, are on lots generally between 1 to 5 acres in size (*see Exhibit 7 - Surrounding Development Photos*).

Existing Site Conditions

Topographic /Existing drainage:

The ground slopes generally to the southeast. The total elevation change is approximately 31 feet, dropping from 1,378 feet above mean sea level (MSL) at the northwest corner of the site to approximately 1,347 feet above MSL at the southeast portion of the development. The 31 foot drop in elevation provides an average slope of approximately 0.7 percent. There are no major rock outcroppings or year round streams located on the Verdugo project site.

Vegetation and wildlife:

The Project lies within the lower Colorado River Valley Sonoran Desert biome. Wildlife in the Project area is expected to be typical of this biome. The vegetation cover is predominantly creosote bush. A cursory survey revealed limited salvageable vegetation on the site except in wash corridors, as exhibited by the site photos, but prior to any development, a detailed survey shall be completed if required and a salvage and reuse plan is required and shall be provided to the City so as to preserve any quality or protected vegetation.

Zoning & Land Use:

The current approved Verdugo PADA (PADA08-171) approves a total of 641 single-family homes at a density of 3.7 DU./Gr. Acres, approximately 23.8 acres gross of commercial, and approximately 9.1 acres of office use.

Access/Existing roadways:

Currently, the Verdugo property is accessed from the west via 163rd Avenue. 163rd Avenue is a north/south major arterial with 68' major arterial half street improvements along the west boundary of the property. San Ysidro Road, a local dirt road, runs west-to-east along the north boundary.

III. Historical Data

Verdugo was originally a part of a Planned Area Development named Pinnacle Peak Country Estates which consisted of approximately 369 acres and was located at the northwest corner of 163rd Avenue and Pinnacle Peak Road and extended eastward to 155th Avenue. This project was approved for PAD zoning by the Surprise City Council in February of 2004 as Case Number PAD03-110. At that time the property had a General Plan designation of Suburban Residential

that allowed single family residential development at densities from 1 to 3 dwelling units per acre (du/ac).

Since the original PAD approval in 2004, the property was divided into three separate ownership parcels. A 13.26 acre commercial parcel was sold and split off at the southwest corner of the project and the remaining residential portion of the project was split into two large parcels, one containing approximately 183 acres and subsequently named Altamira on the eastern half of the original project and one containing approximately 173 acres and subsequently named Verdugo on the western half. This current proposal involves only the 173 acre Verdugo property. The property owner is Verdugo Land LLC.

In 2008 the Verdugo property owner proposed a PAD Amendment to amend 60 acres of the Verdugo land use from Suburban Residential to 32.9 acres of Commercial, 12.3 acres of Medium/High Density Residential, and 14.8 acres of Medium Density Residential. This PAD Amendment (along with a General Plan Amendment) was approved in April of 2009 by the Surprise City Council as Case Number PAD08-171.

In 2009 a Minor Amendment (PADA09-098) was approved to revise the classification of 163rd Avenue from a Parkway to a Major Arterial and to reduce the required half-street right-of-way from 100' to 68'.

Project Overview

The following information will demonstrate that the proposed amendment to the Verdugo PAD will contribute to the orderly development of Surprise and meet the City's goals and policies as stated in the City of Surprise General Plan and all applicable City ordinances.

Since 2004, the land use pattern around Verdugo has changed dramatically with the proposal for or development of various commercial and employment uses especially to the south, southwest, west, and northwest of the property. To the south and southwest, the area surrounding the major intersection of 163rd Avenue and Pinnacle Peak Road/Pat Tillman Boulevard and extending to Grand Avenue, has been designated as a Village Center and as such is poised for development of major commercial and employment facilities (*see Exhibit 8 - Village Center*). At the northeast corner of 163rd Avenue and Pinnacle Peak Road the 13.26 acre commercial parcel that was split off from Verdugo will remain and eventually be developed as neighborhood commercial. At the northwest corner of the same intersection, within the Asante project, acreage has also been approved for a commercial corner. To the northwest, approximately one mile from the Verdugo project, another Village Center has been designated at the intersection of Jomax Road and Grand Avenue along with a large proposed employment use area south of that and a Regional Commercial Center at Dixileta Road

and Grand Avenue In addition to these facilities, there are many other existing or proposed commercial/employment sites in the general area. (see Exhibit 9 - Commercial Comparison).

With all the existing and proposed commercial facilities adjacent to and in the proximity of the Verdugo project it has been decided that commercial use within the property itself would be less feasible and less appropriate than the requested single family residential use proposed within this application.

IV. Land Use

The land use modifications within the proposed amendment include the deletion of the Commercial and Office use as well as the Medium High Density Residential use. The amendment will also offer a diverse range of housing types that will vary in character and size to target a variety of market segments in order to create a truly diverse community. Residential land uses, including single family suburban, and medium density products, will benefit from a land use plan that includes a trail and open space network meandering throughout the community. (Exhibit 5 - Proposed Land Use)

The majority of the Project will remain Suburban Residential (SR) which is comparable with properties to the north and south of the Project. The Medium Density Residential parcel is located closer to commercial services to provide an appropriate transition to lower densities. An appropriate number of neighborhood mini parks will be evenly distributed throughout the community to provide close walking distance to a park facility and/or access to trail corridors from every residential parcel within the community. The trail corridors will also serve to encourage walkability throughout the property and encourage integration between the various residential uses.

Proposed Land Use Category Summary:

Land Use Category	Gross Acres	Land Use %	DU (max.)	DU / AC
Suburban Residential	143.7	82.9	408	2.84
Medium Density Residential	29.64	17.1	220	7.42
TOTALS	173.34	100%	628	3.62

Notes: A minimum of 26 acres (15% of the gross residential acreage) will be designated as Open Space. Open Space and Right-of-Way areas are located throughout the Project within the gross acreage of the above mentioned Land Use categories.

Suburban Residential (SR)

Suburban Residential development will be the dominant land use within the Project which allows single-family housing at densities from 1 to 3 du/ac. Clustering of the homes shall be encouraged when appropriate provided the overall gross density doesn't exceed 3 du/ac. Each home will have access to some form of common open space in the form of either active or passive areas. The SR is primarily situated away from major transportation corridors, leaving that area primarily for the higher density development.

Primary and conditional Uses are per RL zoning as stated in Section 122-43(B) and accessory uses are per RL zoning as stated in Section 122-50(d) of the City of Surprise Municipal Code.

Medium Density Residential (MDR)

Medium Density Residential development will occur along 163rd Avenue. The MDR classification, with an allowable density range of 5 to 8 dwelling units per acre (du/ac.), will allow both attached and detached residential units with varying lot configurations, some of which may include z-lots and zero lot-lines; with a maximum gross density of 8 du/ac.

If residential units in this category utilize a garage the size of the garage shall be a minimum of 10'x20'.

Principal and conditional uses will be per RM zoning as stated in section 122-43(b) and accessory uses are per RM zoning as stated in Section 122-51(d) of the City of Surprise Municipal Code.

Residential Development Standards

Suburban Residential Development Standards

Suburban Residential (SR) developments shall include the following development standards. Residential housing design will utilize the extensive Home Product Design Guidelines of the City of Surprise.

RESIDENTIAL MINIMUM STANDARDS			
If these development standards should conflict with IRC building codes, the more restrictive will apply.			
Min Lot Area	5,800 sf	6900 sf	7450 sf
Min. Lot Width	53'	63'	68'
Min. Lot Depth	110'	110'	110'
*Bldg. 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 Adj. to Arterial	one-story	20'	
	two-story	25'	
Min. Distance between Houses	10'		
Bldg. Height	30		
Accessory Structure Setbacks			
Rear	5'		
Side	5'		
From Primary Structure	5'		

Fence Walls: All fence walls will be a maximum of 6' in height. However, site and design constraints may require the use of retaining walls. Where feasible, these retaining walls will be kept under 2', so that the combined height of the retaining wall and theme wall will remain under 8'. However, conditions have been identified that may require a 3' retaining wall, for a total height of 9'. For conditions that require over 3' of retaining wall, tiered walls will be utilized. In these cases, the retaining wall with the theme wall on top will be limited to 3' (combined 9') and the secondary retaining wall will be limited to 4' with a minimum separation of 4' between retaining walls.

Notes:

- * Fireplaces, bay windows, pop-outs, or patio covers may encroach 2.5' into front, rear and side setbacks.
- ** Street side setback may be reduced by 5' if a 5' minimum landscape tract is used and 10' if a 10' landscape tract is used on the street-side side.
- *** Pinnacle Peak Road & 163rd Avenue

All developments will be bound by the applicable building codes adopted by the City.

Medium Density Residential Development Standards

Cluster, Court Homes, zero lot line products within the MDR parcel shall comply with the following development standards. Other types of MDR products may be considered with development standards determined for those products at the time of preliminary platting. Project design and layout, as well as home product, will be determined at preliminary platting or site plan stage in accordance with the City's Planning and Design Guidelines Manual.

This zoning district is intended to provide for efficient use of land and facilities by single-family detached dwellings taking into consideration existing conditions, including present use of land, future land use needs and the ability to adequately provide public services. Other considerations for the district should be:

- Provision of attractive neighborhoods that maintain the character of the surrounding area.
- Provision of open space for private community services.
- Provision of diversity in housing lifestyles.

The minimum lot area is two thousand (2,000) square feet. To qualify as an Medium Density Residential district, the project must meet the following:

1. All units must be clustered in a designated development area on lot sizes specified in this section of the PAD and cannot exceed a net development area density of eight (8) du/ac.

A. Area configuration. An MDR shall not exceed sixty (60) percent of a designated Single Family land use Category in the PAD.

B. Permitted uses:

Principal and conditional uses will be per RM zoning as stated in section 122-43(b) and accessory uses are per RM zoning as stated in Section 122-51(d) of the City of Surprise Municipal Code.

C. Site plan. The site plan shall address the following:

1. The area and location of open space. Open space should be provided as outlined in the open space and landscaping section of the PAD or an acceptable alternative amenity package combining open space with features such as swimming pools, play-structures, ramadas, recreation centers, community gardens, fitness centers or active/passive recreation should be presented with the site plan.
2. Written designation of responsibility for ownership and maintenance of common driveways, open spaces and commonly owned areas associated with each clustered group of single family units.
3. Placement of Trash Containers will be determined at preliminary plat and will be subject to review by Public Works, Community Development, and the Fire Department.
4. Visitor parking locations shall be provided at preliminary plat and will be subject to review by Public Works, Community Development, and the Fire Department.

D. Height requirements. The height of buildings shall not exceed thirty (30) feet or two (2) stories.

E. Yard regulations:

MDR – COURT HOME DEVELOPMENT STANDARDS	
If there is a conflict with these standards and the IRC building codes, the more restrictive will apply	
Min Lot Area	2,000 SF
Min Lot Width – Interior Lot	25'
Min Lot Depth	55'
Max Building Height	30' – 2 STY
Max Lot Coverage	65%
BUILDING SETBACKS	
Min Front - Porch Or Liveable – Street (1) (2)	10'
Min Front/Rear – Garage – Street	18'
Min Front/Rear – Garage – Auto Court/ Alley/Greenbelt	5'
Min Side (2) (3) (4)	0'
Min Side Aggregate (4)	10'
Min Street Side (5)	10'
Min Rear (2)	5'
Min Separation Of Buildings On Adjacent Lots (4)	10'
LANDSCAPE TRACTS	
Arterial Streets	15'
Collector Streets	10'

Notes:

- (1) For rear alley garage access products “Front” of the product will be defined as the side of the product directly opposite of the garage side.

For all other products “Front” of the product will be that side of the product facing the street, auto court access, or greenbelt.
- (2) Features such as fireplaces, bay windows, pop-outs, patio covers, and accessory structures may encroach 2.5' into front, side, and rear setbacks, except that no accessory structures are allowed in the front setbacks.
- (3) Where a side yard is provided, it must be a minimum of 5'.

Joint Use and Benefit Easements are allowed to promote more usable side yards and shared driveways, walkways, or alleys where appropriate.
- (4) Minimum separation of buildings on adjacent lots can be 0' or 10' if setback is provided on at least one of the lots.
- (5) A street side setback may be reduced by 5' if a 10' minimum landscape tract is provided on the street side.
- (6) Private driveways shall be either 5' in length or 18' minimum in length. No “in-between” driveway depths are permitted in order to avoid having parked cars project into streets, sidewalks, alleys, or shared driveways.

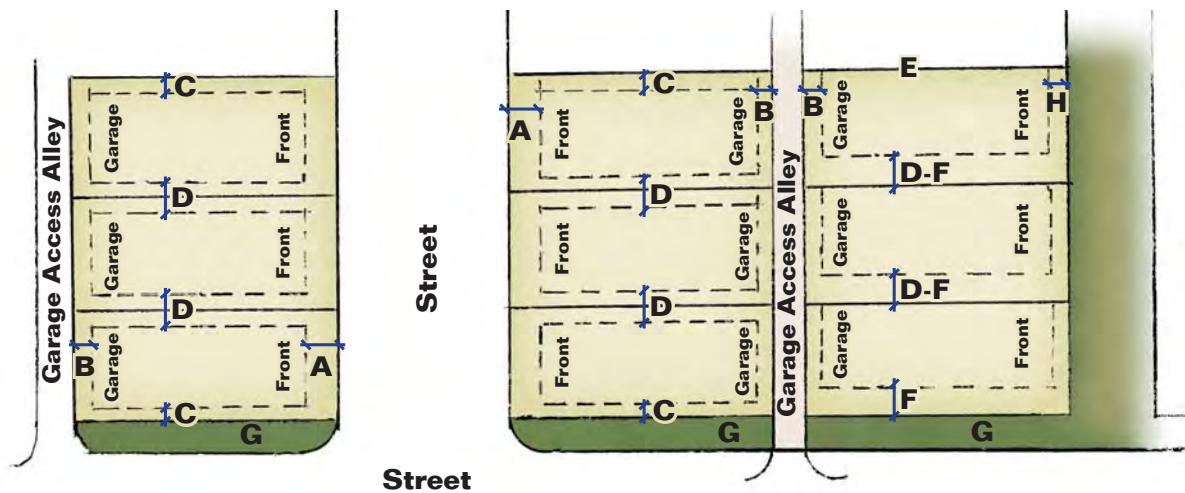


Legend

- A Typical Front- Garage. Min 5' setback on autocourt drive (measured to shared driveway)
- B Typical Rear. Min 5' setback
- C Typical Side. Min 5' setback.
- D Typical Side. Min 10' separation of buildings on adjacent lots.
- E Typical side. Min 0' setback
- F Typical side. Min 10' setback provided on one side of zero-lot-line configuration
- G 10' Landscape Tract

Cluster Homes

Typical Front-Garage Auto-Court Access



Court Home

Typical Rear-Garage Alley-Access Product

Legend

- A Typical Front-Porch or Liveable. Min 10' setback on public street.
- B Typical Rear-Garage. Min 5' setback on Access-Alley.
- C Typical Side. Min 5' setback.
- D Typical Side. Min 10' separation of buildings on adjacent lots.
- E Typical Side. Min 0' setback
- F Typical Side. Min 10' setback provided on one side of zero-lot-line configuration
- G 10' Landscape Tract
- H Typical Front-Porch or Liveable. Min 5' setback on landscape tract

F. Intensity of use regulations:

1. Lot coverage: The main building and accessory buildings on a lot shall not occupy more than a total of 65% of the lot.
2. Lot area: No lot shall have a net lot area less than two thousand (2,000) square feet.

G. Fence Walls:

All fence walls will be a maximum of 6' in height. However, site and design constraints may require the use of retaining walls. Where feasible, these retaining walls will be kept under 2', so that the combined height of the retaining wall and theme wall will remain under 8'. However, conditions have been identified that may require a 3' retaining wall, for a total height of 9'. For conditions that require over 3' of retaining wall, tiered walls will be utilized. In these cases, the retaining wall with the theme wall on top will be limited to 3' (combined 9') and the secondary retaining wall will be limited to 4' with a minimum separation of 4' between retaining walls.

V. Open Space

The Parks, Open Space and Trails plan for this Project is intended to provide a range of active and passive open space and recreation areas with facilities designed to service the needs of the entire population of the Project (*see Exhibit 10 - Overall Landscape Plan*).

A minimum of 26 acres (15 percent) of the gross residential project area will be set aside as either active or passive open space, buffer areas or mini parks. Landscape elements that fit the community Tuscan theme will be introduced and repeated along roadways and open space areas to enhance the aesthetic appeal and create a cohesive community feel, or 'sense of place'. Mini parks and play areas are located to be centralized between neighborhoods along the linear park (channel) that runs along the east side of the project, so that each neighborhood has direct access to the system of parks and trails. Where appropriate, neo-traditional neighborhood design concepts will be utilized, emphasizing central neighborhood parks and homes facing out onto shared open space.

A system of trails will link park facilities via linear open space corridors. This open space system (owned and maintained by the Homeowner's Association) will make up the majority of the open space element.

The Surprise Master Open Space and Trails Plan calls for recreation and open space at the ratio of 9 acres per 1,000 residents. The maximum number of dwellings proposed within the Project is 628 dwelling units. At 2.65 people per dwelling unit, this would produce a maximum total project population of 1664 people.

At 9 ac per 1,000 persons, a total of 14.97 acres (5.02 ac passive, and 9.95 ac active) of open space is required; a minimum of 26 acres is proposed, far exceeding the requirements of the Master Open Space and Trails Plan requirements of the City.

Verdugo actually projects approximately 17.3 ac of active open space. Active open space is depicted in *Exhibit 10 - Overall Landscape Plan*. The entire width of the channels/trails was not included in this calculation. Each trail is 8' in width. 3.5' buffers off each side of the trail were used to calculate an 15'-wide tract. This tract equates to 1.51 ac of active open space covering the trails. The additional 15.79 ac of active open space come from the three park sites identified in *Exhibit 14 - Pocket Park With Basketball Court*, *Exhibit 15 - Pocket Park With Tot Lot* and *Exhibit 16 - Pocket Park With Trail Connection*.

Theme and Architectural Style

The architectural elements for the open parks and open space structures will be contemporary Tuscan in style to complement the residential character. Tuscan character will be as defined in the City of Surprise's Single-Family Residential Home Product Design Guidelines. Key finish materials for amenities will be mixed materials, including stucco and faux stone accent panels at the entry, colored splitface concrete blocks, cobblestone pavers, and decorative wrought iron details. Colors will predominately be natural earth tones of varied hue, with low light reflectivity, punctuated with accents of terra cotta and cobalt blues.

The site planning features and parks will be organized around formal geometric patterns, utilizing neo-traditional planning concepts. Emphasis will be placed on symmetry, and view corridors with strong axis-node relationships and view termini.

The Architectural style of the open space and amenities has been designed to blend with the proposed architectural style for the residences, as outlined in the Architectural Design Guidelines provided in this document.

Entry Monumentation and Character

Upon arriving at the Verdugo community, residents will immediately be greeted with a Tuscan style archway that serves as both the iconic monument for the community and also as the portal to the main community park and the pathway system that winds throughout the community. This entry portal, with its stucco finish, stone veneer columns, and tiered planter walls, are the foundation for a rough-sawn timber trellis, supporting colorful vines, and providing shade at the entryway to the park system (*see Exhibit 10 - Entry Monument Plan View and Exhibit 12 - Entry Monument Elevation*).

Three levels of monumentation are proposed for the Verdugo Community as follows:

Primary Entry Monument: This monument will be located at the intersection of Asante Blvd and 163rd Avenue, and includes all of the components listed above. The primary monument will be located on both the north and south side of the intersection as mirrored images. Dimensions for this proposed monument have been provided in the attached exhibits. The maximum height will be 16'-0". The general area for the monument is approximately 60' by 60'. The monumentation will be located behind both the ROW and the PUE.

Secondary Entry Monument: This monument will be located at northeast corner of Pinnacle Peak Road and 161st Drive. The secondary monument will match the primary monument, but will only be located on one side of the intersection. All other materials and dimensions will be the same. As with the primary monument, the secondary monument will be located outside of the ROW and PUE.

Low Accent Wall with Pots: Accent Walls will be located at the intersection of Asante Blvd and 161st Drive, at the heart of the community. These accent walls will match the low columns and pots used in the primary and secondary monuments. Optionally, these accent walls would be encouraged as a detail within the neighborhood and main parks. These walls will be located outside the ROW and PUE. The walls will have a maximum height of 48".

Community Theme Walls

The community walls are designed to be understated, and serve as backdrop to a colorful and textural landscape plant palette that is both desert adapted and supports the Tuscan theme. Primary wall materials will be an earth toned integral color block of low light reflective value, and decorative wrought iron fencing. The wall cap will be an integral color splitface 4" cap block, with a minimum 1" overhang. Columns will also be smooth CMU with a darker natural tone, highlighting the texture of the walls (*see Exhibit 17 - Wall Elevation Exhibit*).

The community theme walls will come in three varieties, solid theme wall, partial view wall, and full view fence. The design intent is to utilize the full view fence option wherever possible to enhance an open feel to the community, and provide residents with views to the open space and natural resources. However, in the following cases, either solid theme wall or partial view fence will be utilized to provide security and privacy to the residents:

1. Where lots back up to arterial roadways.
2. Where lots back up to collector streets without sufficient landscape buffer or screening.
3. Where lots are backing to each other across an open space less than 60' wide, partial-view fencing shall be used.

4. Where headlights will shine into the back yard.
5. Where lots back up to a pathway that is less than 20' away, and the lot is at the same elevation or lower than the pathway, partial-view fencing shall be used.
6. Where lots are adjacent to other lots.

The solid theme walls will utilize earth toned split face block near the main entry and along primary roadways, arterials, and collectors. These enhanced solid walls will use a 4" splitface CMU cap. Earth toned smooth face block will be used with a standard 4" block cap along local streets and tracts, and in less visible areas.

The partial view wall will utilize the same material as the solid view fence, but will consist of a 2' decorative wrought iron fence on top of an approximately 4' solid block wall. Final design of these walls shall meet all local pool code guidelines.

The full view fence will be utilized where possible, such as lots backing onto parks and open space. The fence will consist of four feet of painted steel fencing, in dark earth tones, over two feet of split face masonry block. Low decorative fencing will also be used at the termination of primary walls near community open space, around the primary community entry, and near the neighborhood park gathering space.

To add visual interest to the walls, smooth concrete block columns will punctuate the theme walls along roadways and main open space areas every 200'. Additional interest will be added with wire mesh trellises that will support colorful vines at intersections and high visibility areas.

Site and design constraints may require the use of retaining walls. Where feasible, these retaining walls will be kept under 2', so that the combined height of the retaining wall and theme wall will remain under 8'. However, conditions have been identified that may require a 3' retaining wall, for a total height of 9'. For conditions that require over 3' of retaining wall, tiered walls will be utilized. In these cases, the retaining wall with the theme wall on top will be limited to 3' (combined 9') and the secondary retaining wall will be limited to 4' with a minimum separation of 4' between retaining walls.

Parks and Shared Open Space

The site planning for the parks and shared open space will use neo-traditional neighborhood design concepts, focusing on symmetry, formal geometric patterns, and walkability. Where possible, the surrounding homes will face out on to the shared open space.

The main community park will be located at the southern portion of the Project, linear park (channel). The entire park system utilizes the linear channel, and the retention area. (*see Exhibit 16 - Pocket Park with Trail Connection*).

Playgrounds and ramadas will be outside the retention areas. Basketball courts may be located within retention areas, but must be kept a minimum 6” above the bottom of the basin. ADA accessible paths will be maintained to all amenities.

Grade changes will be utilized to provide dramatic overlooks, and terraced plazas and gathering spaces. The passive and active recreational amenities in this area include two tot lot play structures, dual slides, climbing wall, shaded bench areas around tot lots, open turf areas for multiple uses and age appropriate structures that promote outdoor play and sports.

The following is a list of recreational amenities that Verdugo will provide its residents:

1. Trail system
2. Classic and innovative new play structures
3. Ramada and Benches in all recreation areas for comfort
4. Basketball court
5. Open turf areas for multiple uses

Landscape design and plant material in all parks, trails, and open space areas shall conform to the City of Surprise Municipal Code and SUDC current at the time of platting and site planning.

Trails, Pathways, and Linear Open Space Corridors

A primary component of this project is the system of trails that will link the Home Owner’s Association (HOA) park facilities via linear open space corridors. This open space system (owned and maintained by the HOA) will make up the majority of the open space element and is central to the design of the project. The Open Space elements will consist of one large and several smaller HOA neighborhood park areas and a combined linear drainage and trail corridor that will provide a continuous open space/trail system throughout the site, connecting parks and neighborhoods while providing for the efficient and safe flow of offsite storm runoff through the linear greenbelt. This design concept is in alignment with the City of Surprise Planning and Design Guidelines, Chapter 3. Specifically, Page 35 of those guidelines state:

“New developments traversed by a floodway or wash, the developer should be encouraged to landscape and develop a floodway or wash as a linear park containing pedestrian, bicycle and/or equestrian trails that tie to and connect with adjacent open space and trail systems.”

This has been accomplished through the following engineering and design elements:

- Use of turf lined channels to address flow velocities, while also providing recreational opportunities

- Providing an 8' paved pathway for pedestrian and bicycle use along the bank of the channel, with alternative seating nodes, spaced along the pathway providing site furniture and pet refuse, and outdoor health and fitness exercise stations.
- Pathway access from the pathway along the bank into the channel at key locations to provide access to the turf recreation areas for picnic, freeplay activities, active and passive recreation.
- Integration of active recreation within the channel, specifically in the form of "Disk Golf" (Also known as Ultimate Frisbee or Frisbee Golf)
- Landscaping to support the linear park program by providing seasonal color, tree shade, and the use of plant material to define outdoor spaces along the channel.
- At locations where the drainage corridor widens, such as the large HOA park, the channel side slopes vary and become shallower, providing a softer undulating aesthetic.

The trail system has been planned and designed to conform to the City of Surprise 2008 Parks and Trails Master Plan. Final design implementation will be consistent with the Parks and Trails Master Plan in effect at that time.

This project's trail and pathway system is outlined in *Exhibit 18 - Trails and Circulation Plan*, and includes the following components:

- HOA concrete pathways internal to park areas and through tracts. These will vary in width from 5' to 8' depending on location. These specific pathways are not denoted in a special line type on Exhibit 18, but are visible on the color rendering. Final configurations will be dependent upon the final design of the project.
- Public access sidewalks along roadways within public right-of-way. Widths and locations of these sidewalks will be in conformance with the City of Surprise standard street cross-sections.
- Public Access 'Local Trails' as described in the City of Surprise Parks and Trails Master Plan, as being 6' wide (minimum) concrete paved within a 15' public ROW. These local trails will occur in the locations noted by special line type in Exhibit 18, including along major roadways and within the linear park between the project site (Verdugo) and the adjacent project (Altamira). The proposed local trails exceeds those listed in the City's Master Plan both through connectivity and quantity. Several of these trails occur along public roadways, and will include the 15' public easement through a combination of street ROW and additional sidewalk easement as needed. A 15' wide public access easement will be dedicated for the local trail within the linear park (channel). Additionally, the local trail within the linear park has been widened to 8'.

This proposed trail system for the project is in conformance with the City of Surprise Parks and Trails Master Plan both through providing the required trail system, and through its connectivity

to the proposed offsite trails. This includes access to the Maricopa Regional Trail (noted as a Signature Regional Trail in the City's plan) along the canal southeast of the project site. According to the City of Surprise September 2008 Trails Master Plan, a regional trail follows the Beardsley canal alignment. Verdugo trails on the southeastern end will connect to the adjacent Altamira project trail system, and through that connection, to the Beardsley Trail alignment. Additional project trails and pathways will be a minimum of 6' wide located as shown on the plan. (NOTE: The trail alignments shown in Exhibit 18 that occur on the Altamira project are for reference only, and are not the responsibility of this project)

In addition to the neighborhood connectivity, the linear park system has been designed to safely convey floodwaters. The large north-south channel that intersects the main park is designed to provide for slower flow velocity, and allow the channel to be a turf lined recreational amenity. A low flow channel will be provided for nuisance water, allowing the channel to be utilized for active recreation and turf freeplay area. This channel will be formal in design character, with tree-lined banks.

All other drainage and trail corridors will be naturalized in character. The Project will seek to attain a natural 'desert pavement' character in these corridors, using decomposed granite, salvaged rock and supplemental fractured cobble. The planting will be organic in nature, and utilize desert adapted plant material and trees. Rock gabion baskets will be used where appropriate to retain grade and provide aesthetic enhancement.

Creative trail signage in keeping with the contemporary Tuscan theme will be encouraged along the various trail corridors, providing interpretive and educational information, as well as the trail names. Sub-mile markers will be encouraged along the primary trail in the linear park at appropriate locations. A small pedestrian crossing will be provided across the channels low flow channel within the linear park.

Low level bollards will be required for trail corridor. The bollards will be of concrete vandal resistant construction with a concealed light source. Bollards will be a maximum of 48" high, and will be designed to provide a maximum of 1 to 2 footcandles maximum and 0.5 footcandles minimum along the trail surface. In larger areas further from houses, pedestrian scale decorative light poles may be used to light park areas. These poles will be a maximum of 12' high.

Streetscape Character

The landscape character along the streets will be formal in design. Tree lined streets will provide shade on the sidewalks, set back from the curb. Groundcovers and shrubs will be massed in large groupings. Landscape design and plant material along the streets and ROW shall conform to the Surprise Municipal Code and SUDC current at the time of platting and site planning.

VI. Infrastructure Improvements

Drainage

The existing topography of the site falls across the property to the southeast. Roadways and drainage structures will be constructed to best maintain these drainage patterns. Approximately half of the 173 acres are currently within a 100-year floodplain. A CLOMR has been approved. A LOMR will be submitted to remove the lot areas from the floodplain.

Off-site flows impacting the site at the northern boundary will be collected with the use of a drainage and trail corridor and conveyed through the Project returning them to their historic flow paths as designed and approved in the CLOMR package.

On site retention will be provided for the 100-year, 2-hour event in retention basins at various locations throughout the site away from the offsite flow channel. Where basins are in proximity to the offsite flow channel, they will be designed for first flush only. The retention basins will be designed to meet local requirements.

For detailed information regarding the proposed master drainage concept please see the Preliminary Master Drainage Report submitted with this PAD Amendment.

Verdugo and Altamira projects participated in a joint CLOMR which was approved by the City, County Flood Control and FEMA. The channel improvements will be completed by the first project that is developed. There is a Joint Development Agreement (JDA) that is in place between Verdugo and Altamira that addresses cost-sharing, reimbursements and drainage easements necessary for either property to construct the joint improvements should one property develop prior to the other. If Verdugo is developed prior to Altamira, then the Drainage Channel will be constructed along with the roadways per the Verdugo Phasing Plan. The box culverts and 158th Lane. would be deferred until Altamira develops and access to the east side of the channel is warranted. Should Altamira develop prior to Verdugo, then the Drainage Channel would be constructed, along with the box culverts and any portion of Asante Boulevard and/or Pinnacle Peak Rd. that is required for ingress and egress by Altamira.

Water/Sewer

The owners of Verdugo are working with other property owners in the vicinity on a regional water system solution. The owners are also a part of the SPA 2 group of owners that paid for the expansion of the wastewater system . The owners of Verdugo have secured 100% of their necessary capacity in the SPA 2 water reclamation facility.

Storm Sewer

Box culverts, storm drains and other storm sewer improvements will be constructed where appropriate.

VII. Circulation

The implementation of an efficient circulation system within the Project is highly important to the overall quality of life for future residents. Balancing the Project's land use plan with the transportation plan has been a key component in the planning of the Verdugo design. The goal of the proposed circulation system is to promote a safe and well organized plan that is compatible with the original PPCE PAD and the surrounding communities, and one that creates opportunities for both vehicular and pedestrian usage.

Exhibit 19 - Street Sections shows the proposed street cross sections of the various street classifications proposed for the development. In 2009 the PAD Amendment, PADA09-098, (see *Exhibit 20 - PADA09-098*) was approved to revise the classification of 163rd Avenue from a Parkway to a Major Arterial and to reduce the required half-street right-of-way from 100' to 68'. This approved half street requirement has been incorporated into the street section for 163rd Avenue.

The Project's primary access is located along the west property boundary off of 163rd Avenue. The west half of 163rd Avenue is currently improved. Verdugo will dedicate the revised 68' of additional ROW along its west boundary for 163rd Avenue. The Project's secondary access is located along the south property boundary off of Pinnacle Peak Road. Pinnacle Peak Road is currently an unimproved dirt road and Verdugo will dedicate 55' of ROW.

The primary entrance will align with Asante Blvd and was previously proposed to begin with a 110' ROW and taper down to an 80' ROW as it enters into Phase 2 of the Verdugo PADA08-171. Currently however, due to, 1. The approved revised classification of 163rd from Parkway to Major Arterial; 2. The current amendment request to eliminate the existing commercial and multi-family uses and replace them with all single family residential; and 3. The resulting reduction of density and intensity at this intersection; this current amendment requests that the primary entrance be revised to begin with the standard 80' collector width rather than the previously required 110'. Further, a minor arterial interior to a residential community would detract from the character of the community and also encourage higher speeds when we would prefer to narrow the street to reduce speeds. With the requested standard 80' collector improvements, deceleration and turn lanes would still be provided as needed, but the applicant does not agree that two travel lanes on both sides are currently warranted. Enhanced landscaping along the main entry will also be provided, which will frankly look a lot better than asphalt and will not require additional ROW.

An 80' collector running north/south along the eastern boundary of the property "T's" into the main entrance collector and connects to Pinnacle Peak Road along the south boundary. The collector street system is designed to feed off of the surrounding arterial roads and provide direct access to the development parcels at the interior of the Project.

Regarding San Ysidro half street, it was shown on *Exhibit 19 - Street Sections* in the previous PADA08-171 as a half street with ribbon curb to allow flows to cross, but it was there for reference only. The approved zoning stipulations from that PADA specifically note that improvements to that street are not required unless Verdugo has direct vehicular access to it. It is the applicant's opinion, based on this stipulation (see *Exhibit 21 - PADA08-171 Stipulations*) and the fact that Verdugo does not utilize this street for access, that half-street improvements are not required and in which case, there would be no need to provide a street section within this current amendment request.

Development standards for each roadway classification are based on City of Surprise details and standards. Verdugo will complete half street improvements for arterial streets 163rd Ave and Pinnacle Peak Road. Verdugo will also complete half street improvements for the north/south collector within the Project and full street improvements for the west/east collector (main entrance) on the Asante Boulevard alignment. San Ysidro Road will only require half street improvements should any direct vehicular access be provided. No vehicular access is proposed.

Proposed Street Classifications:

- Major Arterial (163rd Avenue) 68' ft. half-street ROW (136' ft. total)
- Minor Arterial (Pinnacle Peak): 55 ft. half-street ROW
- Collector (Asante Boulevard alignment): 80 ft. full-street ROW
- Collector (north/south alignment): 40 ft. half-street ROW
- Local Street: (San Ysidro Road) 27.5 ft. half-street ROW
- Local Street: 55 ft. full-street ROW with on street parking.

Alternative Modes of Transportation

A system of detached sidewalks and multi-use trails will provide access to open space and park facilities as well as off-site commercial facilities to the south. A bikeway system including (1) bike lanes along the arterial and collector roads and the multi-use trail and (2) bicycle parking where appropriate will be provided. Neighborhood Electric Vehicles (NEV) will be allowed on streets with speed limits 35 mph or less. Pedestrian access through the open space corridor to all residential parcels will be provided. Bus bays along 163rd Avenue will be provided where deemed appropriate by City Traffic Engineer.

VIII. Phasing

Verdugo is planned to be developed in three phases shown on *Exhibit 21 - Phasing Plan*. Development will begin with the Suburban Residential phases. Phases will be constructed in accordance with market conditions.

Phase 1 of Verdugo shall include all improvements necessary to provide two points of ingress and egress to the parcels within the phase. This generally includes the north half-street of Pinnacle Peak Rd. from 163rd Ave. to 161st Drive. The full width of 161st Dr. from Pinnacle Peak Rd. to Asante Blvd and the full width of Asante Blvd from 163rd Ave. to 159th Dr. It will also include two points of connection for water and the sewer outfall to Pinnacle Peak Rd. The landscape and amenities associated with the applicable parcel(s) are to be installed with Phase 1. The drainage channel improvements associated with the approved CLOMR will also be installed to the extent required for Verdugo Phase 1. Box Culverts and 158th Lane. are to be deferred until the Altamira project is developed. (Verdugo & Altamira have a JDA that addresses cost-sharing and reimbursements of the joint drainage improvements).

Phase 2 of Verdugo shall include the east half-street improvements for 163rd Ave. adjacent to the property, the north half-street of Pinnacle Peak Rd. from 161st Dr. to 158th Ln. Verdugo is responsible for the west half-street improvements for 158th Ln., however, since Verdugo does not access to this road it is not warranted until Altamira develops. Verdugo and Altamira have a JDA in place to address the cost-share of this roadway. Verdugo is also responsible for its proportionate share of the box culverts at the drainage channel and will participate in these costs with Altamira (per the JDA between Verdugo & Altamira) when these improvements are warranted.

Phase 3 is limited to the on-site improvements associated with Parcel 5.

San Ysidro Road is address via the Verdugo Development Agreement. A fee payment shall be made by Verdugo to the City of Surprise in-lieu of construction of San Ysidro Rd.

No sub-phasing is proposed at this time.

Architectural Design Guidelines

This section is intended to be used as a guideline to apply a high standard of architectural design and product compatibility. It should be used to communicate the overall Verdugo design theme to builder and designers and to simplify the design-review process.

The proposed homes will include one and two-story plans that exhibit high quality materials and architectural features. The house plans will be subject to a separate review and approval. All development will be subject to the City of Surprise Design Guidelines for Single-Family Detached Residential. Each product type shall require a minimum of three different floor plans, each with a minimum of three district elevations.

The homes shall include or conform to the following:

- Two-story homes will not be permitted along arterial roadways, on corner lots, or backing to the commercial parcel, unless there is a minimum of 30' setback from the structure to property line or right-of-way.
- Garages and garage doors will be de-emphasized on all plans with the use of front porches, recessed garages, side-entry garages, and offset third car garage doors. Windows on garage doors will be offered on all house plans.
- Windows and doorways on all four sides of the dwellings shall be enhanced with surrounds and/or recesses.
- The front entries shall be the focal point of the homes. Recessed entries or side entries will not be permitted unless a significant front courtyard or entry feature is provided.
- Stucco or block exteriors with optional stone, brick or wood accents.
- Covered rear patios designed to match the home.
- Ground mounted air conditioning and heating units.
- Concrete tile roofs.
- Accents and window treatments.
- Two-car garages standard, with optional three-car garage on some house products. Some houses may have side-entry garages. Recessed garages, porte-cochere's and/or carriage-style garage doors are encouraged to de-emphasize the garage frontage.
- Dual pane windows. Window frames and mullions finished with either baked enamel paint or anodized.
- Roof vents, flashing, pipes shall be painted to match roof tile color.
- Exterior light fixtures at the front entrance door. Enhanced exterior light fixtures next to the garage doors as an option.
- Metal flashing, vents, pipes, electrical panels and other exposed metal on elevations shall be painted to match the color of the house.

- Boxed fireplace chimneys to avoid exposed metal flues if buyers include a fireplace as an option, or if the owner adds a fireplace at a later date.
- The garages will be a minimum of 18 feet by 20 feet free of obstructions.
- Two parking spaces in driveways outside of the garage, except for the alley-loaded product. A minimum of 20 feet will be provided from the back of sidewalk to the face of the garage door.
- The use of reflective surfaces, except windows, shall be prohibited.
- Roof mounted equipment, except solar panels and related equipment, shall be prohibited.
- All utilities and ground mounted mechanical equipment shall be fully screened from view to neighboring properties and public streets.
- Accessory structures six feet or more in height and/or 120 square feet or more in area shall utilize like colors, materials and architectural style as the principal structure.
- Additions to principal and accessory structures shall utilize like colors, materials and architectural style as the principal structure and shall conform to existing rooflines.
- House products shall have choices of roof colors and roof material types.
- House products shall have choices of exterior accent materials such as, brick, stone or masonry.
- Each parcel shall provide a minimum of three floor plans with three distinctly different architectural elevations per plan.
- Roof lines will vary from homes on adjacent lots and directly across the street
- Garage service doors are to be standard on all floor plans.
- Medium Density parcel shall promote diversity in owner-occupied housing choices including (but not limited to) court homes, alley-loaded, green court, zero-lot line, townhome, etc.
- Medium Density parcel may include a unique architectural theme for the parcel as a whole (such as Tuscan, Monterey, etc.)
- A centralized, common amenity shall be provided within the medium density residential parcel.

Architectural Styles & Descriptions

Themed Architectural Styles are encouraged to promote intentional thematic style and character to the community. Below is a list of example Architectural Styles and Characteristics that are considered appropriate for the Verdugo community:

Santa Barbara

Influenced mainly by the architecture of Spain, Santa Barbara is actually a blend of Spanish, Mediterranean and Moorish/Islamic architectural styles. Stucco surfaces clad the structures with red tile roofs are dominant features of the Santa Barbara style. Wrought iron frames the windows, light fixtures, staircases, and other accented elements.

Characteristics:

- Low-pitched roofs
- Red Roof Tiles
- Little or no overhanging eaves
- Stucco Siding
- Arches, especially above doors, porch entries and main windows
- Asymmetrical shape
- Courtyards
- Cast ornaments

Spanish Eclectic

Most common in the Southwest and Florida, Spanish Eclectic architecture takes its cues from early Spanish Missionaries. Details include a blend of Moorish, Byzantine, Gothic, and Renaissance Architectural styles.

Characteristics:

- Low-pitched roofs
- Roof tiles
- Little or no overhanging eaves
- Decorative tile elements
- White, or light stucco siding
- Rounded windows and doors
- Asymmetrical shape
- Walled courtyards
- Decorative wrought iron
- Heavy carved wooden doors

Monterey

Free revival of Anglo-influenced Spanish colonial houses of Northern California, the Monterey style blended Spanish adobe construction with low-pitched tiled roofs and massed plan English shapes from New England. The style fuses Spanish Eclectic and Colonial Revival elements. Porches tucked under the main roof, these are related to French Creole style.

Characteristics:

- Front to back gable roofs; typically low-pitched
- Shingle or flat concrete tiles
- Balconies supported by simple columns
- Square wood posts
- Light stucco exterior
- Shutters framing windows
- Raised entry porch
- Asymmetrical massing

Craftsman

Originating in southern California and made popular at the turn of the 20th century by architect and furniture designer Gustav Stickley, the Craftsman exhibits low and broad proportions with little ornamentation. The style features overhanging eaves, low-slung gabled roof and wide front porches framed by pedestal-like columns. Cladding materials include natural stone, rough-hewn wood and stucco.

Characteristics:

- Low-pitched gable roofs
- Eave overhang
- Decorative beams or braces under gables
- Porches either full or partial width
- Roof supported by tapered square columns
- Exposed roof rafters
- Asymmetrical shape
- Natural material for siding

**The above Architectural Styles and Characteristics are intended to be representative of acceptable themed architectural styles. All architecture is subject to City of Surprise Design Review. Builder may submit alternate architectural styles and characteristics for consideration.*

Plat/Lot Design Guidelines

- Streets shall be developed as specified in the Circulation section of the narrative.
- The calculations for Useable Open Space will include those areas designated for active recreation and that are improved with some recreational amenity, multi-use turf area or trail. Passive Open Space is designated as landscaped refuge areas not conducive to active recreational activities.
- Useable Open Space shall not include any of the following:
 - › Dedicated streets, alleys, vehicular drives, parking, loading and storage areas; required setback areas except where tracts are delineated; reservation of public park and school sites for which the City or school district shall be required to purchase; areas reserved for the exclusive use or benefit of an individual owner or tenant; or concrete areas designed primarily for the conveyance of water.
- The Dedication Statement on the final plat shall include provision dedicating all open space and retention areas as tracts, providing for the maintenance of such areas and adjacent right-of-way by an established homeowners association, and precluding such areas from future development.
- Trail easement shall be recorded over the multi-use trail on the final plat.
- Diversity of pavement materials is encouraged for trails. Example: compacted DG for multi-purpose trail provides color and texture diversity. Pavers at entry and pedestrian crossings provide traffic calming effect.
- Rights-of-way and retention areas shall be improved with landscaping as required by the City of Surprise Zoning Ordinance.
- Entry features including decorative entry signage, landscaping, and stamped concrete or stamped asphalt shall be required for the main entrances off of Citrus Road and Van Buren Street.
- Blocks should terminate with landscape tracts where feasible having a width of at least 10 feet.
- Short block lengths are encouraged to promote pedestrian connections and walkability.
- Tree-lined streets will be provided in all single family public streets. A theme tree species is encouraged to promote a sense of place and cohesion within specific parcels.
- Hierarchy of trees is encouraged at main entries and focal points. For example: palms at main entry, large specimen trees in traffic circle, etc.

Landscape/Perimeter Wall Design Guidelines

- There shall be an integrated landscape palette and theme wall for each parcel as outlined in the approved PAD.
- Plant materials shall be selected from a final plant palette and approved by the City of Surprise.
- Accent plant materials shall be low water use plants known for form, color and visual texture.
- The final landscape plan shall be designed in conjunction with the project grading and drainage plan.
- The PAD plan will provide a decorative theme wall around the perimeter of the development with pilasters or columns at appropriate intervals and angle points.
- Theme walls shall incorporate multiple varieties including: solid theme wall, partial view wall and full view fence. The theme of the walls and materials shall be consistent with the other materials incorporated in the community theme, entry, amenities and housing product.
- Any view fencing shall consist of split face CMU block with tubular steel fencing along the top.
- The entry monuments & portals shall incorporate a themed archway that serves as both an iconic monument for the community and portal to the main community park and pathway system(s).
- Entry landscaping shall consist of low-water use desert trees and shrubs with small boulders as an accent. Landscape materials will include accent lighting.
- 'Dark Sky' design principals are encouraged in the use of accent lighting. All lighting fixtures shall fully shield the light source. Downward projected light sources are encouraged. Uplights shall be used at entries and focal areas only for accent, and shall be restricted to low voltage with a maximum lumen output of 1200 lumens per light fixture, and shall have a shield extending beyond the light housing. Use of LED lighting is encouraged.
- Water conservation technology is encouraged in the landscape irrigation system. Irrigation controllers for all open space areas should utilize ET based or should be labelled as a 'Watersense' irrigation controller by the EPA, and capable of adjusting water supply based on weather conditions, including solar radiation, rain, and wind.

Legal Description

PINNACLE PEAK COUNTRY ESTATES-PARCEL A

A portion of Section 7, Township 4 North, Range 1 West, of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, more particularly described as follows:

COMMENCING at the Southwest corner of said Section 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 TRUE 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 West, 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 06 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;

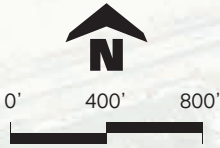
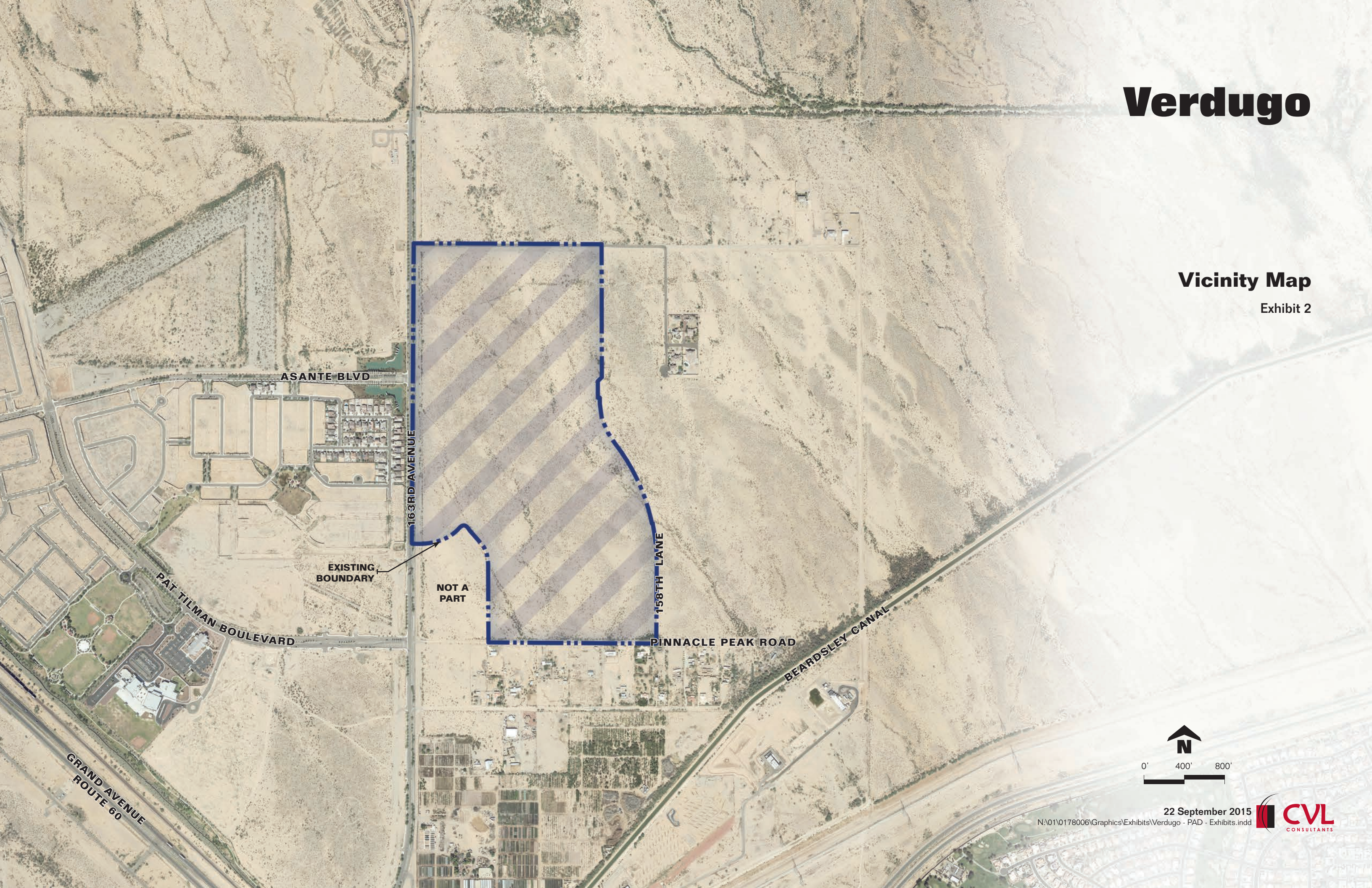
THENCE along said curve, having a radius of 550.00 feet, concave Northerly, through a central angle of 37 degrees 02 minutes 09 seconds, a distance of 355.52 feet;

THENCE North 89 degrees 55 minutes 15 seconds West, a distance of 135.00 feet to the TRUE POINT OF BEGINNING.

Verdugo

Vicinity Map

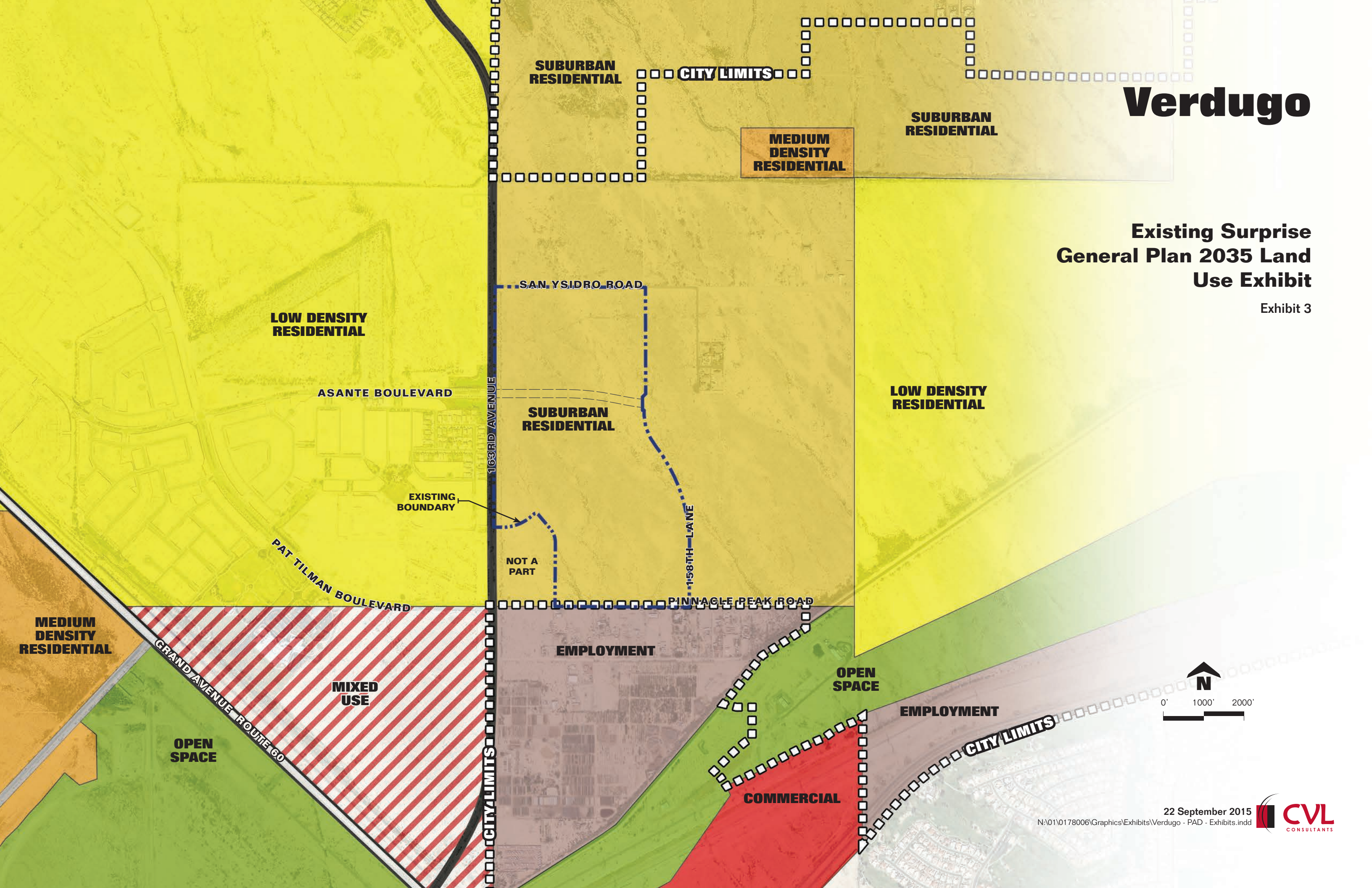
Exhibit 2



Verdugo

Existing Surprise General Plan 2035 Land Use Exhibit

Exhibit 3



22 September 2015

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Verdugo

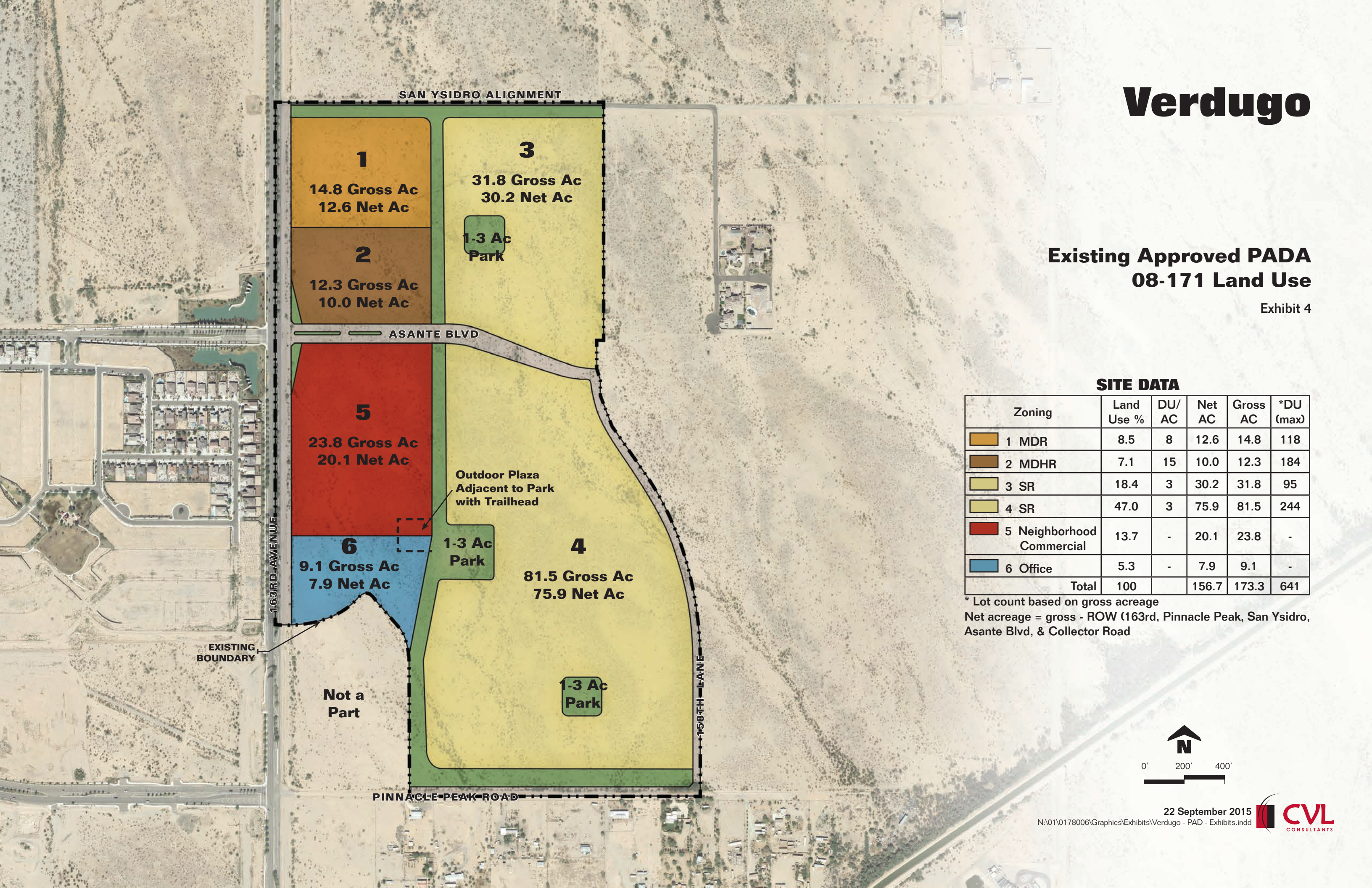
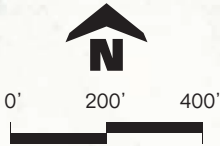
Existing Approved PADA 08-171 Land Use

Exhibit 4

SITE DATA

Zoning	Land Use %	DU/ AC	Net AC	Gross AC	*DU (max)
1 MDR	8.5	8	12.6	14.8	118
2 MDHR	7.1	15	10.0	12.3	184
3 SR	18.4	3	30.2	31.8	95
4 SR	47.0	3	75.9	81.5	244
5 Neighborhood Commercial	13.7	-	20.1	23.8	-
6 Office	5.3	-	7.9	9.1	-
Total	100		156.7	173.3	641

* Lot count based on gross acreage
Net acreage = gross - ROW (163rd, Pinnacle Peak, San Ysidro, Asante Blvd, & Collector Road)



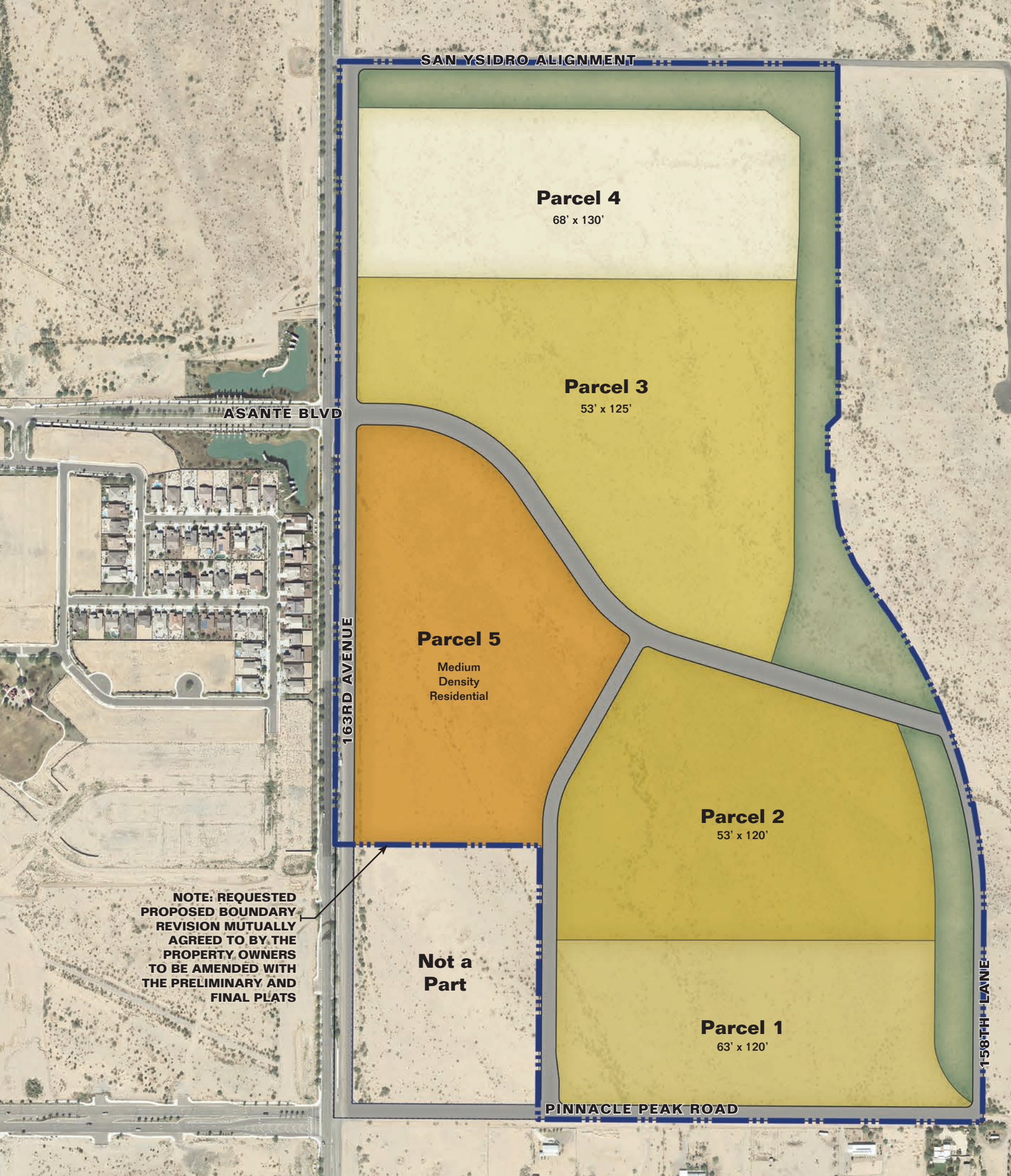
Verdugo

Proposed Land Use

Exhibit 5

RESIDENTIAL MINIMUM STANDARDS			
If these development standards should conflict with IRC building codes, the more restrictive will apply.			
Min Lot Area	5,800 sf	6900 sf	7450 sf
Min. Lot Width	53'	63'	68'
Min. Lot Depth	110'	110'	110'
*Bldg. 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 Adj. to Arterial	one-story	20'	
	two-story	25'	
Min. Distance between Houses		10'	
Bldg. Height		30	
Accessory Structure Setbacks			
Rear		5'	
Side		5'	
From Primary Structure		5'	

SITE DATA		
GROSS AREAS (AC & SF)	173.34	7,550,561
PARCEL 1 (63' X 120')	24.40	1,063,055
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	DU/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%



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

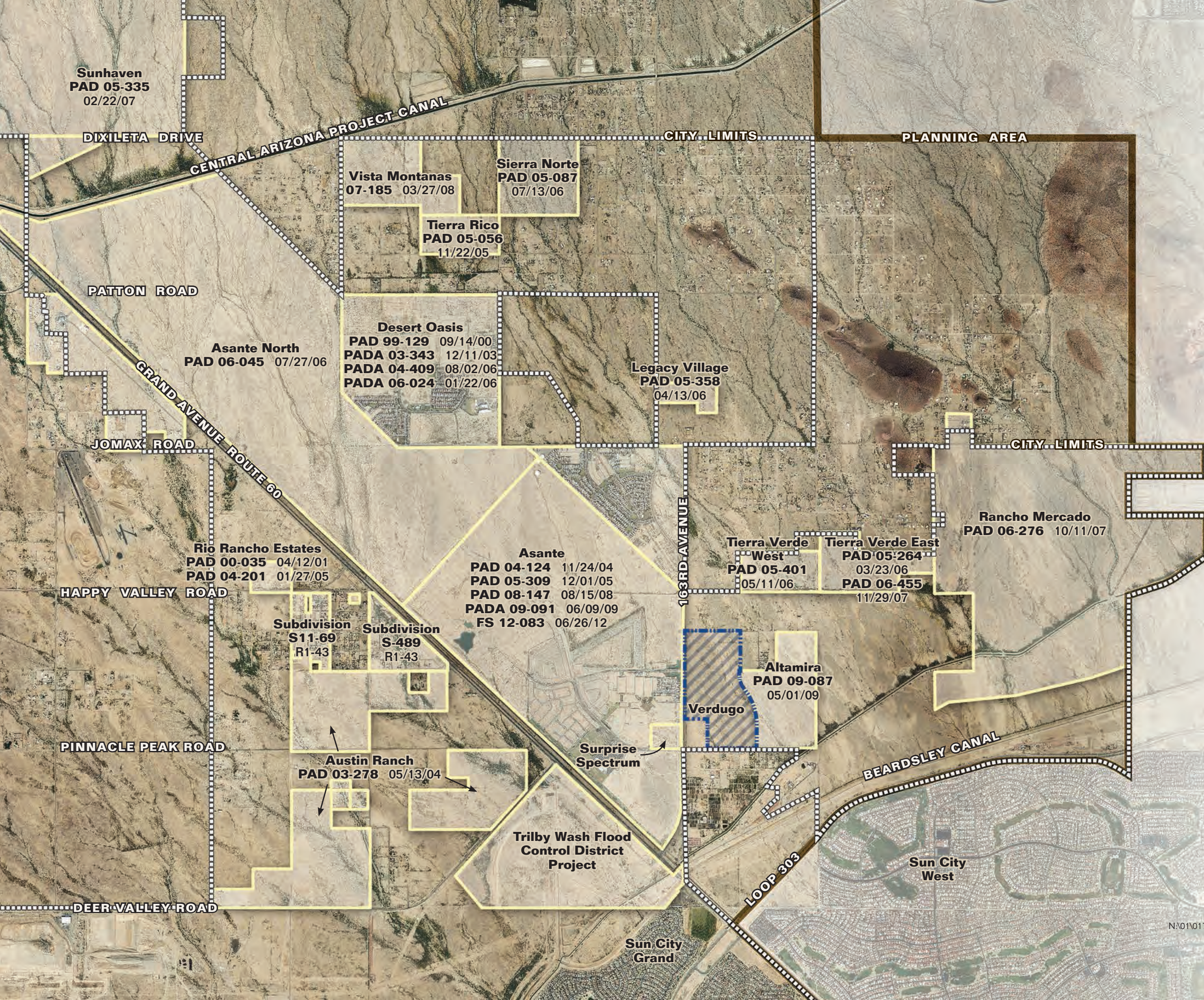
Not a Part



Verdugo

Location Map

Exhibit 6



22 September 2015

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Verdugo

Surrounding Development Photos

Exhibit 7



Asante's 163rd
Avenue Entry
Monument



Typical Asante Home



158th Avenue Home



Pinnacle Peak Road Looking East



Pinnacle Peak Road Homes on South



Verdugo

Commercial Growth Center

Exhibit 8



Location Map

General Plan 2035
ANTICIPATED GROWTH



Growth Areas

Employment Centers	Special Districts	Growth Corridors
7 - Employment / Airport Preservation	Preserve	Scenic Corridor
1 - Downtown	14 - White Tank Mountains	5 - Sun Valley Parkway Scenic Corridor
2 - Regional Centers	13 - Rural Residential	6 - Grand Avenue Transit Corridor
3 - Business Park	Resort	High Speed Corridor
9 - Commercial Center	4 - Resort	16 - Loop 303 Corridor
10 - Commercial Center	Business Park	
11 - Mixed Use Center	8 - Business Park	
12 - Industrial Center		
15 - Mixed-Use Center		
Limited Growth		

Note: Edges of growth areas shown on map do not have strict or defined boundaries, they are generalized areas.

22 September 2015

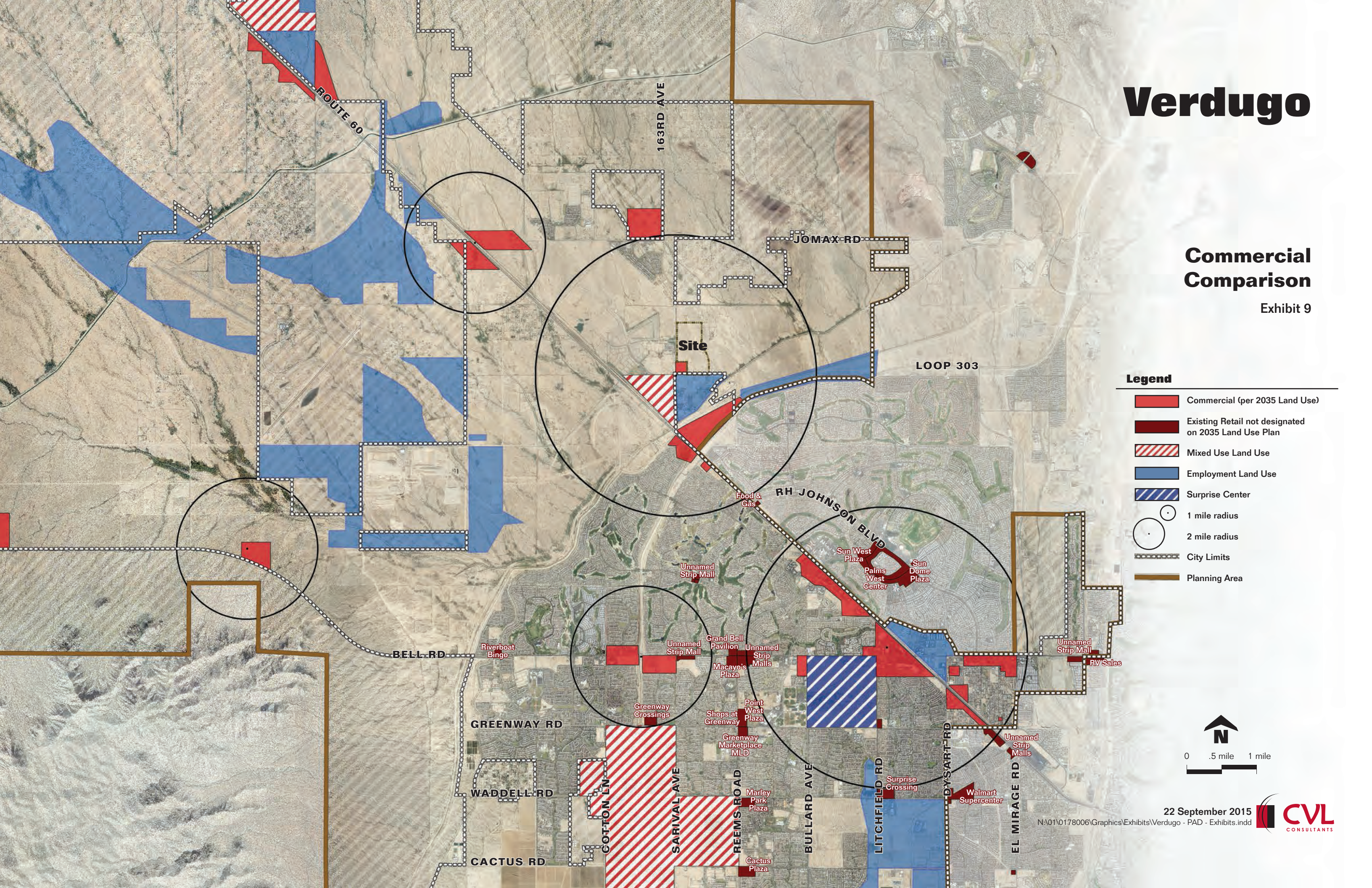
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Verdugo

Commercial Comparison

Exhibit 9



Legend

- Commercial (per 2035 Land Use)
- Existing Retail not designated on 2035 Land Use Plan
- Mixed Use Land Use
- Employment Land Use
- Surprise Center
- 1 mile radius
- 2 mile radius
- City Limits
- Planning Area

North Arrow

0 .5 mile 1 mile

Verdugo

Overall Landscape Plan

Exhibit 10

Neighborhood Park with Tot Lot

- Small Ramada
- Theme Platform Play Structure
- Net Plex Play Structure
- Turf Open Space

Primary Entry Monument

Note: Entry monuments will be setback a minimum of 10' from the ROW and nearby walls. The locations will not obstruct the sight visibility distance.

Trail corridor in channel with low level light bollards. Active play amenity to be provided in trail corridor (Frisbee golf or similar)

Main Park with Trail Connection

- Ramada
- Large Playground Structure
- Turf Open Space
- Trail Connection

Decorative Faux Bridge Crossing and Pedestrian Trail Crossing

Local Street Trees Shown for Character only. Final Locations to be Coordinated with Final Driveway Locations at Install

Neighborhood Park with Basketball Court

- Ramada
- Theme Platform Play Structure
- Turf Open Space
- Trail Connection

Low Column with Pot Accent

Not a Part

Secondary Entry Monument

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



22 September 2015

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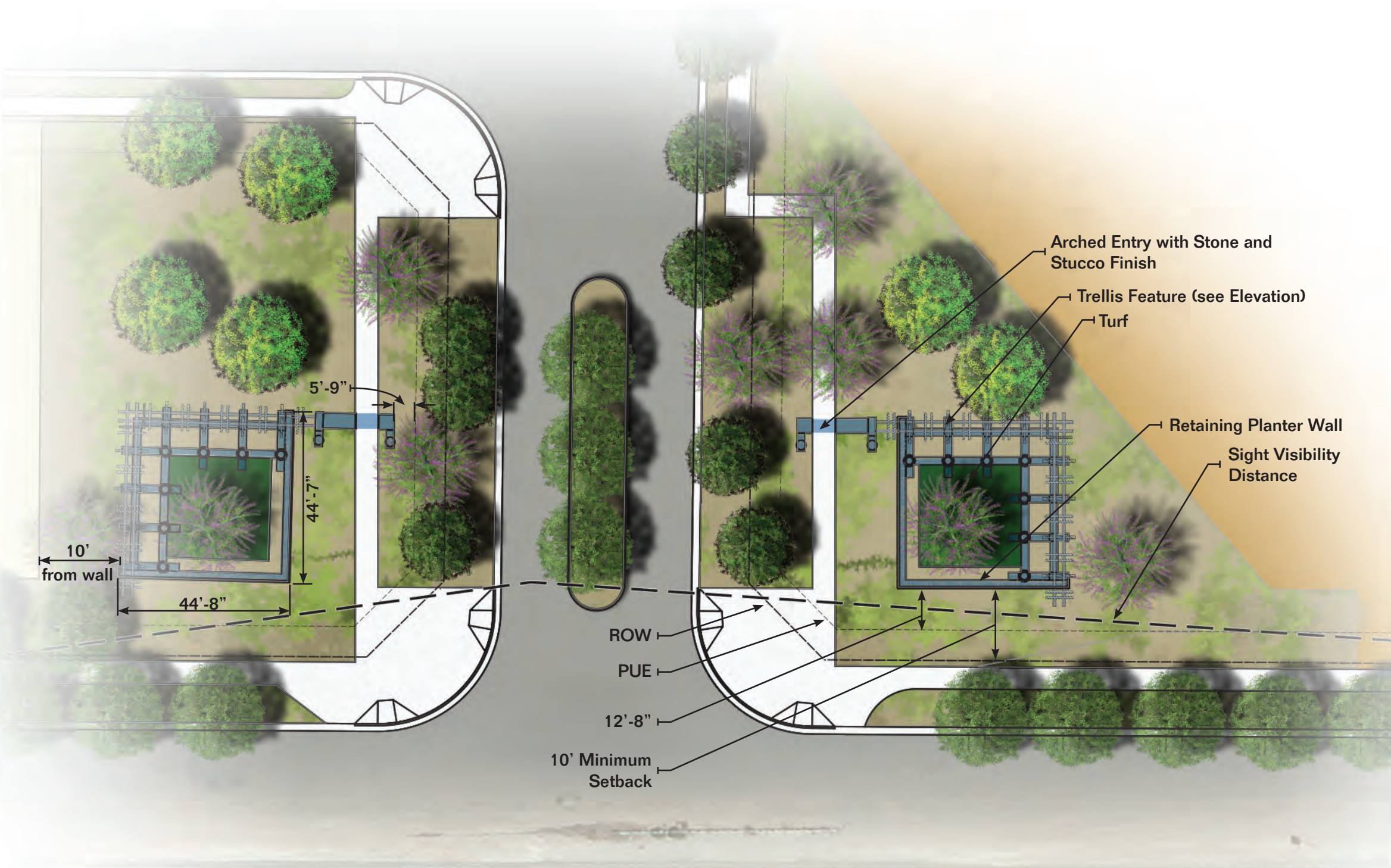


Verdugo

Entry Monument Plan View

Exhibit 11

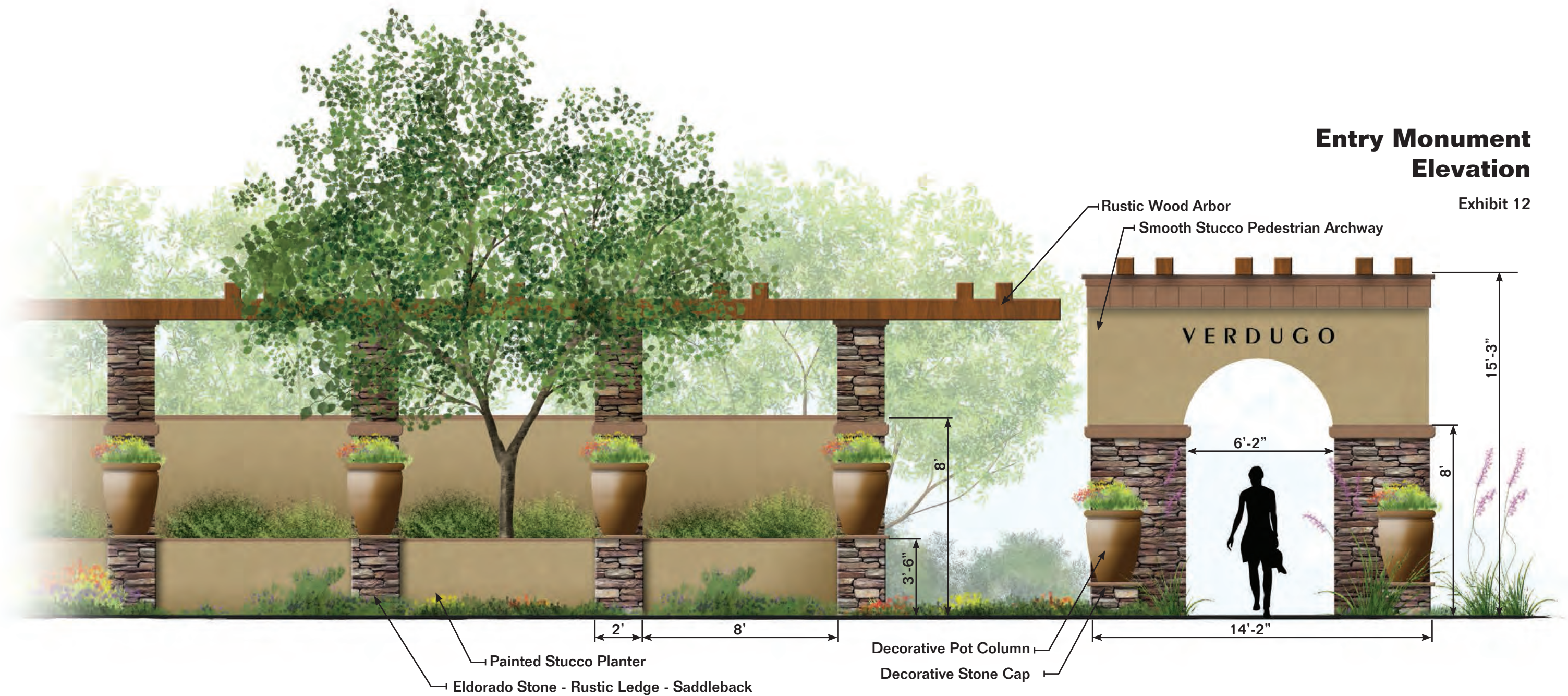
- Notes:
- 1. Refer to Overall Landscape Plan for locations
 - 2. Primary Entry shall have monuments on both sides
 - 3. Secondary Entry shall have monument on one side
 - 4. All entry monument structures will be located outside the ROW and PUE
 - 5. The entry monument will be setback a minimum of 10'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



Verdugo

Entry Monument Elevation

Exhibit 12



Verdugo

Bridge Concept

Exhibit 13



Rock Gabion Retaining Walls

Integral Colored Concrete Bands

Decorative Cobblestone Pavers

Decorative Guardrail with Stone Columns and Rusted Steel Rails



22 September 2015

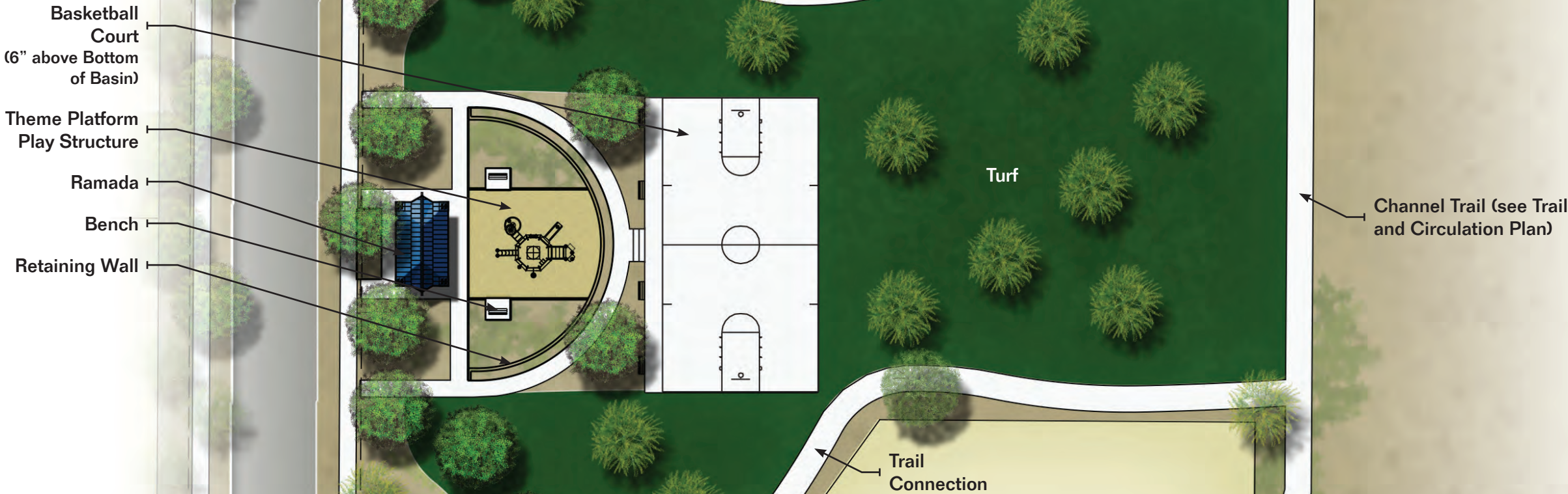
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Verdugo

Neighborhood Park with Basketball Court

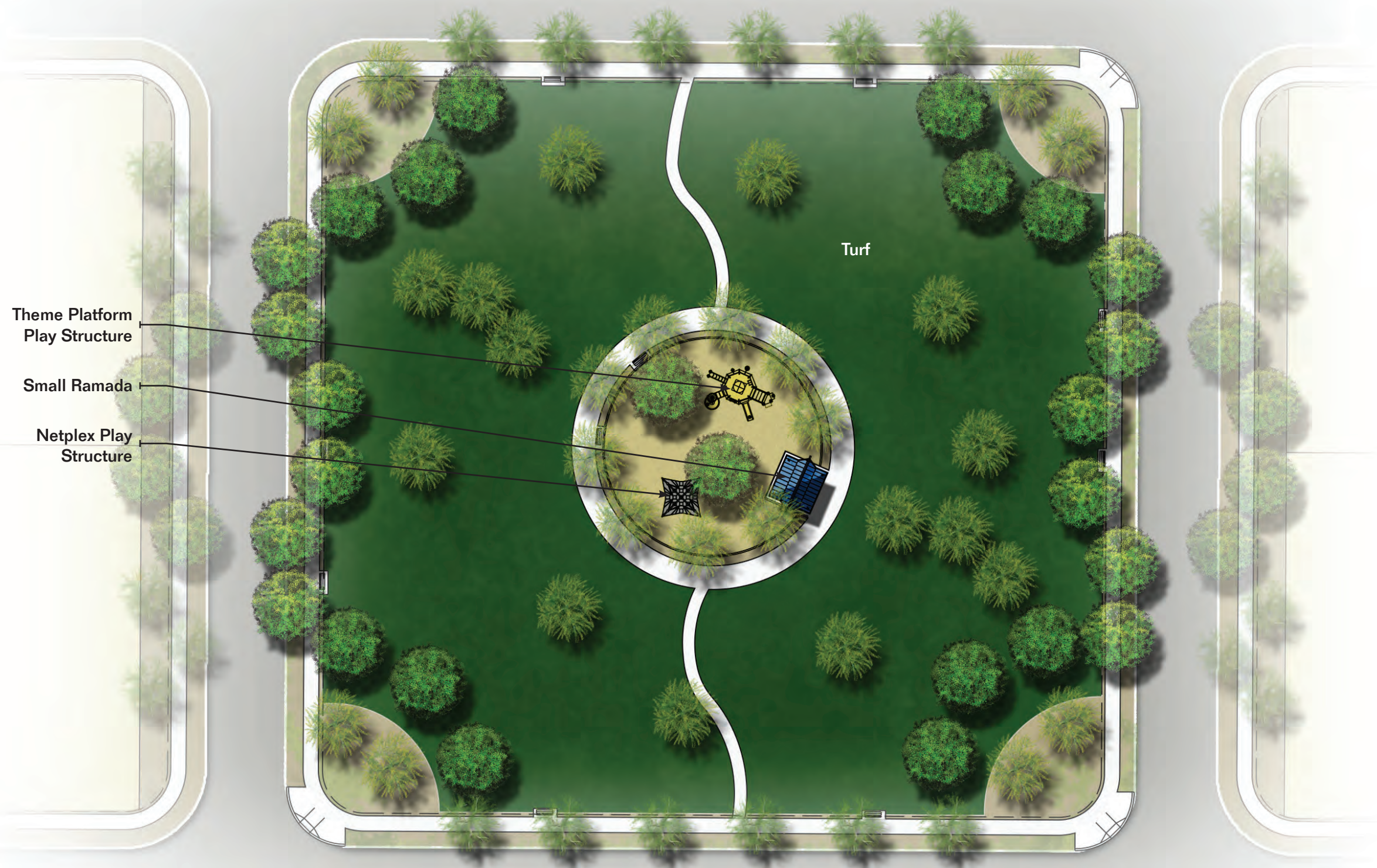
Exhibit 14



Verdugo

Neighborhood Park with Tot Lot

Exhibit 15



Verdugo

Main Park with Trail Connection

Exhibit 16



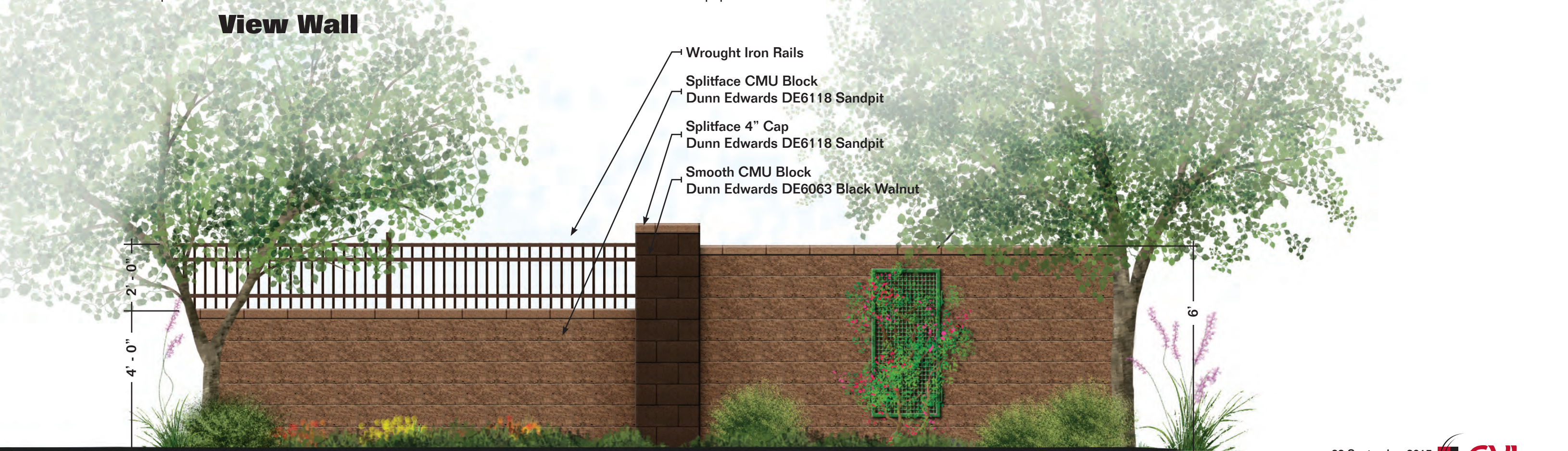
Verdugo

Wall Elevation Exhibit

Exhibit 17



View Wall



Partial View Wall

Theme Wall

Verdugo

Trail and Circulation Plan

Exhibit 18

Legend

-  Local Trail per City of Surprise Trails Master Plan (TMP)
-  Trail Developed to City of Surprise "Local Trail" Standards
-  Canal Access to Maricopa Regional Trail
-  Maricopa Regional Trail

Note: Local Trails within the Verdugo Project Boundary shall have a dedicated trail/sidewalk easement that provides public access.



163RD AVENUE

158TH LANE

PINNACLE PEAK ROAD

Primary Entry Monument

Verdugo

Altamira

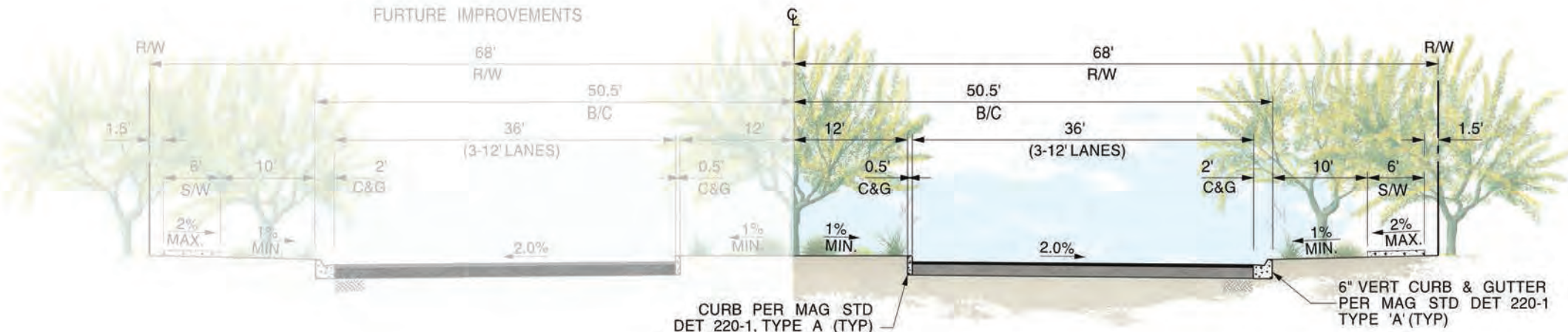
NOTE: REQUESTED PROPOSED BOUNDARY REVISION MUTUALLY AGREED TO BY THE PROPERTY OWNERS TO BE AMENDED WITH THE PRELIMINARY AND FINAL PLATS

Secondary Entry Monument

Verdugo

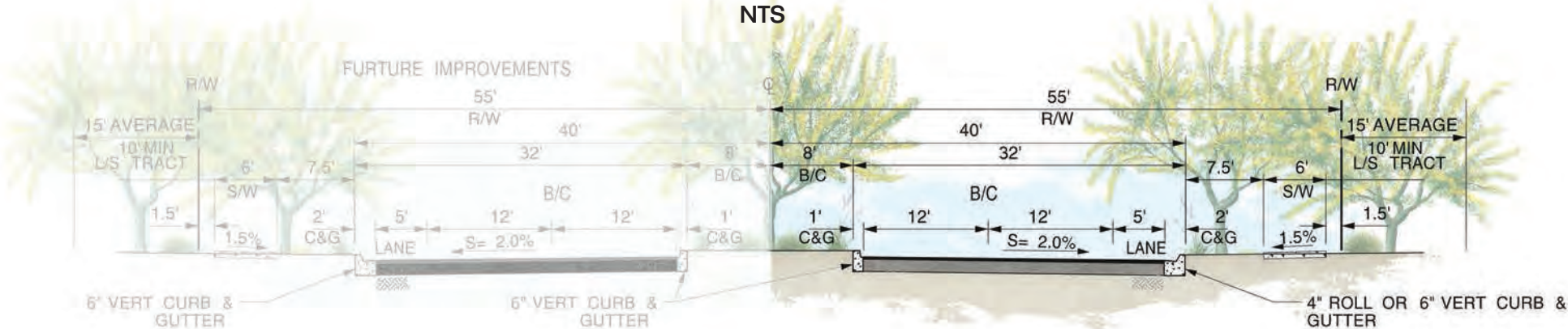
Street Sections

Exhibit 19



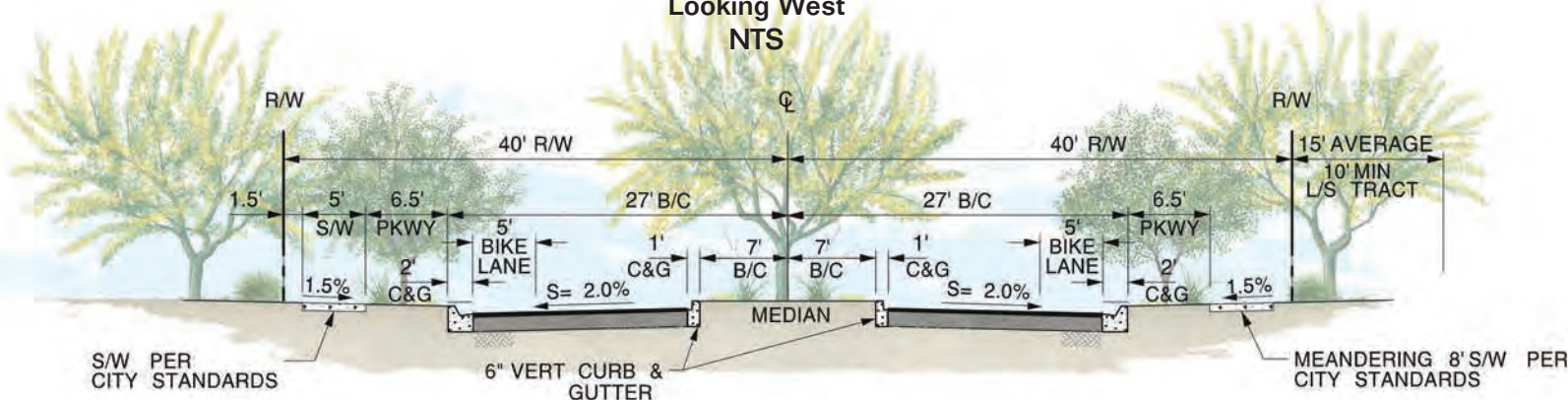
163th Avenue (Half Street)

Looking North
NTS



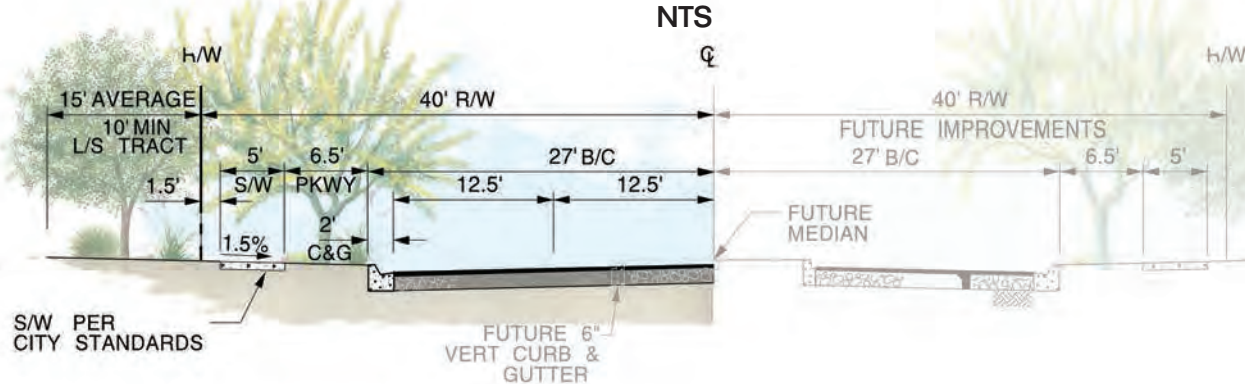
Pinnacle Peak Road (Half Street)

Looking West
NTS



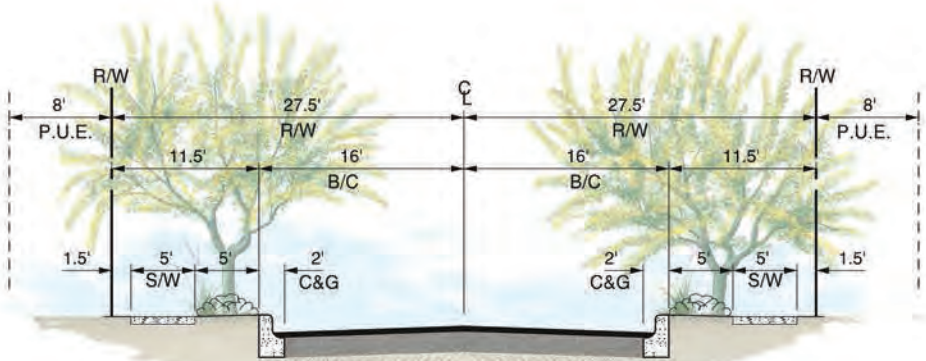
Asante Boulevard

Looking North / East
NTS



158th Lane (Half Street)

Looking North
NTS



Local Street

NTS

BEUS GILBERT
P.L.L.C.

ATTORNEYS AT LAW

4800 NORTH SCOTTSDALE ROAD
SUITE 6000
SCOTTSDALE, ARIZONA 85251-7630
(480) 429-3000
FAX (480) 429-3100

JEFFREY M. BLILIE
DIRECT (480) 429-3030

EMAIL: JBLILIE@BEUSGILBERT.COM

87277-0001

May 15, 2009

VIA HAND DELIVERY

Jeff Mihelich
Community Development Director
City of Surprise
12425 W Bell Road
Surprise, AZ 85374

Re: Minor Amendment
Verdugo Planned Area Development (PAD08-171)

Dear Jeff:

Attached you will find our application for a Minor Administrative Amendment to the Verdugo Planned Area Development. You will recall that this PAD was recently approved by the Mayor and Council as an amendment to a portion of the original Pinnacle Peak County Estates PAD, which was approved by the City in 2004.

With the approval of the Verdugo PAD coming on April 22nd, a final copy of the PAD document was provided to staff. Subsequent to that final document being provided a re-review of the Circulation section revealed an error that had not been addressed prior to the approval.

When the Verdugo PAD was first submitted, staff had commented that as 163rd Avenue was designated as a parkway on the General Plan 2030 Transportation Plan we would be required to provide for the requisite 100' half street. As the PAD application moved forward and negotiations began on the Development Agreement it was determined that due to the west half of 163rd Avenue south of Jomax Road only being developed as a Major Arterial the parkway would not continue past Jomax Road and we would not be required to develop the east half of the roadway as a parkway.

Subsequent to this determination by the City, we moved forward and received approval of the Verdugo Development Agreement without any language about a 163rd Avenue parkway or impact fee credits for that parkway. We however, did not remove the parkway reference from the PAD document.

Attached is a revised Circulation section from the PAD as well as a revised Street Section exhibit for 163rd Avenue for inclusion within the previously approved document or to be added

Jeff Mihelich
May 15, 2009
Page 2

as an appendix. The revisions made only include the necessary changes in representing 163rd Avenue as a Major Arterial versus a Parkway. The remaining language and exhibits have all stayed the same as that approved by the Mayor and Council in April.

We would appreciate your review of this minor amendment to the Verdugo PAD and the City's approval noted below. If you have any questions or comments, please do not hesitate to contact me.

Very truly yours,

BEUS GILBERT PLLC


Jeffrey M. Blilie, Esq.

JMB/arj

Attachment

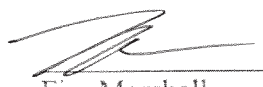
cc: Adam Copeland, Planner

Approved by:


Community Development Director Date: 6-9-09


Water Services Director Date: 6-8-09


City Engineer Date: 6-4-09

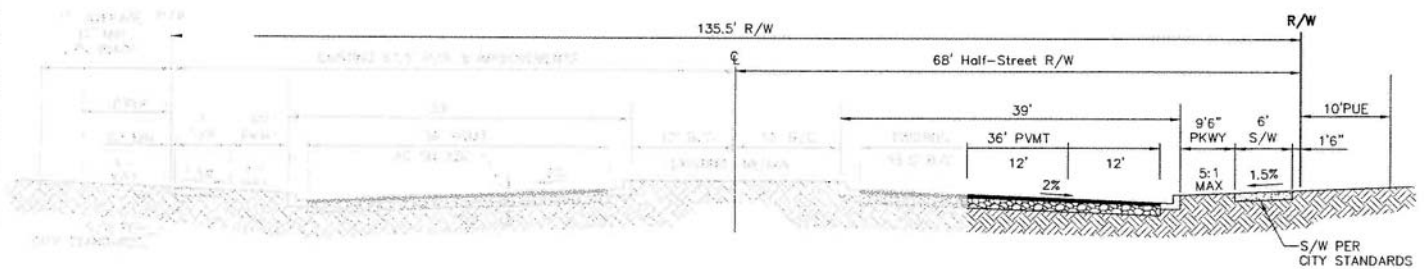

Fire Marshal Date: 6/5/09

Verdugo

Planned Area Development

Surprise, Arizona

Revised Major Arterial Cross Section



163rd Avenue Looking North

NTS

DATE: 05.15.09
N.T.S.



2225 N. 18th St., Ste. 200
Phoenix, AZ 85016
Phone: (602) 944-9933
Fax: (602) 944-9933



Community Development Department
Planning and Zoning Division
12425 W. Bell Road, Suite D100
Surprise, Arizona 85374
Ph: 623.222.3154
Fax: 623.222.3001
TTY: 623.222.1002

April 24, 2009

Andy Jochums
AJOCHUMS@BEUSGILBERT.COM

**RE: City Council Approval for PADA08-171
Pinnacle Peak Country Estates - Verdugo**

Dear Applicant:

The above-referenced application was approved on April 23, 2009, by the City of Surprise City Council. Attached is a copy of any approved stipulations.

In order to finalize the approval, the applicant must submit the following items **within fifteen (15) days** of this notice:

1. One (1) copy of the updated PADA, including all adopted stipulations, the ordinance approving the PADA and any modifications approved by the City Council.

The applicant must now remove from the property all signage advertising the public hearings. These signs **must be removed** within one week after the final disposition of the case.

If you require further information or assistance, please do not hesitate to contact the Planning office at 623.222.3154.

Sincerely,

SURPRISE COMMUNITY DEVELOPMENT

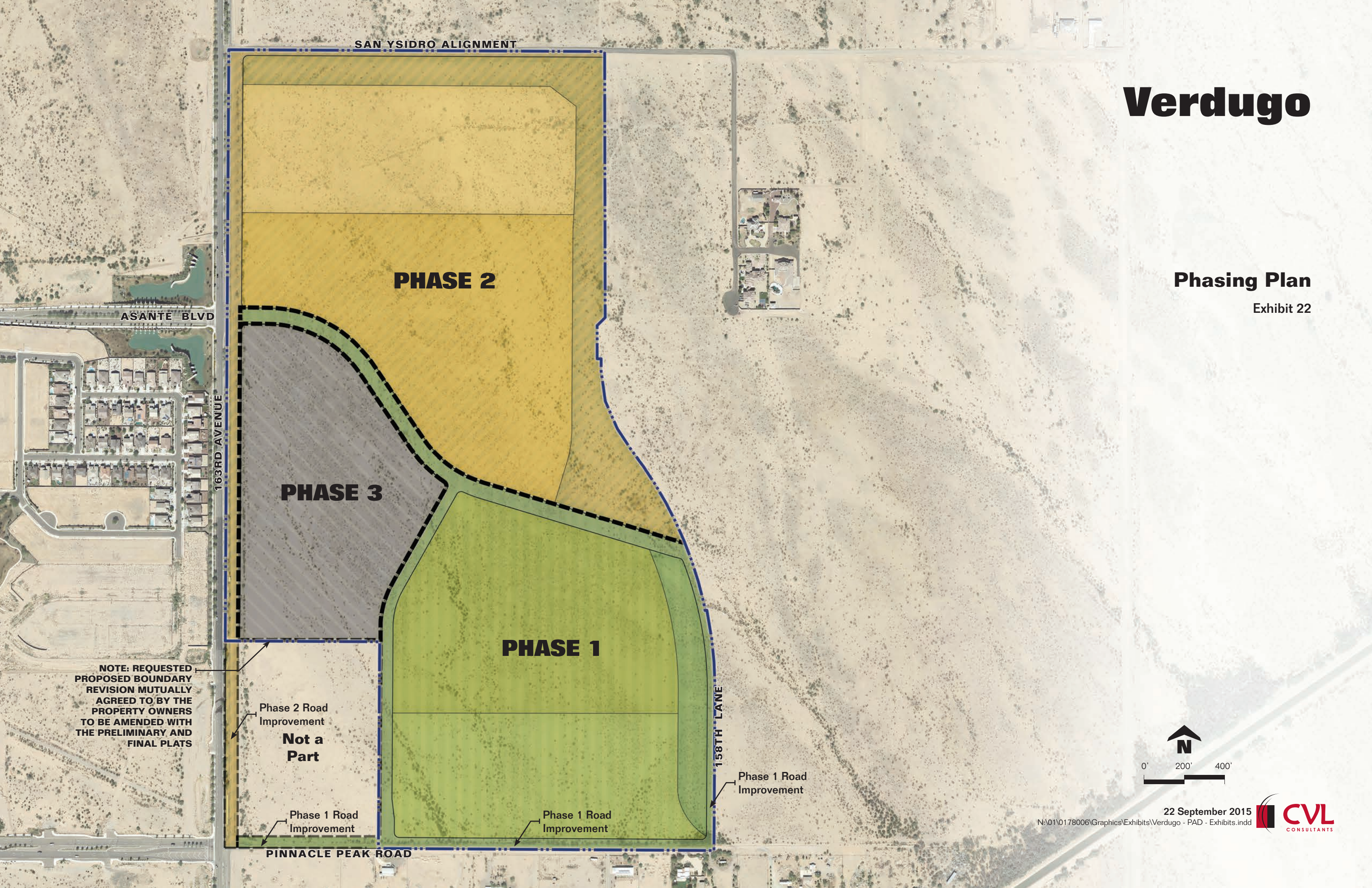
Stipulations:

- a. All development will be bound by the applicable codes adopted by the city.
- b. There is a proposed outside third party drainage study to be conducted on the offsite drainage contributions to the existing drainage feature north of the Happy Valley Road Alignment. The results of this study may have a direct impact on the offsite drainage impacting this project.
- c. Provided the outside third party drainage study is completed and formally adopted by the City of Surprise, then any impacts such study may have on the hydraulic/hydrology calculations and civil plans for the project shall be accounted for in the drainage report for the property.
- d. A Detailed Water, Waste Water, and Reclaimed Master Plans must be submitted prior to any plat or site plan approval.
- e. A school district agreement shall be approved by Dysart Unified School District prior to any plat or site plan approval.
- f. An ingress & egress easement shall be included within the sewer line easement along San Ysidro Road. The size of the easement will be reviewed and approved by the Public Works Director.
- g. Owner shall dedicate twenty seven and one half feet (27 ½') of right of way for San Ysidro Road along the northern boundary of its property with the first final plat approved within the property. Owner shall complete design and engineering of the portion of San Ysidro Road adjacent to the property (the "San Ysidro Road Requirement") and shall receive approval from the City of Surprise for such design and engineering prior to Owner's receipt of building permits for fifty percent (50%) of the total residential units platted and/or approved within the Property, such approval not to be unreasonably withheld, conditioned or delayed. Owner shall complete construction of the San Ysidro Road Requirement and shall receive conditional approval, approval that starts the warranty period, from the City of Surprise for such work prior to Owner's receipt of building permits for seventy five percent (75%) of the total residential units platted and/or approved within the Property, such approval not to be unreasonably withheld, conditioned or delayed. However, in the event that the City-approved traffic impact analysis for the Property ("TIA") determines that the San Ysidro Road Requirement is not necessitated by Owner's project, and Owner elects not to use San Ysidro Road to provide access to the Property, then Owner may elect not to construct the San Ysidro Road Requirement and instead post a financial assurance in a form reasonably acceptable to the City Attorney and City Engineer and in an amount equal to the engineer's estimate of the construction costs for the San Ysidro Road Requirement, such that the City of Surprise can draw on such financial assurance to construct the San Ysidro Road Requirement. Owner shall post such financial assurance prior to Owner's receipt of building permits for seventy five percent (75%) of the total residential units platted and/or approved within the Property. Regardless of the outcome of the TIA, in the event Owner adds traffic in any manner to San Ysidro Road, including but not limited to the construction of a curb cut on San Ysidro Road, then Owner shall construct the San Ysidro Road Requirement.

Verdugo

Phasing Plan

Exhibit 22



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

Phase 2 Road
Improvement
**Not a
Part**

Phase 1 Road
Improvement

Phase 1 Road
Improvement

Phase 1 Road
Improvement



22 September 2015

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4550 N 12th Street
Phoenix, AZ 85014

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

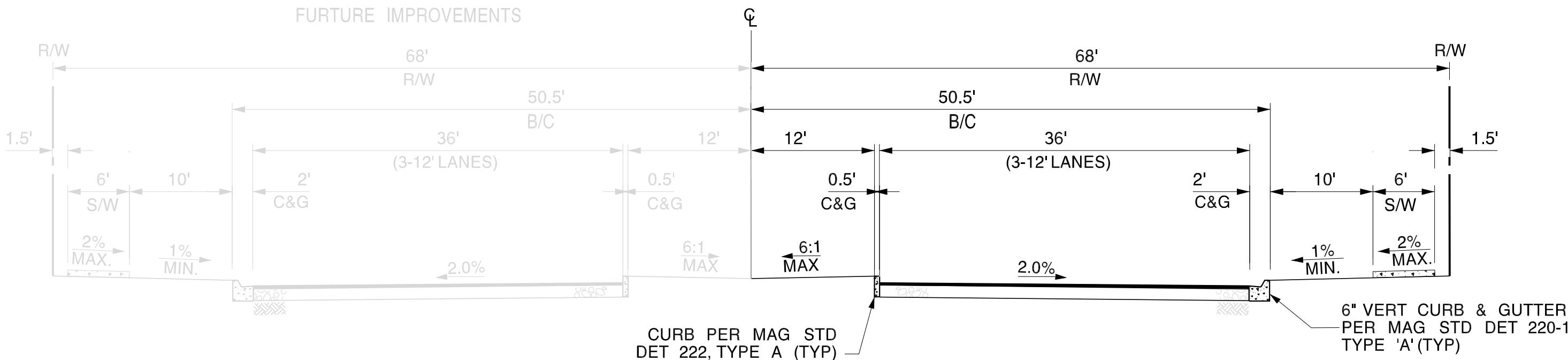
CITY OF SURPRISE BENCHMARK #44 BEING A 3" MARICOPA COUNTY BRASS CAP IN THE WEST EDGE OF HEADWALL, APPROXIMATELY 20' EAST OF THE EDGE OF PAVEMENT OF 163RD AVENUE, APPROXIMATELY 1340' NORTH OF THE INTERSECTION OF 163RD AVENUE AND SAN YSIDRO ROAD, ELEVATION 1388.83' (NAVD 88)

FLOOD ZONE CERTIFICATION

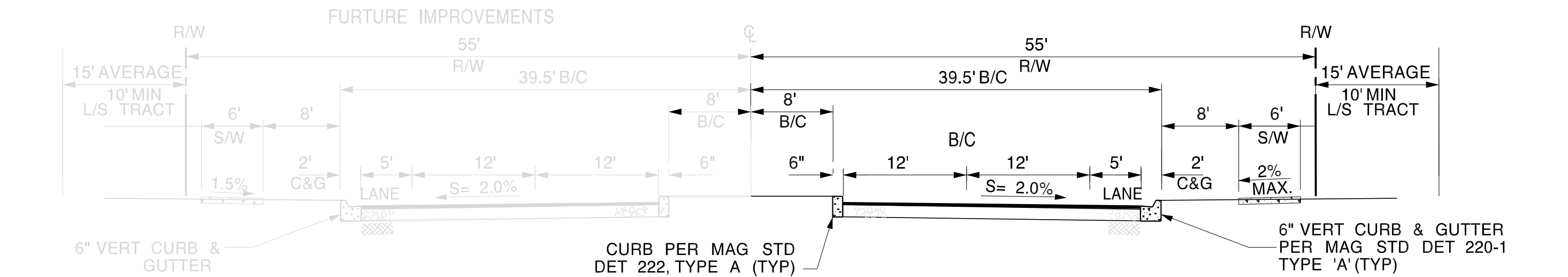
THIS IS TO CERTIFY THAT A PORTION OF THE SURVEYED PROPERTY IS LOCATED WITHIN THE ZONE "A" FLOOD HAZARD AREA AS DEPICTED ON THE PLAT OF SURVEY AND THAT THE REMAINDER OF THE SURVEYED PROPERTY IS LOCATED WITHIN THE SHADED ZONE "X" FLOOD HAZARD AREA PER FIRM MAP PANEL NUMBER 04013C12101 DATED OCTOBER 16, 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.

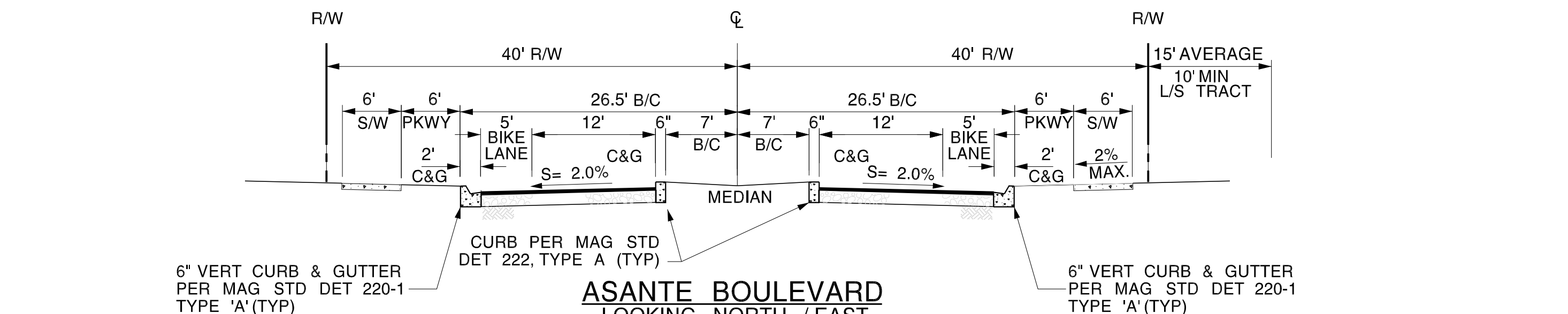
SHADED ZONE "X" AS DEFINED BY FEMA IS:
AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.



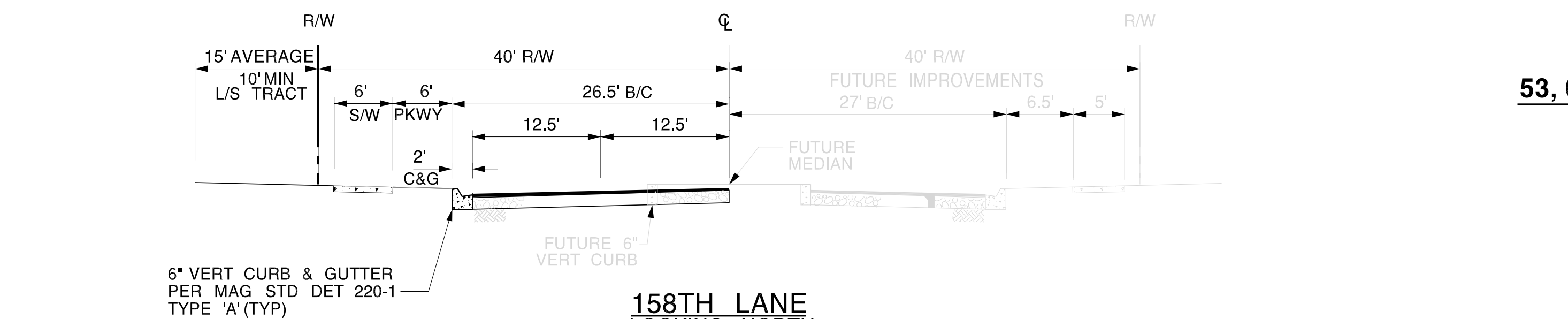
163RD AVENUE
163RD AVENUE LOOKING NORTH
NTS



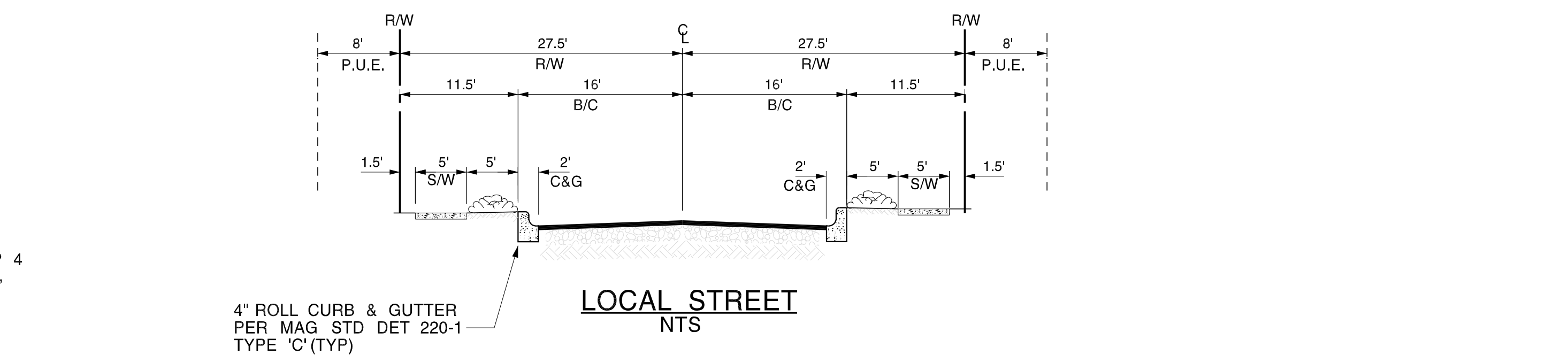
PINNACLE PEAK ROAD
PINNACLE PEAK LOOKING WEST
NTS



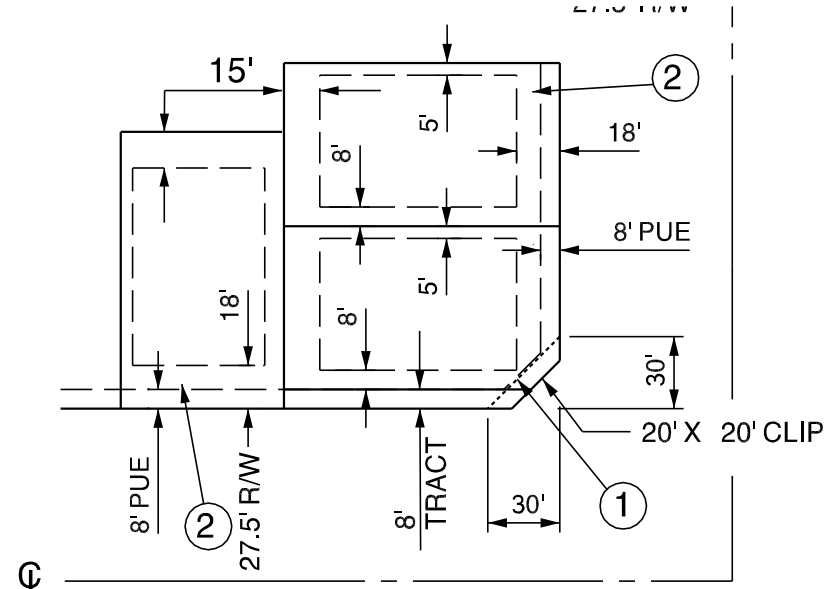
ASANTE BOULEVARD
LOOKING NORTH / EAST
NTS



158TH LANE
LOOKING NORTH
NTS



LOCAL STREET
NTS



SETBACKS	
FRONT	18'
REAR	15'
SIDE	5' & 8'

- LOCAL TO LOCAL STREET INTERSECTIONS MAY HAVE A 30' X 30' UNOBSTRUCTED VIEW EASEMENT
NO OBJECT WITHIN VISIBILITY TRIANGLES MAY EXCEED 30" IN HEIGHT.
- 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 ENCRoACH 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

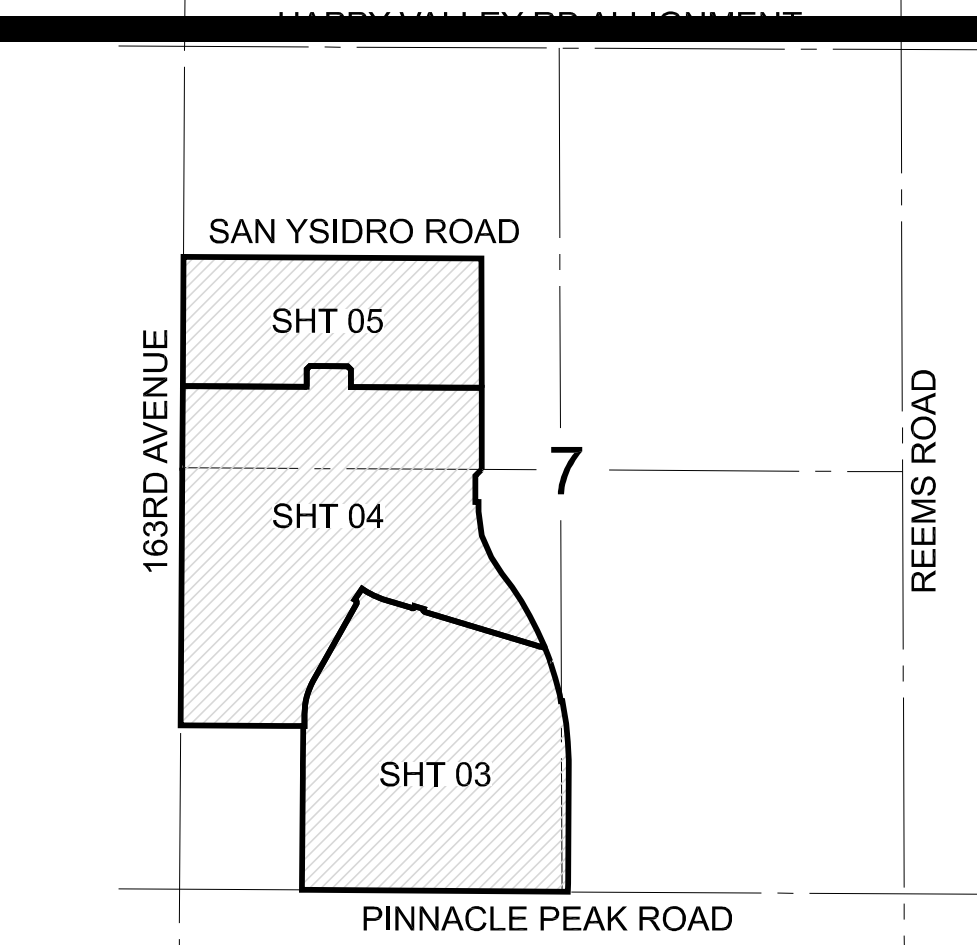
WATER CITY OF SURPRISE
SEWER CITY OF SURPRISE
FIRE CITY OF SURPRISE
REFUSE CITY OF SURPRISE
ELECTRIC ARIZONA PUBLIC SERVICE
TELEPHONE CENTURY LINK
GAS CENTURY LINK
CABLE CENTURY LINK

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, SUITE 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



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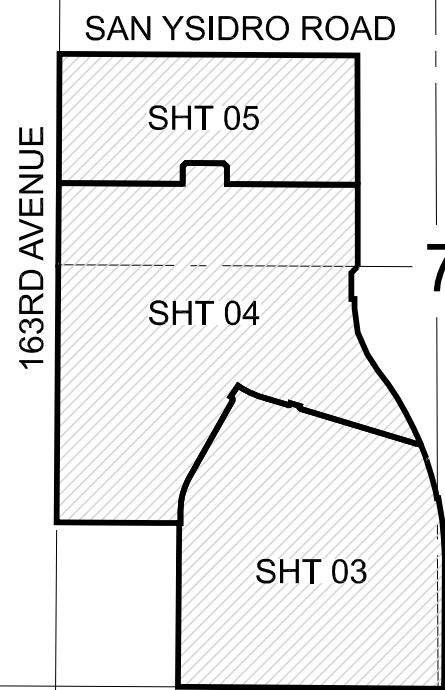
01 OF 05

DESIGN: GC
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



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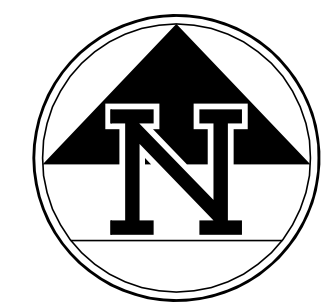
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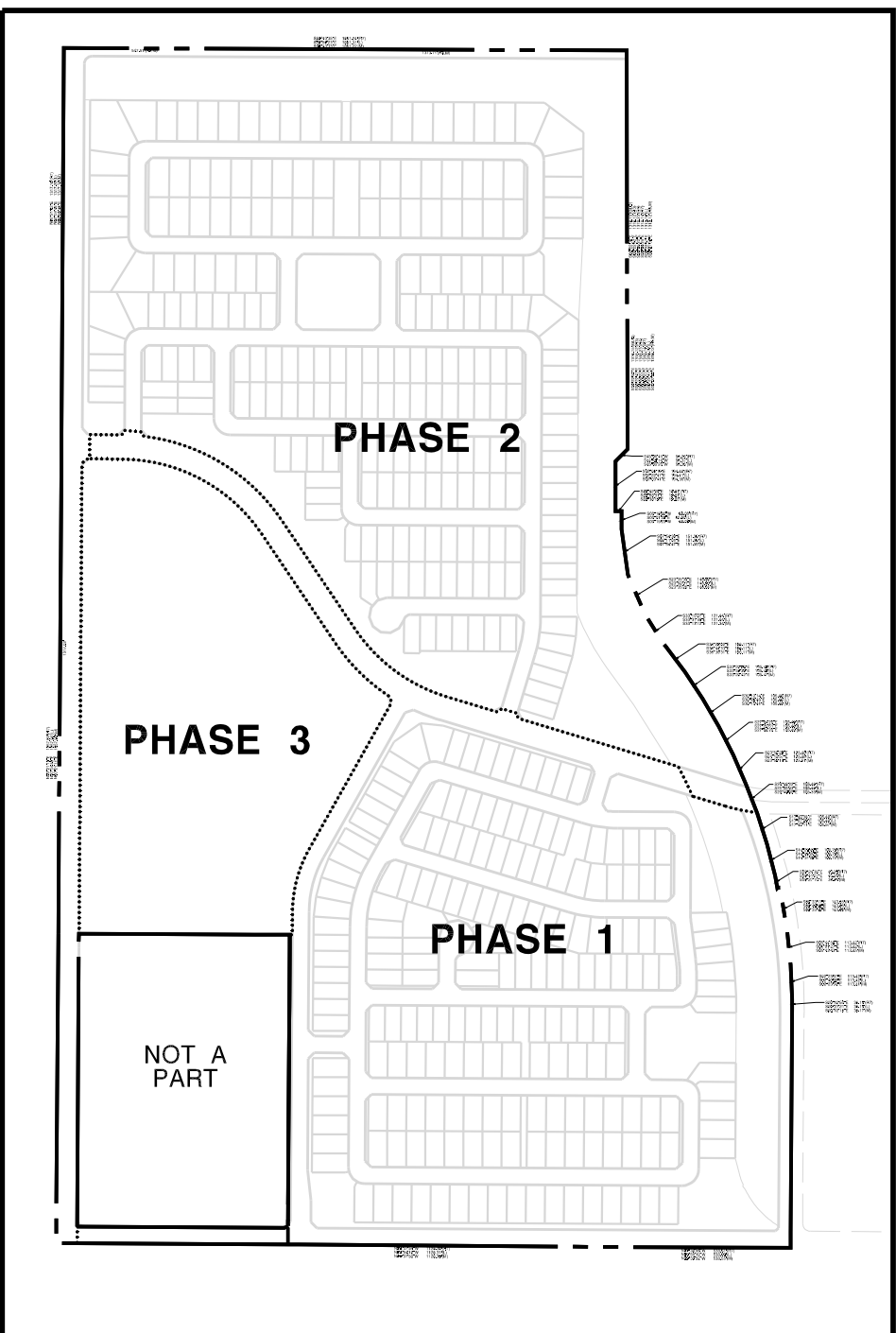


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DATE: 08-28-2015

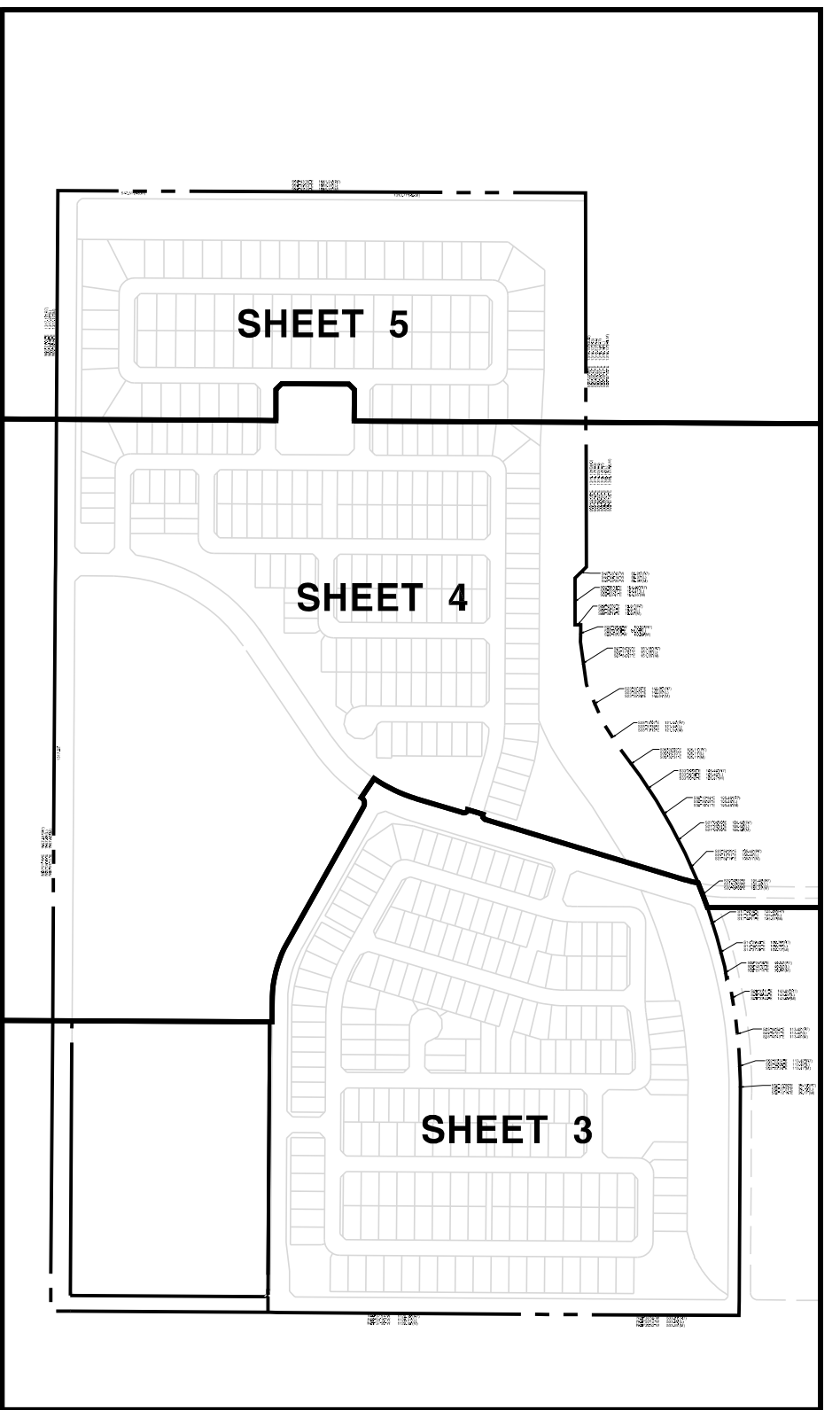


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SHEET NUMBER
02 OF 05
CVL Department: Planning
CVL Project #: 1-01-0178006
Case No: FS14-159



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 (SF)	22,142	
AVERAGE LOT AREA (SF)	7,416	
OPEN SPACE PROVIDED (AC)	38.00	22%
ACTIVE	18.23	11%
PASSIVE	19.77	11%

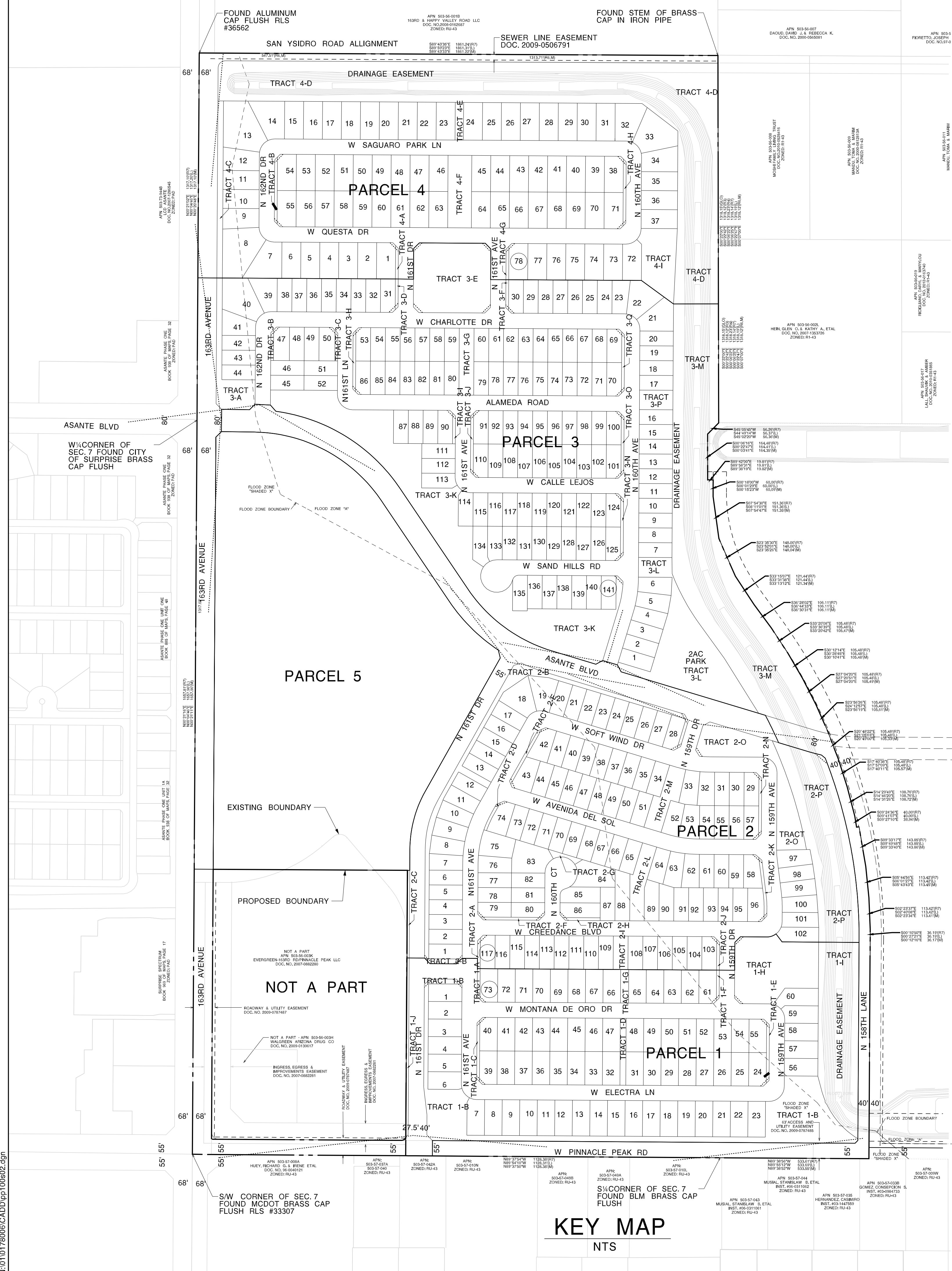
TRACT TABLE PARCEL 1					
TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASSIVE
1-A	0.02	871.20	LANDSCAPE TRACT	0	0.02
1-B	2.49	108,464.40	OPEN SPACE/LANDSCAPE TRACT/RETENTION	1.82	0.67
1-C	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
1-D	0.12	5,227.20	LANDSCAPE TRACT	0	0.12
1-E	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
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

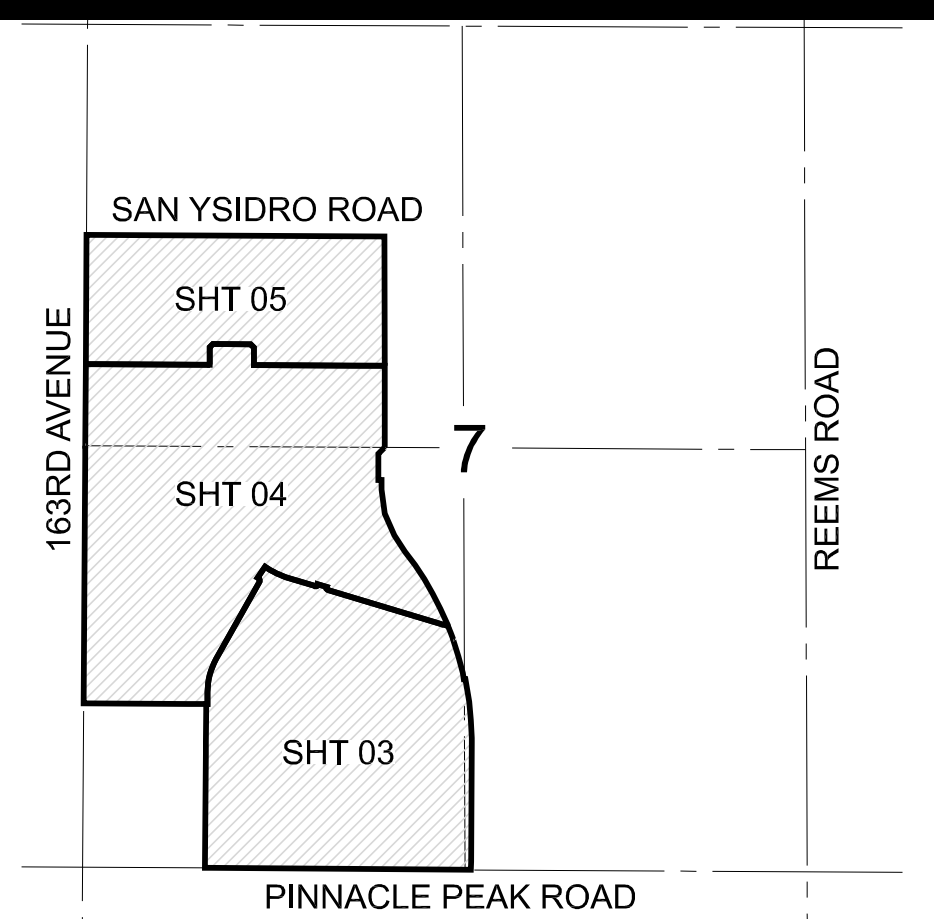


KEY MAP NTS

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:

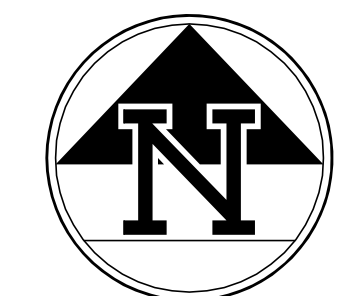
COE & VAN LOO CONSULTANTS INC.
4550 N. 12TH STREET
PHOENIX, AZ 85014
PHONE: (602) 285-4730
FAX: (602) 285-4731
CONTACT: RYAN WEED

LEGEND SITE PLAN

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

LEGEND WATER & SEWER

- PROPOSED WATER LINE & VALVE
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- PROPOSED SEWERLINE & MANHOLE & DIRECTION OF FLOW
- EXISTING WATER
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200' 100' 0 200'
SCALE: 1" = 200'
DATE: 08-28-2015



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SHEET NUMBER

03 OF 05

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

DESIGN: GC
DRAWN: AC
CHECK: BD

MATCH SHT 4

MATCH SHT 4

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

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

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

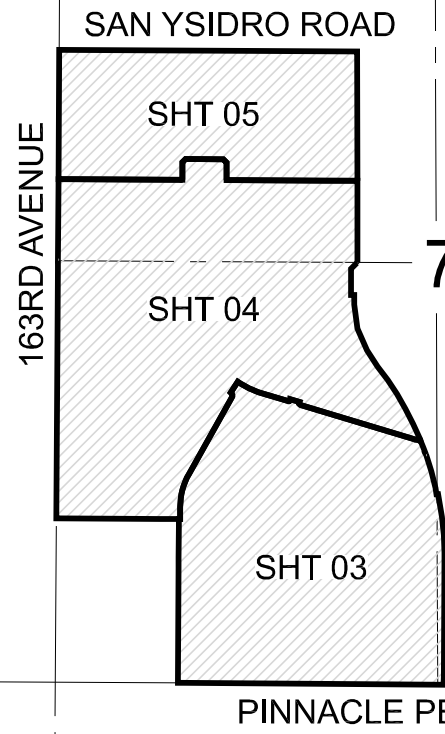
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DRAWN: AC
CHECK: BD

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)

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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

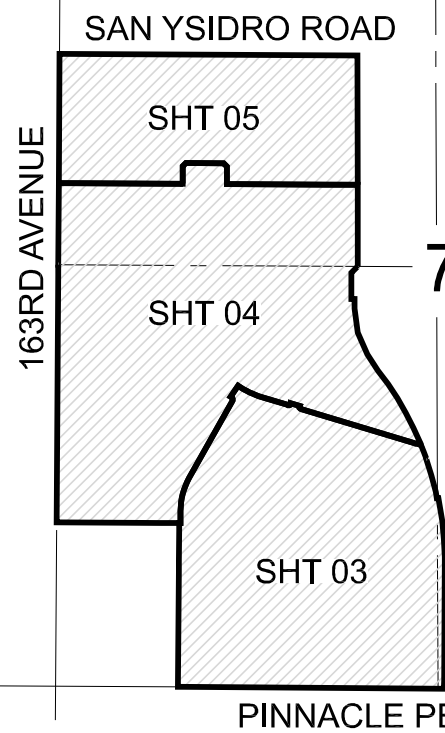
ASANTE PHASE ONE UNIT 1A
BOOK 938 OF MAPS, PAGE 32

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N:\010178006\CADD\p10s04.dgn 8/28/2015 12:25:10 PM Coe & Van Loos Consultants Inc.

PRELIMINARY PLAT
FOR
VERDUGO

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RANGE 1 WEST OF THE GILA AND SALT
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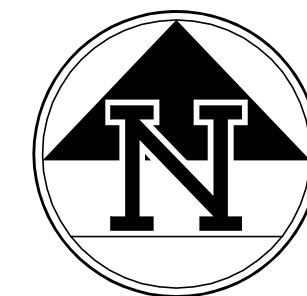
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SHEET NUMBER

05 OF 05

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

DESIGN: GC
DRAWN: AC
CHECK: BD

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

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

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

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

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

S89°43'36"E 1861.24'(R7)
S89°59'23"E 1861.31'(L)
S89°43'33"E 1861.22'(M)

SEWER LINE EASEMENT
DOC. 2009-0506791

FOUND STEM OF BRASS
CAP IN IRON PIPE

FOUND ALUMINUM
CAP FLUSH RLS
#36562

SEWER LINE EASEMENT
DOC. 2009-0506791

SAN YSIDRO ROAD ALIGNMENT

1313.71'(R6.M)

DRAINAGE EASEMENT

TRACT 4-D

TRACT 4-D

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

N00°21'02"E 1317.10'(R7)
N00°04'45"E 1317.20'(L)
N00°20'48"E 1317.10'(M)

PARCEL 4

MATCH SHT 4

MATCH SHT 4

PARCEL 3

PHASE 2

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

SIGHT
DISTANCE
TRIANGLE

W/CORNER OF
SEC. 7 FOUND CITY
OF SURPRISE BRASS
CAP FLUSH

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

SIGHT DISTANCE TRIANGLE

FLOOD ZONE
"SHADED X"

FLOOD ZONE 'A'

DRAINAGE EASEMENT

9:35:08 AM
N:\010178006\CADD\p10a05.dgn 8/28/2015 9:35:09 AM Coe & Van Loos Consultants Inc.

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

FS14-159 Verdugo

Minor General Plan Amendment

Major PAD Amendment

Preliminary Plat

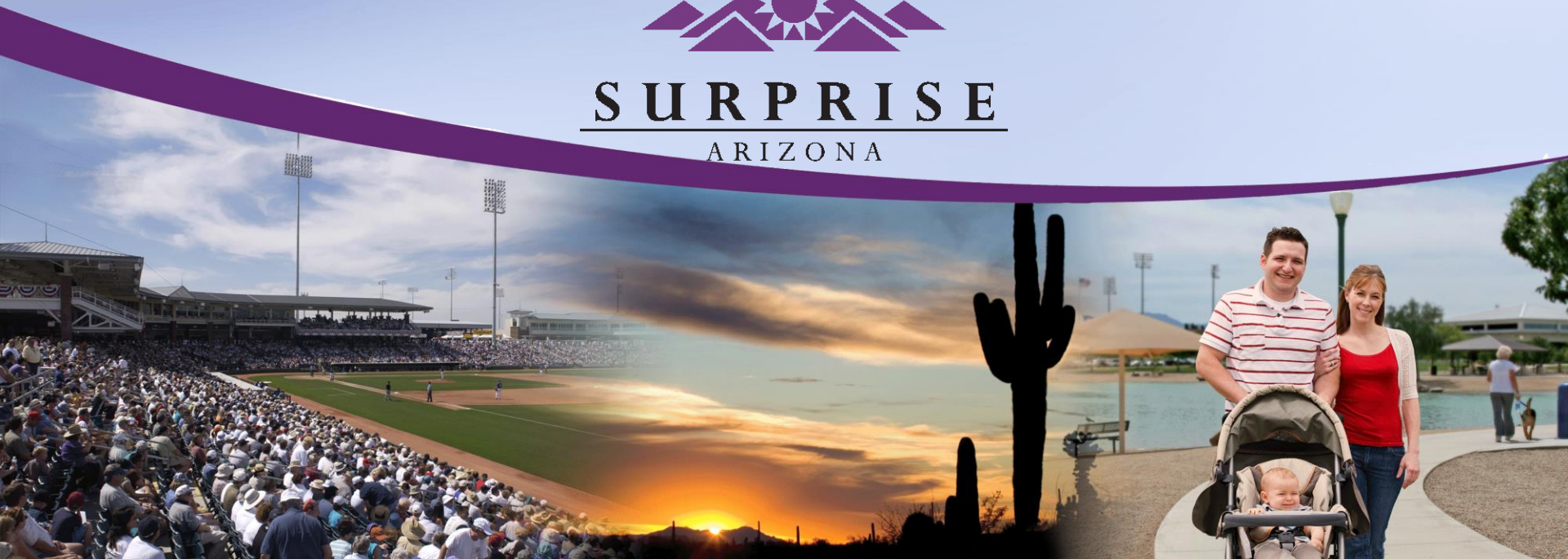
City Council

Regular Session

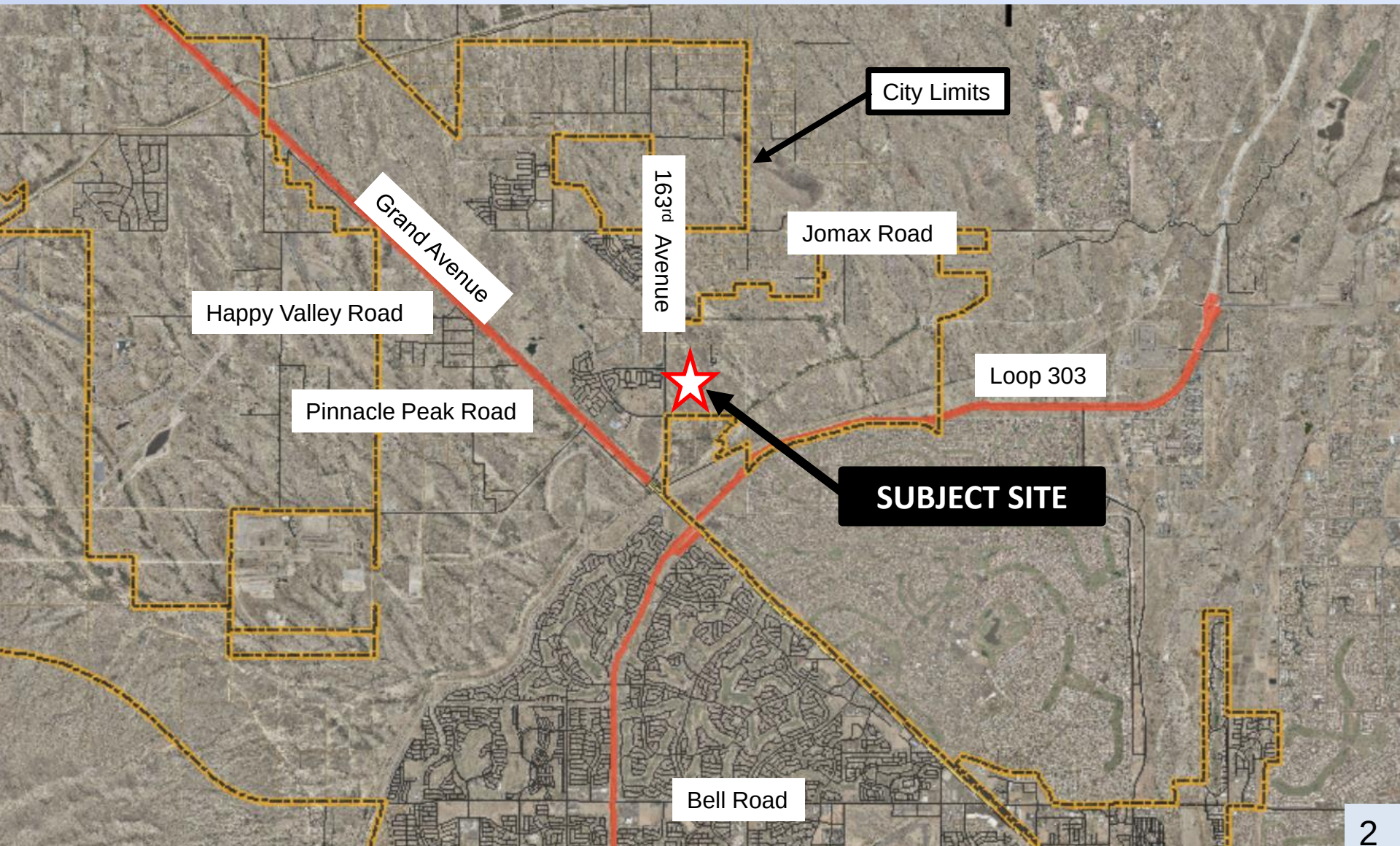
December 15, 2015



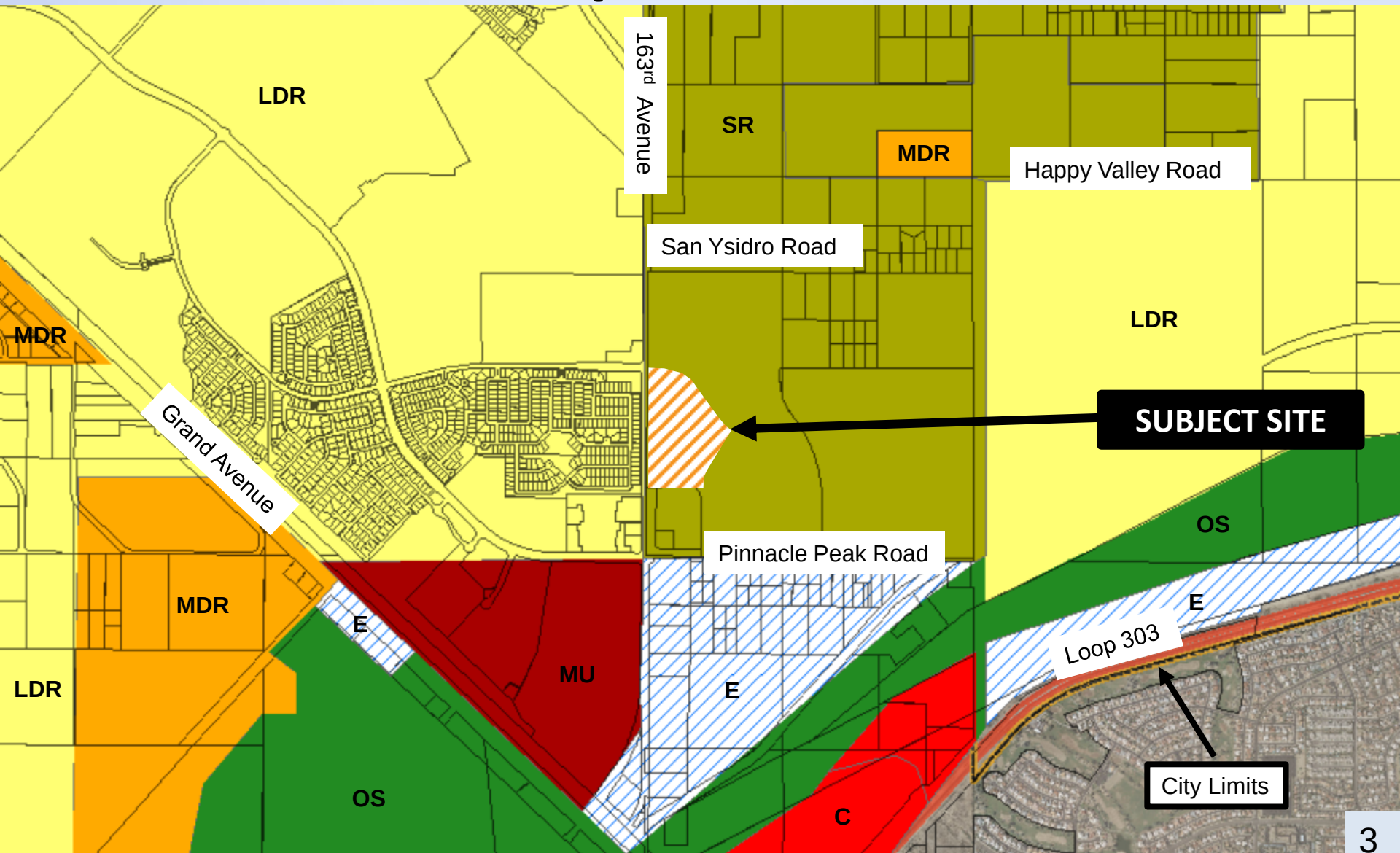
SURPRISE
ARIZONA



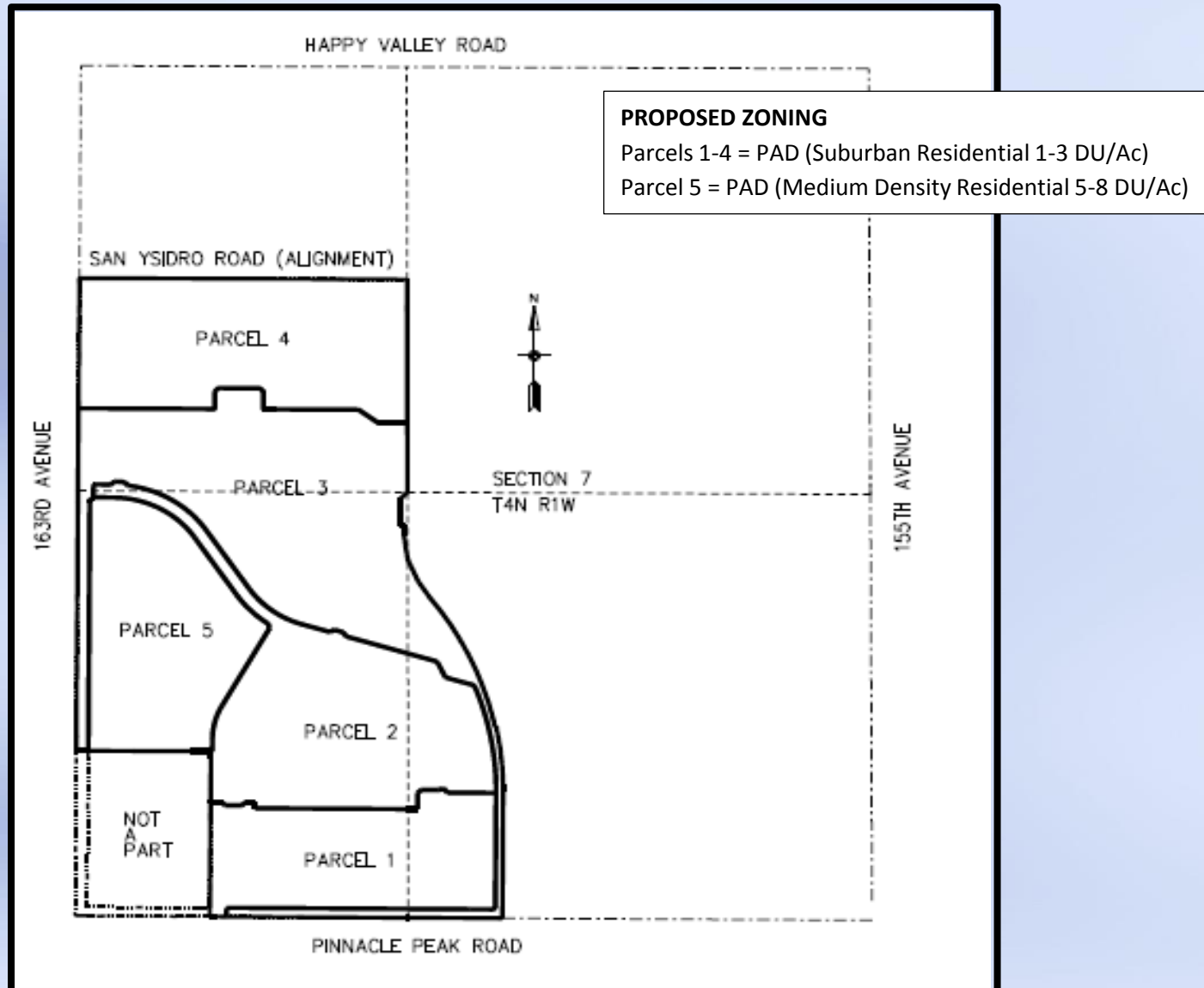
Vicinity Map



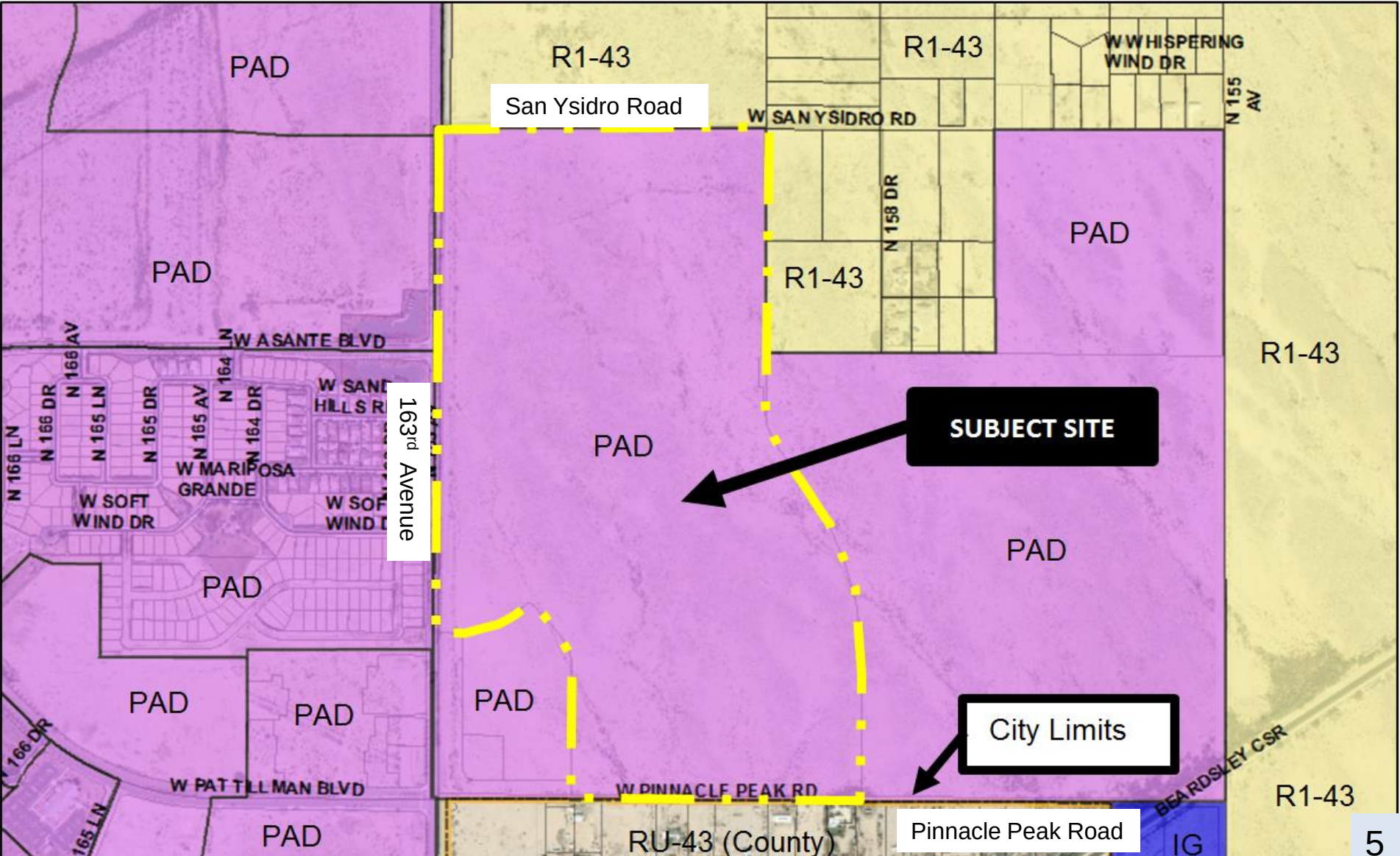
Minor GPA Case Map – SR to MDR



Zoning Case Map



Preliminary Plat Case Map



FS14-159 Verdugo



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 1607.06 FEET TO THE WEST QUARTER 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 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 55.37 FEET;
THENCE SOUTH 00 DEGREES 22 MINUTES 47 SECONDS EAST, A DISTANCE OF 164.41 FEET;
THENCE SOUTH 89 DEGREES 59 MINUTES 23 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 23 DEGREES 52 MINUTES 01 SECONDS EAST, A DISTANCE OF 191.36 FEET;
THENCE SOUTH 00 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 27 DEGREES 20 MINUTES 51 SECONDS EAST, A DISTANCE OF 105.48 FEET;
THENCE SOUTH 24 DEGREES 12 MINUTES 07 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 02 SECONDS EAST, A DISTANCE OF 105.48 FEET;
THENCE SOUTH 14 DEGREES 46 MINUTES 20 SECONDS EAST, A DISTANCE OF 105.48 FEET;
THENCE SOUTH 09 DEGREES 41 MINUTES 41 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 49 SECONDS EAST, A DISTANCE OF 143.85 FEET;
THENCE SOUTH 06 DEGREES 01 MINUTES 27 SECONDS EAST, A DISTANCE OF 113.42 FEET;
THENCE SOUTH 02 DEGREES 08 MINUTES 40 SECONDS EAST, A DISTANCE OF 113.42 FEET;
THENCE SOUTH 00 DEGREES 27 MINUTES 21 SECONDS WEST, 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 59 MINUTES 23 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 786.66 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 00 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 850.00 FEET, CONCAVE NORTHERLY, THROUGH A CENTRAL ANGLE OF 37 DEGREES 02 MINUTES 09 SECONDS, A DISTANCE OF 363.5 FEET;
THENCE NORTH 89 DEGREES 55 MINUTES 15 SECONDS WEST, A DISTANCE OF 1350.00 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.

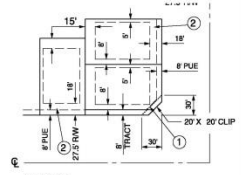
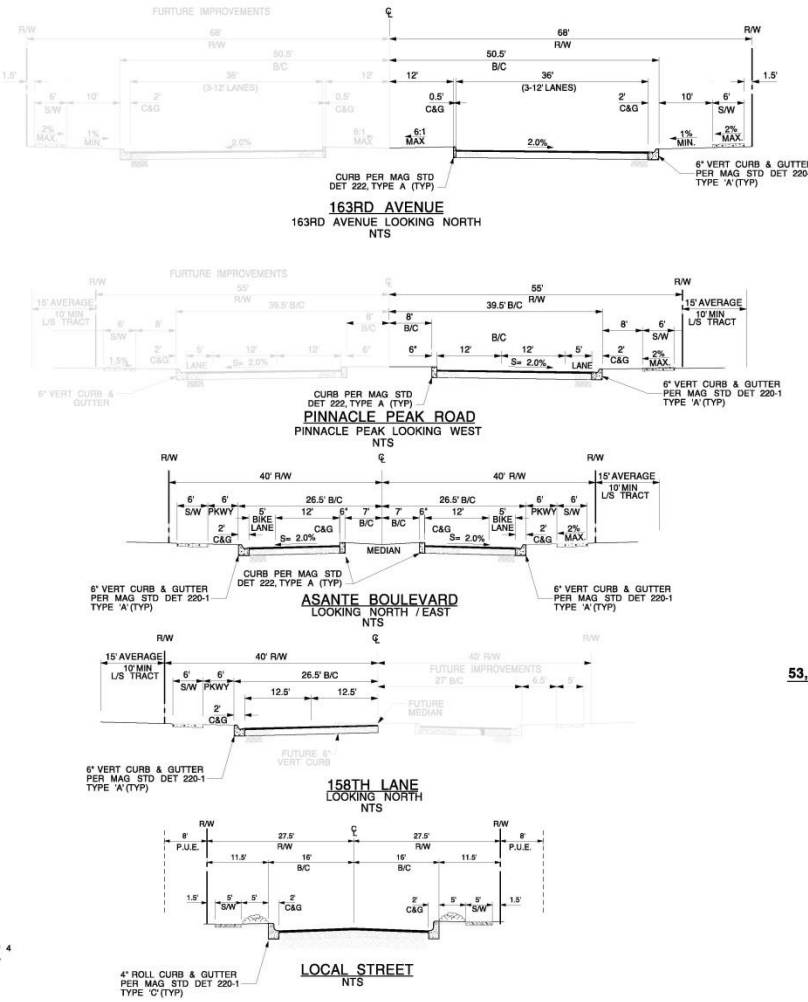
PARCEL 6:
EASEMENT FOR THE PURPOSES SHOWN THEREIN AS CREATED BY THAT CERTAIN ROADWAY AND UTILITY EASEMENT DATED AUGUST 13, 2009 AND RECORDED AUGUST 24, 2009 IN DOCUMENT NO. 20090787490 AND MORE PARTICULARLY DESCRIBED THEREIN.

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 AT THE WEST EDGE OF HEADWALL APPROXIMATELY 20' EAST OF THE EDGE OF PAVEMENT OF 163RD AVENUE, APPROXIMATELY 1340' NORTH OF THE ELEVATION OF 1368.63 (NAD83) (NAD 83)

FLOOD ZONE CERTIFICATION
THIS IS TO CERTIFY THAT A PORTION OF THE SURVEYED PROPERTY IS LOCATED WITHIN THE ZONE "A" FLOOD HAZARD AREA DEPICTED ON THE PLAT OF SURVEY AND THAT THE REMAINDER OF THE SURVEYED PROPERTY IS LOCATED WITHIN SHADDED ZONE "X" FLOOD HAZARD AREA PER FIRM MAP PANEL NUMBER 04013C1210L, 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 FLOODED BY THE 1% ANNUAL CHANCE FLOOD, NO BASE FLOOD ELEVATIONS DETERMINED.

SHADDED ZONE "X" AS DEFINED BY FEMA IS:
AREAS OF 0.1% 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.



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

DEVELOPMENT STANDARDS			
IF THESE DEVELOPMENT STANDARDS SHOULD CONFLICT WITH RC BUILDING CODES, THE MORE RESTRICTIVE WILL APPLY.			
MIN LOT AREA (SQ FT)	5000	6900	7450
MIN LOT WIDTH	53	63	68
MIN LOT DEPTH	110	110	112
BUILDING SETBACKS*			
FRONT	1812' FOR LIVING AREA OR SIDE ENTRY GARAGE		
SIDE	5' / S		
STREET SIDE**	12'		
REAR	ONE-STORY	12'	
	TWO-STORY	20'	
REAR ADJACENT TO ADJACENT	20'		
TO ADJACENT**	TWO-STORY	25'	
MIN DISTANCE BETWEEN HOMES	12'		
BUILDING HEIGHT	30'		
ACCESSORY STRUCTURE SETBACKS			
REAR	5'		
SIDE	5'		
FROM PRIMARY STRUCTURE	5'		
* FIREPLACES, BAY WINDOWS, POP-OUTS, OR PATIO COVERS MAY ENCHORD 12.5' INTO FRONT, REAR AND SIDE SETBACKS			
** STREET SIDE SETBACKS MAY BE REDUCED BY 5' IF A 10' LANDSCAPE TRACT IS USED AND 10' IF A MINIMUM 10' LANDSCAPE TRACT IS USED ON THE STREET SIDE.			
*** PINNACLE PEAK ROAD & 163RD AVENUE			

PUBLIC UTILITIES

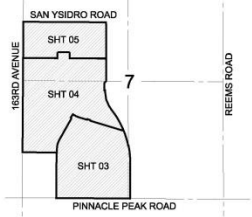
CITY OF SURPRISE
CITY OF SURPRISE
CITY OF SURPRISE
CITY OF SURPRISE
ARIZONA PUBLIC SERVICE
TELEPHONE
SOUTHWEST GAS
CENTURY LINK
CABLE

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
2975 E CAMERON ROAD, SUITE 600
PHOENIX, AZ 85016
PHONE: (602) 275-5445
CONTACT: ANTHONY SUMNER

ENGINEER:
COE & VAN LON CONSULTANTS INC.
4800 N 27th STREET
PHOENIX, AZ 85014
PHONE: (602) 285-4730
FAX: (602) 285-4731
CONTACT: RAY WOOD

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	

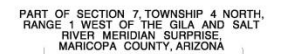


4550 N. 12th Street
Phoenix, AZ 85014
phone: 602-264-6831
fax: 602-264-0929
web: www.cvl.com

SHEET NUMBER
01 OF 05

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

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



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.
4650 N. 12TH STREET
PHOENIX, AZ 85014
PHONE: (602) 285-4730
FAX: (602) 285-4731
CONTACT: RYAN WEEDE

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

	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



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



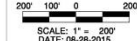
1550 N. 12th Street
Phoenix, AZ, 85014
Phone 602.264.6831
Fax 602.264.0928
Web www.civil.com

SHEET NUMBER

02 OF 05

Department
Project #: 1-

Project No. FS14-



DESIGN: GC
DRAWN: AC
CHECK: BD



NTS

NO.	RADIUS	DELTA	LENGTH	TANGENT
①	0400.00'	29°01'30"	0202.469	0103.455
②	0400.00'	29°01'12"	0202.46	0103.45
③	0400.00'	343°34'78"	-0114.67	-0057.73
④	0400.00'	352°31'50"	-0052.15	-0026.11
⑤	0400.00'	7°28'10"	0052.15'	0026.11'
⑥	0400.00'	16°25'32"	0114.67	0057.73
⑦	1800.00'	20°43'58"	0651.347	0329.273
⑧	0500.00'	7°49'25"	0081.93	0041.03
⑨	0500.00'	39°12'52"	0140.85	0213.74
⑩	0500.00'	304°45'30"	-0578.49	-0313.95
⑪	0400.00'	343°33'29"	-0114.79	-0057.79

SITE DATA		
GROSS AREA (AC & SF)	173.36	7,553.58
PAVEL (1.03 X 120)	44.40	1,955.00
PAVEL (1.03 X 120)	38.10	1,573.61
PAVEL (1.03 X 120)	35.34	1,276.11
PAVEL (1.03 X 120)	34.17	1,483.43
PAVEL (1.03 X 120)	32.72	1,190.17
GROSS DENSITY (AC & SF)	2.63	116.00
TOTAL YIELD & DENSITY	1028	1028
PAVEL (1.03 X 120)	73	10%
PAVEL (1.03 X 120)	117	10%
PAVEL (1.03 X 120)	143	14%
PAVEL (1.03 X 120)	78	12%
PAVEL (1.03 X 120)	220	20%
LOCAL ROW (SIDEWALK & DRIVE)	26.54	544.54
PAVEL (1.03 X 120)	4.80	213.00
PAVEL (1.03 X 120)	4.74	218.83
PAVEL (1.03 X 120)	3.74	174.34
PAVEL (1.03 X 120)	5.50	254.16
PAVEL (1.03 X 120 DENSITY)	10.00	10.00
COLLECTOR ROW	0.21	25.00
PAVEL (1.03 X 120)	0.00	0.00
PAVEL (1.03 X 120)	4.51	196.40
PAVEL (1.03 X 120)	7.10	74.02
PAVEL (1.03 X 120)	0.00	0.00
PAVEL (1.03 X 120 DENSITY)	0.00	0.00
ARTERIAL ROW	3.77	204.91
PAVEL (1.03 X 120)	0.16	6.61
PAVEL (1.03 X 120)	0.00	0.00
PAVEL (1.03 X 120)	3.35	153.04
PAVEL (1.03 X 120)	1.20	54.88
PAVEL (1.03 X 120 DENSITY)	0.00	0.00
TOTAL LOT AREA (AC & SF)	69.50	3,027.40
NET ACRES (MINUS ARTERIAL)	109.50	7,526.18
CURRENT ZONING	R60	
MINIMUM LOT AREA (SF)	92,536.00	
MINIMUM LOT AREA (SF)	92,536.00	
MINIMUM LOT AREA (SF)	22,142	
MINIMUM LOT AREA (SF)	7,415	
OPEN SPACE PROVIDED (AC)	19.00	828.00
ACTIVE	38.25	1,111.00

TRACT TABLE PARCEL 1					
TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASSED
1-A	0.02	871.30	LANDSCAPE TRACT	0	0.00
1-B	2.49	108,464.40	OPEN SPACE/LANDSCAPE TRACT/RETENTION	1.62	0.87
1-C	0.05	2,178.00	LANDSCAPE TRACT	0	0.00
1-D	0.05	2,178.00	LANDSCAPE TRACT	0	0.00
1-E	0.05	2,178.00	LANDSCAPE TRACT	0	0.00
1-F	0.02	871.30	LANDSCAPE TRACT	0	0.00
1-G	1.41	61,418.00	LANDSCAPE TRACT	0	0.00
1-H	1.41	61,418.00	OPEN SPACE/LANDSCAPE TRACT/RETENTION	1.41	0.00
1-I	2.09	91,540.00	GRASSY CHAIN LINK FENCE SPACE/LANDSCAPE TRACTS	0.6	0.49
1-J	0.12	5,227.20	LANDSCAPE TRACT	0	0.12

TRACT TABLE PARCEL 2					
TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASSIV
2-A	0.00	871.20	LANDSCAPE TRACT	0	0.00
2-B	0.04	36,980.40	LANDSCAPE TRACT	0	0.04
2-C	0.00	3,433.00	LANDSCAPE TRACT	0	0.00
2-D	0.00	871.20	LANDSCAPE TRACT	0	0.00
2-E	0.00	3,178.00	LANDSCAPE TRACT	0	0.00
2-F	0.00	3,178.00	LANDSCAPE TRACT	0	0.00
2-G	0.04	1,745.40	LANDSCAPE TRACT	0	0.04
2-H	0.00	3,008.00	LANDSCAPE TRACT	0	0.00
2-I	0.15	6,504.00	LANDSCAPE TRACT	0.15	0.00
2-J	0.02	871.20	LANDSCAPE TRACT	0	0.02
2-K	0.00	2,103.00	LANDSCAPE TRACT	0	0.00
2-L	0.34	14,812.40	LANDSCAPE TRACT	0.34	0.00
2-M	0.00	36,980.40	LANDSCAPE TRACT	0	0.00
2-N	0.00	2,103.00	LANDSCAPE TRACT	0	0.00
2-O	1.10	47,916.00	OPEN SPACE/LANDSCAPE TRACT/STATION	1.10	0.00
2-P	2.48	107,557.80	DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT/STATION	0.65	1.81
TOTAL	3.64	246,676.00		2.85	0.04

OPEN SPACE TRACT TABLE PARCEL 3					
TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASST
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	0.01	435.60	LANDSCAPE TRACT	0	0.01
3 D	0.02	871.20	LANDSCAPE TRACT	0	0.02
3 E	1.51	66,390.20	OPEN SPACE/LANDSCAPE TRACT/RETENTION/PARK	0.97	0.54
3 F	0.02	871.20	LANDSCAPE TRACT	0	0.02
3 G	0.29	12,622.80	LANDSCAPE TRACT	0	0.29
3 H	0.02	871.20	LANDSCAPE TRACT	0	0.02
3 I	0.02	871.20	LANDSCAPE TRACT	0	0.02
3 J	0.02	871.20	LANDSCAPE TRACT	0	0.02
3 K	4.33	188,614.80	OPEN SPACE/LANDSCAPE TRACT	1.68	2.65
3 L	1.98	86,248.80	PARK	0	0.00
3 M	6.43	281,000.00	GRASSY UNDEVELOPED SPACE/LANDSCAPE TRACT/PARK	1.5	4.93
3 N	0.02	871.20	LANDSCAPE TRACT	0	0.02
3 O	0.02	871.20	LANDSCAPE TRACT	0	0.02
3 P	0.19	8,278.40	OPEN SPACE/LANDSCAPE TRACT/RETENTION	0.19	0.00
3 Q	0.02	871.20	LANDSCAPE TRACT	0	0.02
3 R	1.51	66,390.20	OPEN SPACE/LANDSCAPE TRACT	0	0.00

TRACT TABLE PARCEL C					
TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASSIVE
4A	0.05	1,708.80	LANDSCAPE TRACT	0	0.05
4B	0.05	1,708.80	LANDSCAPE TRACT	0	0.05
4C	0.29	12,682.40	LANDSCAPE TRACT	0	0.29
4D	8.57	373,200.00	DRAINAGE CHANNELS/PO LANDSCAPE TRACTS (TRIGTIRAI)	2.26	6.31
4E	0.09	3,902.40	LANDSCAPE TRACT	0	0.09
4F	0.51	22,116.00	LANDSCAPE TRACT	0.03	0.00
4G	0.01	300.00	LANDSCAPE TRACT	0	0.01
4H	0.01	300.00	LANDSCAPE TRACT	0	0.01
4I	0.05	1,708.80	LANDSCAPE TRACT	0	0.05
6I	0.85	36,744.00	OPEN SPACE/LANDSCAPE TRACT (TENTATION)	0.65	0.00
TOTAL	12.27	467,360.30		3.42	8.85
VERDUGO TRACT TABLE GRAND TOTALS					
TOTAL	38.00	1,650,280.00		18.23	19.77



KEY MAP

NTS

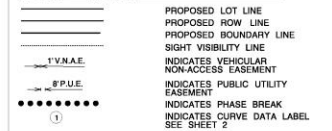
4:01:01 1780065CADD\pp100a02.dgn



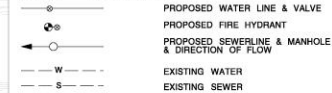
OWNER/DEVELOPER:

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**



LEGEND WATER & SEWER



200' 100' 0 200'

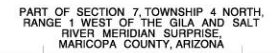
SCALE: 1" = 200'

DATE: 08-28-2015

DESIGN: GC
DRAWN: AC
CHECK: BD

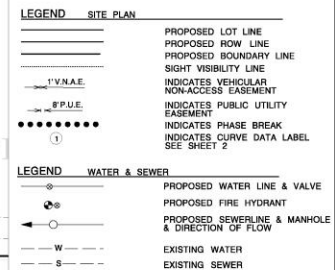
03 OF 05

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



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

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

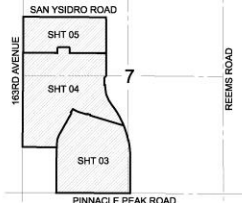


FS14-159 Verdugo



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)

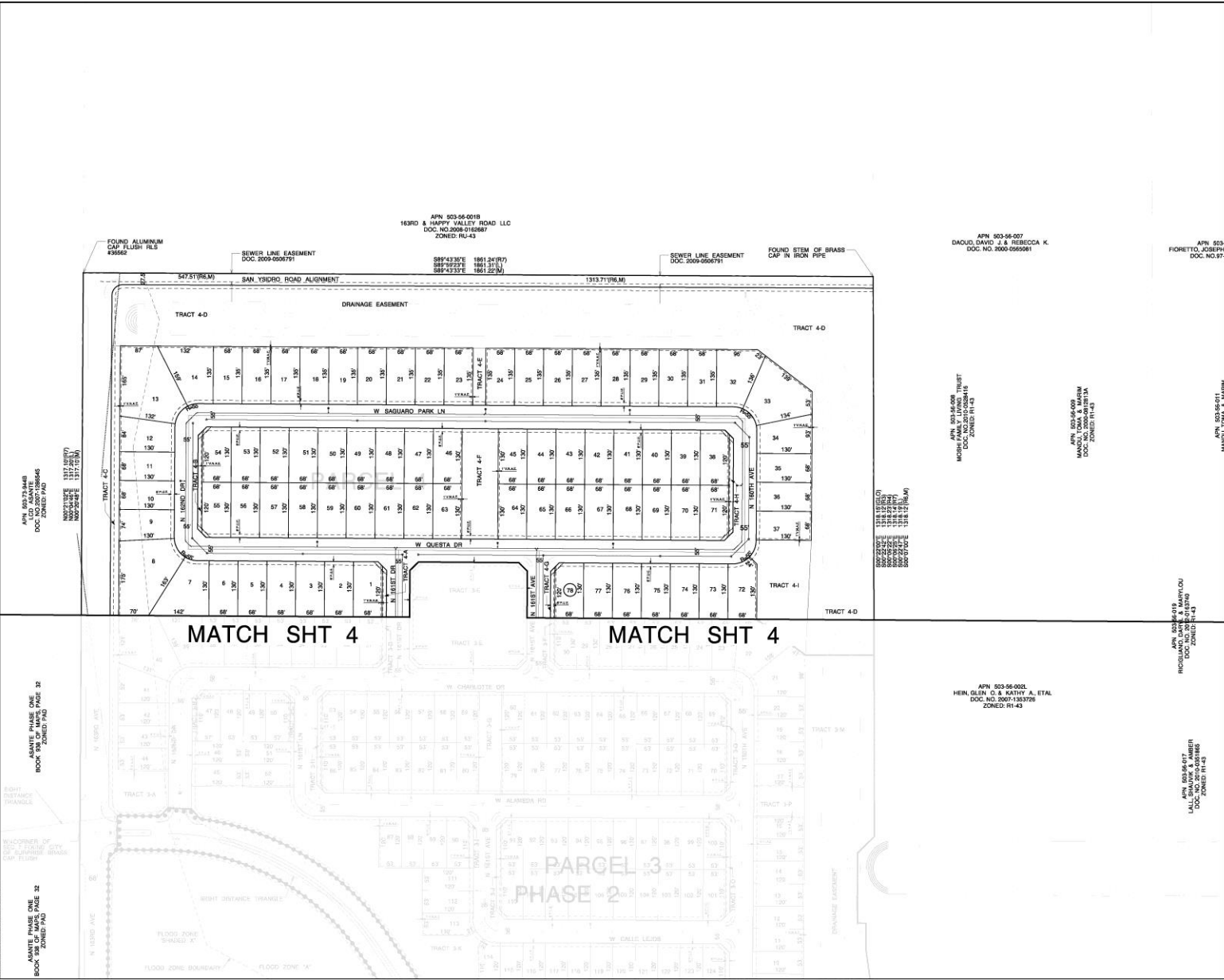
OWNER/DEVELOPER: VERDUGO LAND LLC, c/o SANDROX DEVELOPMENT CONSULTANTS, 3715 E CAMELBACK ROAD, SUITE 600, PHOENIX, AZ 85018, PHONE: (602) 275-5445, CONTACT: ANTHONY SUMMER, ENGINEER: COE & VAN LOO CONSULTANTS INC., 4550 N. 12TH STREET, PHOENIX, AZ 85014, PHONE: (602) 285-4730, FAX: (602) 285-4731, CONTACT: RYAN WEEDE

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

CVL CONSULTANTS logo and address: 4550 N. 12th Street, Phoenix, AZ, 85014, phone 602.264.6831, fax 602.264.0928, web www.cvl.com, SHEET NUMBER 04 OF 05

Scale bar: 200' 100' 0' 200', SCALE: 1" = 200', DATE: 06-28-2015, DESIGN: GC, DRAWN: AC, CHECK: BD



9:35:58 AM A:\101700052\101700052.dgn

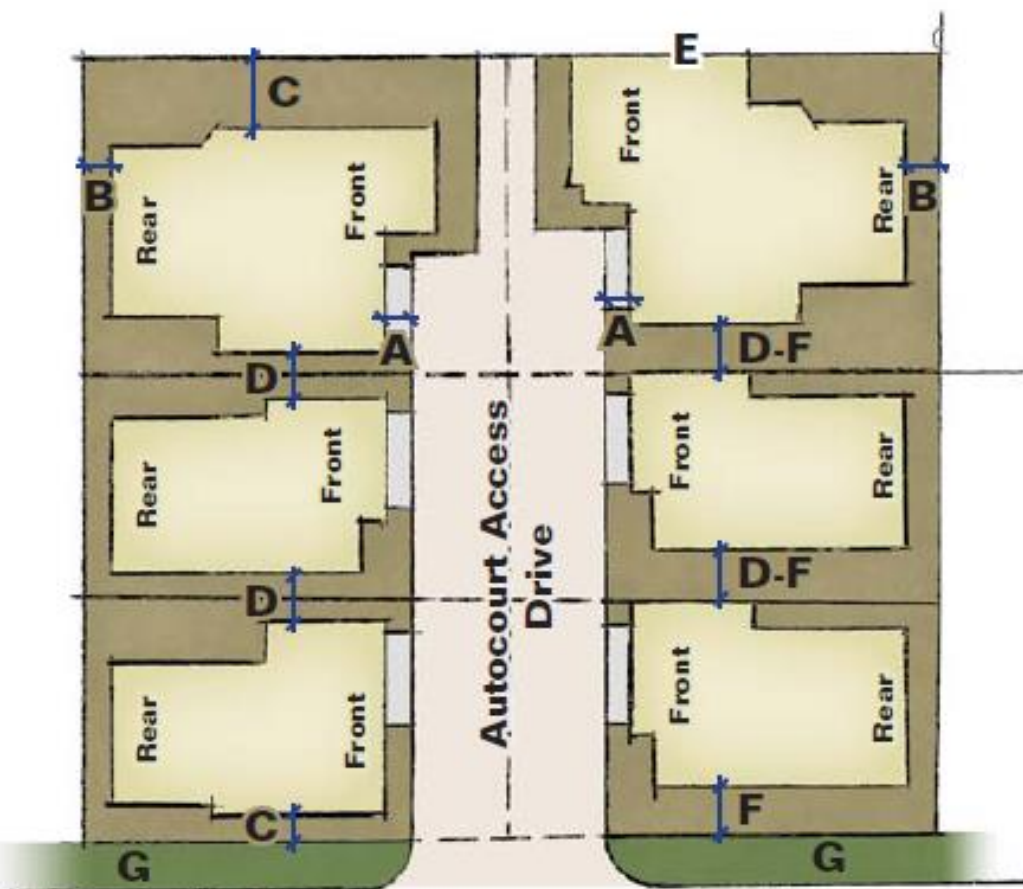
Development Standards – Single Family

RESIDENTIAL MINIMUM STANDARDS				
If these development standards should conflict with IRC building codes, the more restrictive will apply.				
Min Lot Area		5,800 sf	6900 sf	7450 sf
Min. Lot Width		53'	63'	68'
Min. Lot Depth		110'	110'	110'
*Bldg. 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 Adj. to Arterial	one-story	20'		
	two-story	25'		
Min. Distance between Houses		10'		
Bldg. Height		30		
Accessory Structure Setbacks				
Rear		5'		
Side		5'		
From Primary Structure		5'		

Development Standards – Cluster/Court

MDR – COURT HOME DEVELOPMENT STANDARDS	
If there is a conflict with these standards and the IRC building codes, the more restrictive will apply	
Min Lot Area	2,000 SF
Min Lot Width – Interior Lot	25'
Min Lot Depth	55'
Max Building Height	30' – 2 STY
Max Lot Coverage	65%
BUILDING SETBACKS	
Min Front - Porch Or Liveable – Street (1) (2)	10'
Min Front/Rear – Garage – Street	18'
Min Front/Rear – Garage – Auto Court/ Alley/Greenbelt	5'
Min Side (2) (3) (4)	0'
Min Side Aggregate (4)	10'
Min Street Side (5)	10'
Min Rear (2)	5'
Min Separation Of Buildings On Adjacent Lots (4)	10'
LANDSCAPE TRACTS	
Arterial Streets	15'
Collector Streets	10'

Development Standards – Cluster/Court



Legend

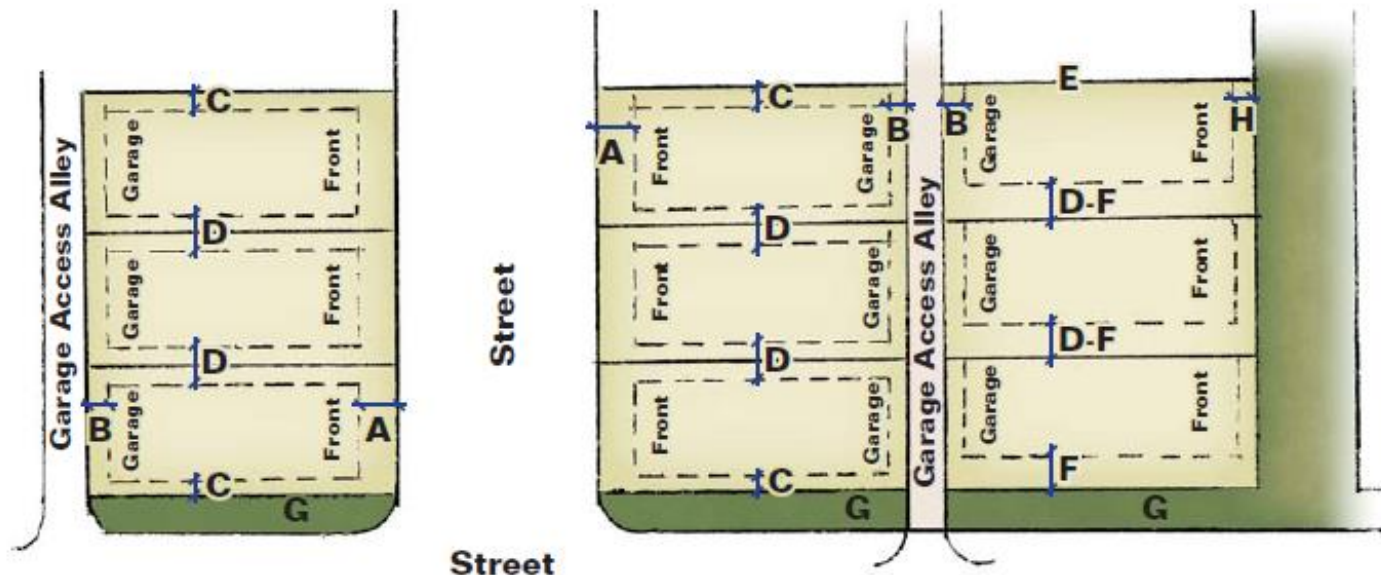
- A Typical Front- Garage. Min 5' setback on autocourt drive (measured to shared driveway)
- B Typical Rear. Min 5' setback
- C Typical Side. Min 5' setback.
- D Typical Side. Min 10' separation of buildings on adjacent lots.
- E Typical side. Min 0' setback
- F Typical side. Min 10' setback provided on one side of zero-lot-line configuration
- G 10' Landscape Tract

Street

Cluster Homes

Typical Front-Garage Auto-Court Access

Development Standards – Cluster/Court



Court Home

Typical Rear-Garage Alley-Access Product

Legend

- | | |
|--|---|
| A Typical Front-Porch or Liveable. Min 10' setback on public street. | E Typical Side. Min 0' setback |
| B Typical Rear-Garage. Min 5' setback on Access-Alley. | F Typical Side. Min 10' setback provided on one side of zero-lot-line configuration |
| C Typical Side. Min 5' setback. | G 10' Landscape Tract |
| D Typical Side. Min 10' separation of buildings on adjacent lots. | H Typical Front-Porch or Liveable. Min 5' setback on landscape tract |

Verdugo

Overall Landscape Plan

Exhibit 10



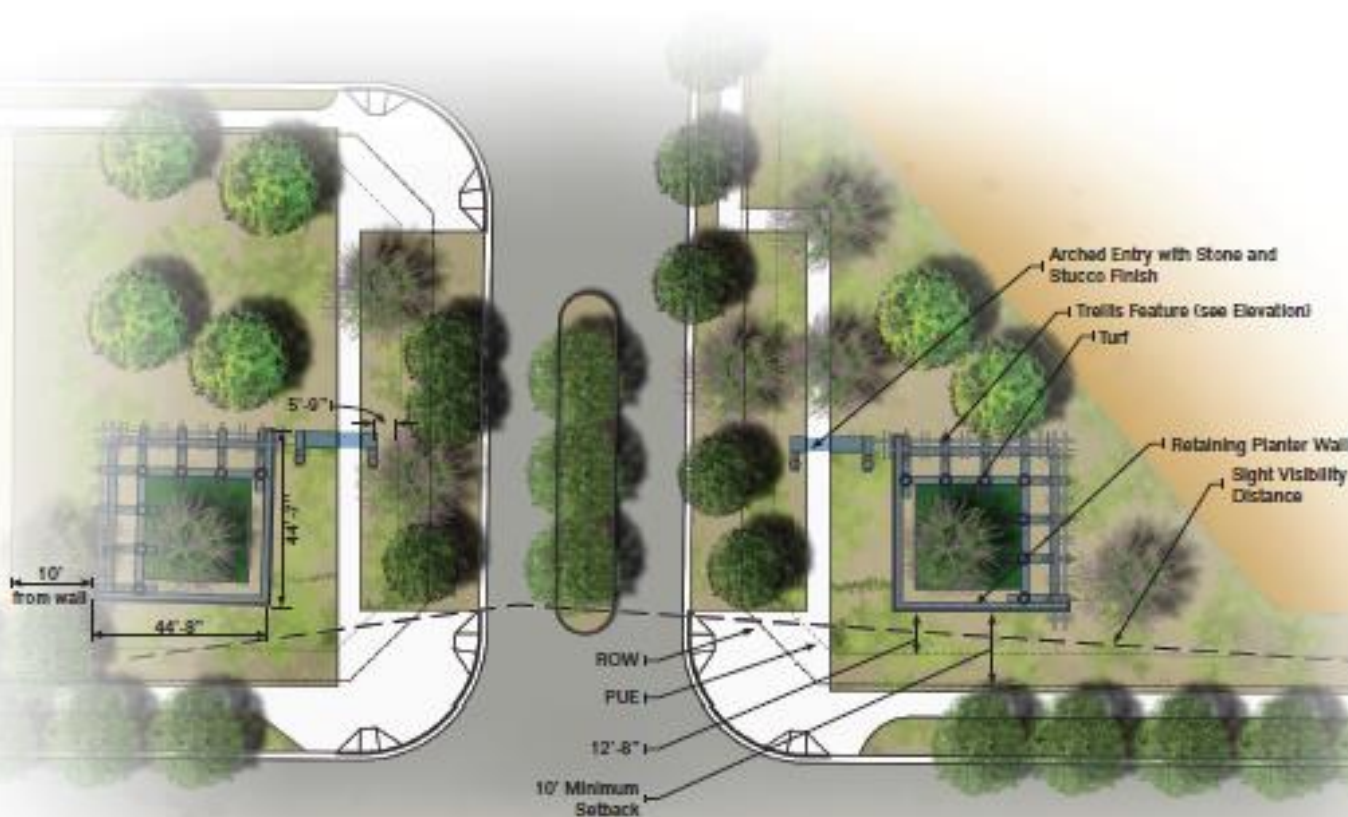
Verdugo

Entry Monument Plan View

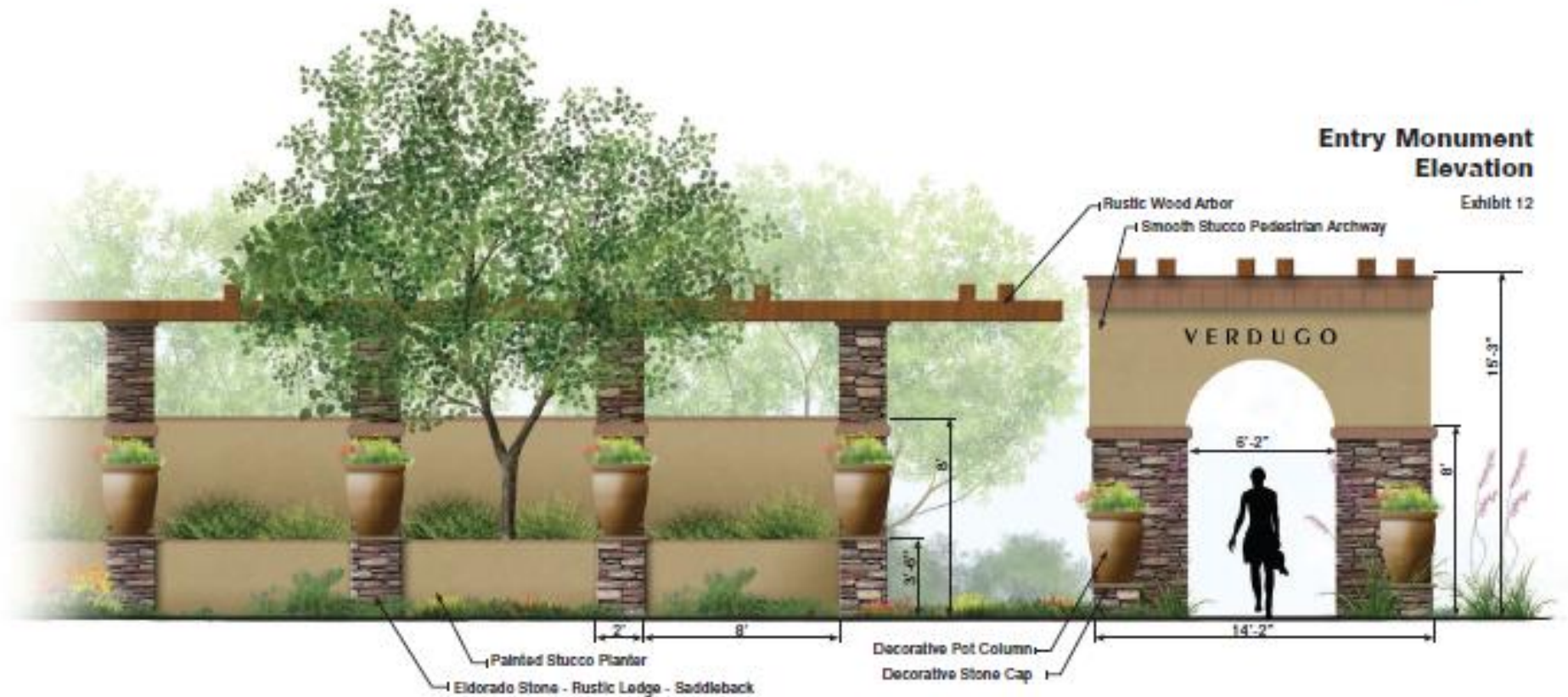
Exhibit 11

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.



Verdugo



Verdugo

Bridge Concept Exhibit 13

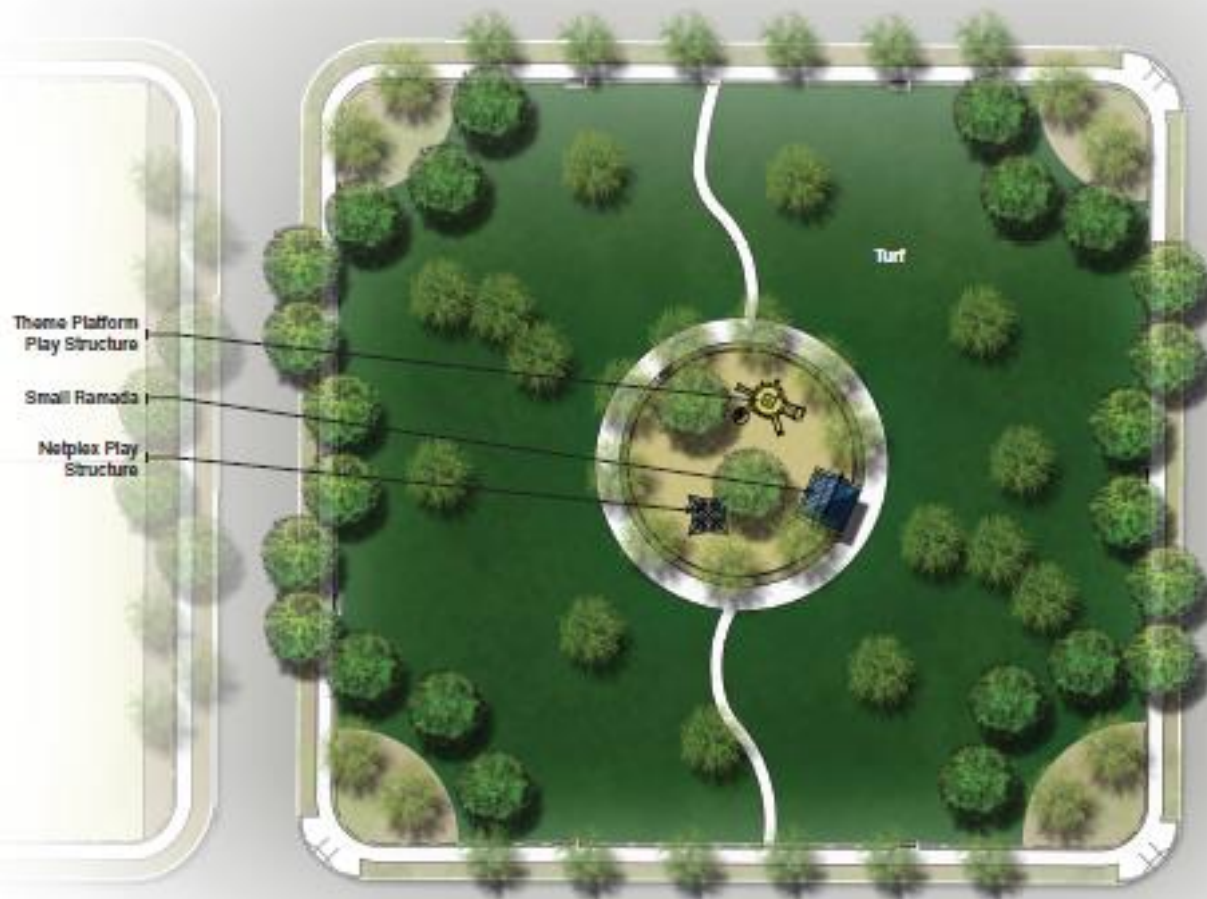


**Neighborhood Park
with Basketball Court**

Verdugo

**Neighborhood Park
with Tot Lot**

Exhibit 15



Verdugo

Main Park with Trail Connection

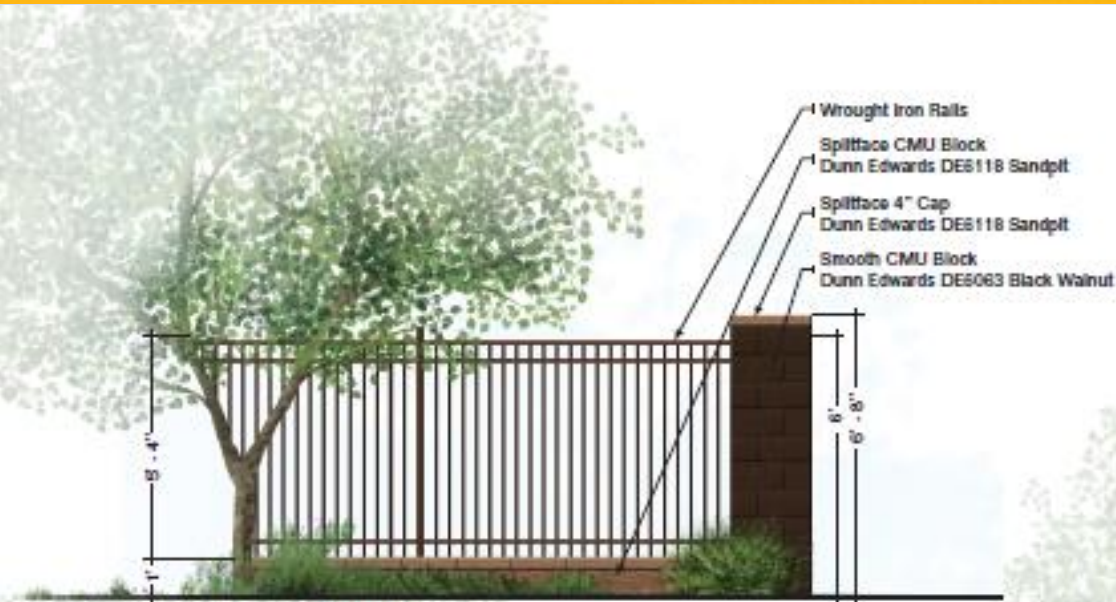
Exhibit 16



Verdugo

Wall Elevation Exhibit

Exhibit 17



View Wall



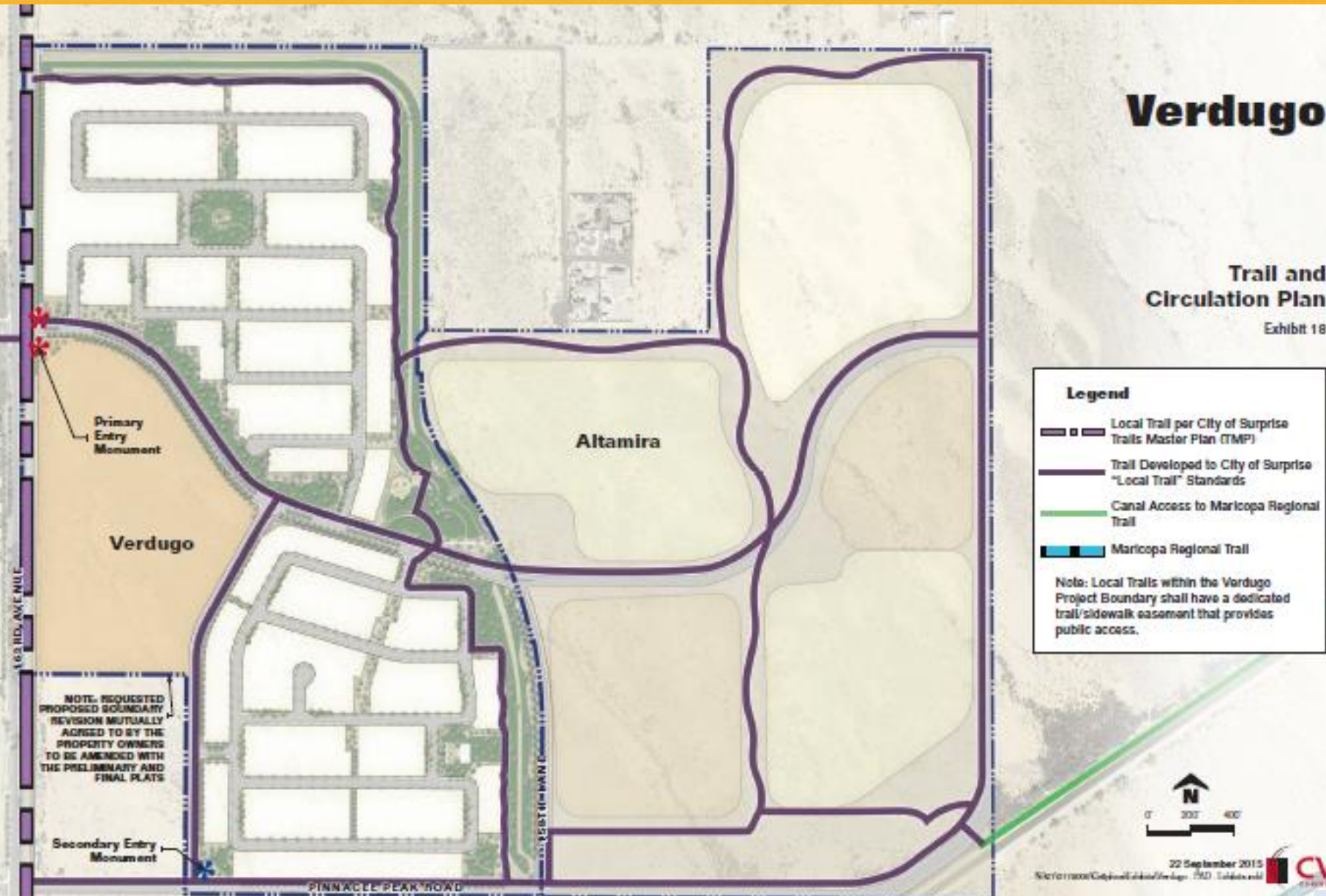
Partial View Wall

Theme Wall

FS14-159 Verdugo

Verdugo

**Trail and
Circulation Plan**
Exhibit 18



FS14-159 Verdugo

Verdugo

Street Sections
Exhibit 19

163th Avenue (Half Street)
Looking North
NTS

Pinnacle Peak Road (Half Street)
Looking West
NTS

Asante Boulevard
Looking North / East
NTS

158th Lane (Half Street)
Looking North
NTS

Local Street
NTS

Citizen Outreach

- Notification
- Citizen Review meeting August 26, 2015

Commission Recommendations:

Minor GPA:

✓ **Approve**

Rezone (Major PAD Amendment):

✓ **Approve** subject to stipulations “a” through “e”

Preliminary Plat:

✓ **Approve**

Questions or Comments?



ORDINANCE 2015-22

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF SURPRISE, ARIZONA, APPROVING A MAJOR PAD AMENDMENT CHANGING APPROXIMATELY 14.8 ACRES OF MEDIUM DENSITY RESIDENTIAL TO SUBURBAN RESIDENTIAL; CHANGING APPROXIMATELY 12.3 ACRES OF MEDIUM/HIGH DENSITY RESIDENTIAL TO SUBURBAN RESIDENTIAL; REMOVING APPROXIMATELY 23.8 ACRES OF COMMERCIAL; REMOVING APPROXIMATELY 9.1 ACRES OF EMPLOYMENT; REINTRODUCING APPROXIMATELY 29 ACRES OF MEDIUM DENSITY RESIDENTIAL; RECONFIGURING THE OPEN SPACE WITHIN; AND STRAIGHTENING THE BOUNDARY BETWEEN PROPOSED PARCEL 5 AND THE ADJACENT COMMERCIAL PROPERTY TO THE SOUTH FOR A DEVELOPMENT CALLED "VERDUGO," GENERALLY LOCATED EAST OF 163RD AVENUE AND SOUTH OF THE SAN YSIDRO ROAD ALIGNMENT.

WHEREAS, this Ordinance was properly noticed for public hearing and the necessary hearings and opportunity for public input were completed;

WHEREAS, the subject site is located generally east of 163rd Avenue and south of the San Ysidro Road alignment;

WHEREAS, the City Council approved the Verdugo PAD zoning in 2008 and amended in 2009;

WHEREAS, the proposed use of the subject site requires modification of the applicable zoning regulations;

WHEREAS, the proposed PAD Amendment satisfies the requirements set forth in Chapter 122 of the Surprise Municipal Code;

WHEREAS, this Zone Change and PAD Amendment is in harmony with the purposes and intent of the Surprise Unified Development Code and the Surprise General Plan 2035; and

WHEREAS, on November 19, 2015, the Planning and Zoning Commission recommended approval of the Verdugo PAD Amendment.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Surprise, Arizona, as follows:

Section 1. The property is hereby rezoned consistent with attached Exhibit A and more fully described in that document entitled “Verdugo Planned Area Development Amendment” and dated September 22, 2015, a copy of which was included in the report to Council for this item, and incorporated by this reference into this ordinance.

Section 2. Amendment of Zoning Map. The City of Surprise zoning map is herewith amended to reflect the change in districts referred to in Section 1, above.

Section 3. Not Codified. This Ordinance is not of a general and permanent nature and shall not be codified.

Section 4. Repeal of Conflicting Ordinances. All ordinances or parts of ordinances in conflict with the provisions of this ordinance or any part of the code adopted herein by reference are hereby repealed, upon the effective date of this Ordinance.

Section 5. Severability. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 6. Effective Date. This ordinance shall become effective at the time and in the manner prescribed by law.

APPROVED AND ADOPTED this _____ day of _____ 2015.

Sharon R. Wolcott, Mayor

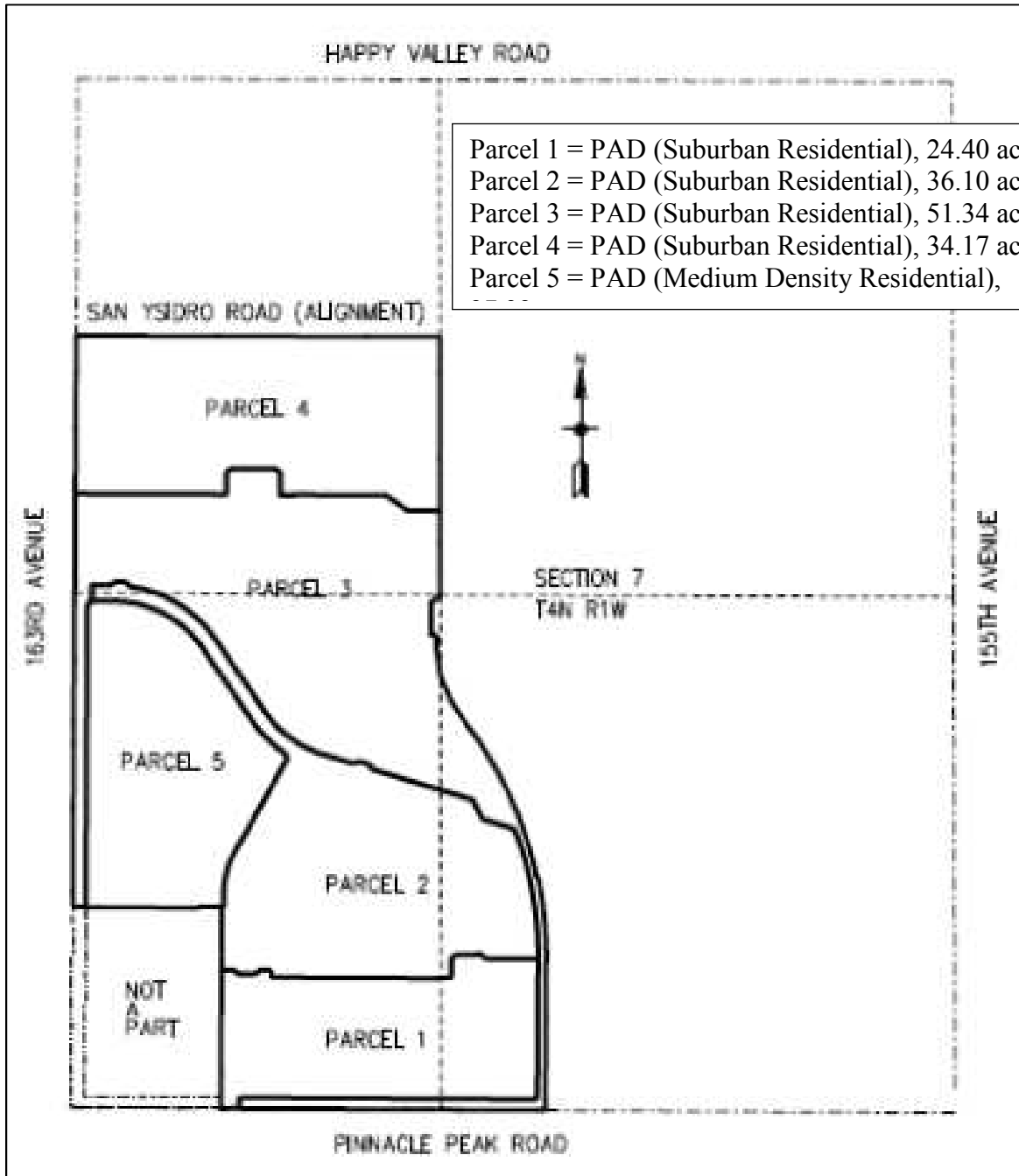
Attest:

Approved as to form:

Sherry Aguilar, City Clerk

Robert Wingo, Interim City Attorney

EXHIBIT A





CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

Back Print

Council Meeting Date:	December 15, 2015	Contact Person:	Robert Kuhfuss, Community Development
Submitting Department:		District:	1
Staff Recommendations:	None		

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

Agenda Wording:

Consideration and action pertaining to the "Preliminary Plat for Verdugo", a 5-Parcel, 409-Lot residential subdivision in the Verdugo PAD, generally located east of 163rd Avenue between Pinnacle Peak Road and the San Ysidro Road alignment.

Motion:

I move to approve a 5-Parcel, 409-Lot Preliminary Plat for Verdugo.

Background:

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 163rd 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.

Objective Analysis:

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

Policy Compliant:

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.

Financial Impact:

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

Budget Impact:

There is no anticipated budget impact related to this item.

FTE Impact:

This item does not have an impact on current staff levels.

ATTACHMENTS:

Click to download

- ☐ [00 FS14-159 - Verdugo PP - Rezone - Staff Report](#)
 - ☐ [01 FS14-159 - Verdugo - PP - Vicinity Map](#)
 - ☐ [02 FS14-159 - Verdugo - PP - Zoning Case Map](#)
 - ☐ [03 FS14-159 - Verdugo - PP - Preliminary Plat Case Map](#)
 - ☐ [04 FS14-159 - Verdugo PP - Rezone/PAD Amendment Document](#)
 - ☐ [05 FS14-159 - Verdugo PP - Preliminary Plat](#)
 - ☐ [06 FS14-159 - Verdugo - PP - Color Preliminary Landscape Exhibit](#)
 - ☐ [07 FS14-159 - Verdugo - PP - MWD Comments](#)
 - ☐ [07 FS14-159 - Verdugo - PP - Presentation](#)
-

MAJOR PAD AMENDMENT / PRELIMINARY PLAT

REPORT TO THE PLANNING CITY COUNCIL

Case: FS14-159

Project Name: Verdugo

Council District: 1

Meeting Date: December 15, 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, 409-Lot Preliminary Plat within the Verdugo PAD

Site Location: Generally east of 163rd 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.

Commission Recommendations: 1) **Approve** the proposed Rezone/Major PAD Amendment subject to stipulations 'a'-'e'.

2) **Approve** the proposed Preliminary Plat.

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

Project Description:

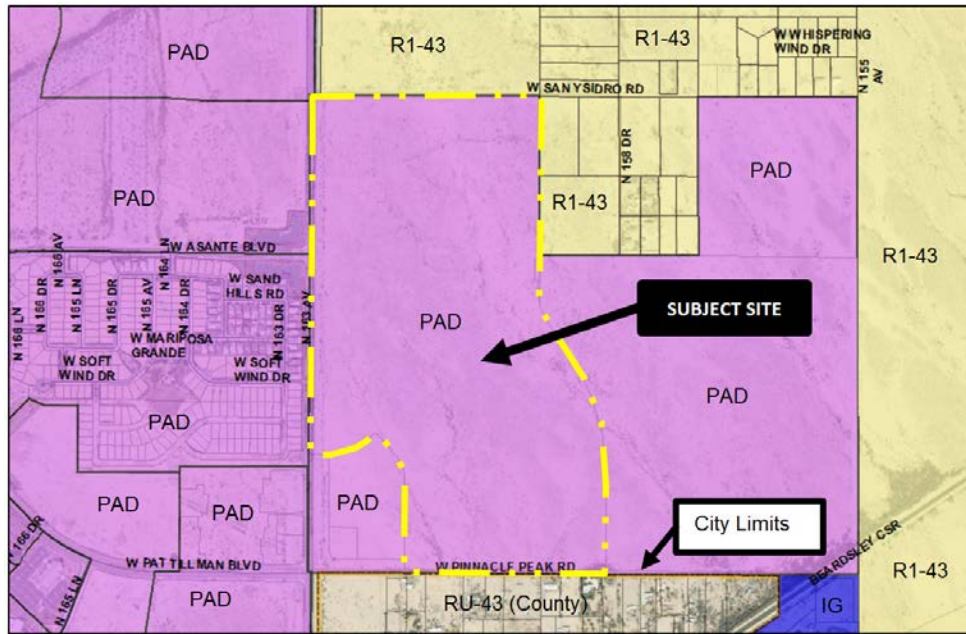
Verdugo Land Development, LLC requests a Rezone/Major Amendment to the Verdugo PAD, together with a Preliminary Plat for a property located generally east of 163rd Avenue and south of the San Ysidro Road alignment. The Rezone/PAD Amendment seeks to reconfigure the zoning of the property such to change 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 163rd 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.

November 19, 2015: The Planning and Zoning Commission recommended approval of the subject requests.

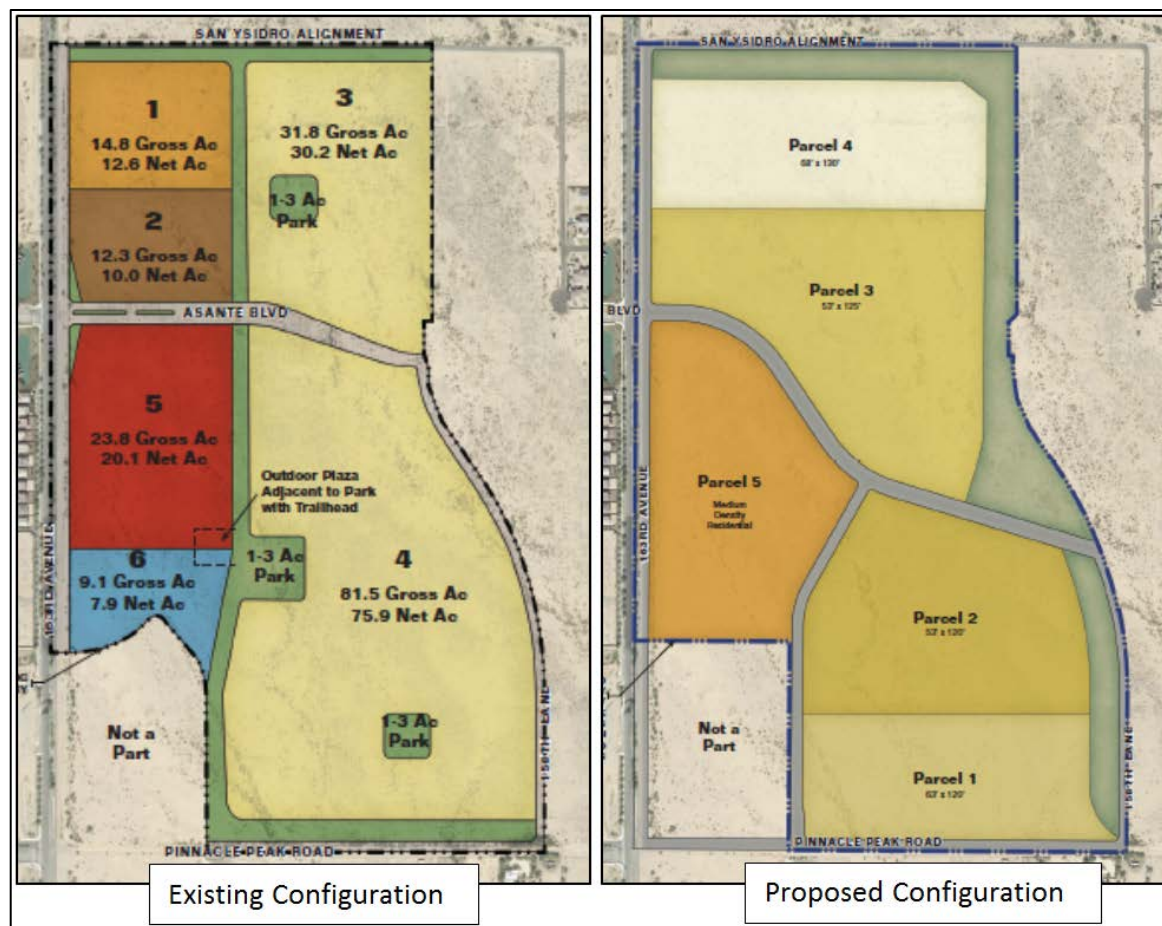
Citizen Outreach:

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 163rd Avenue and Grand Avenue.

Analysis and Discussion:

The subject property is located east of 163rd 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:

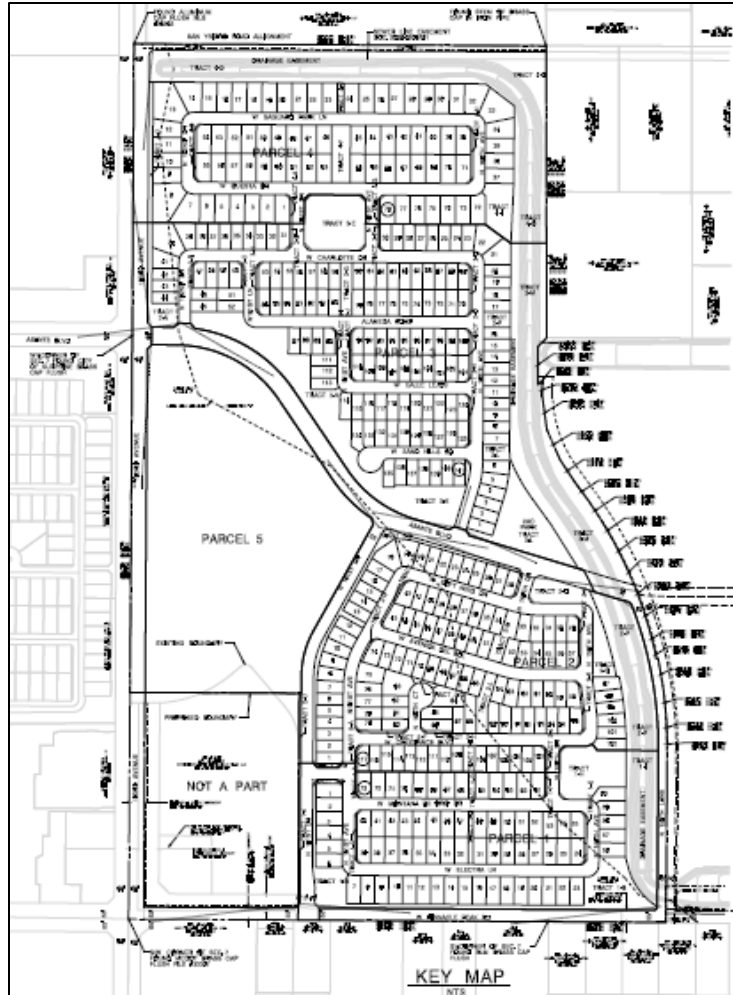
[See map on following page]



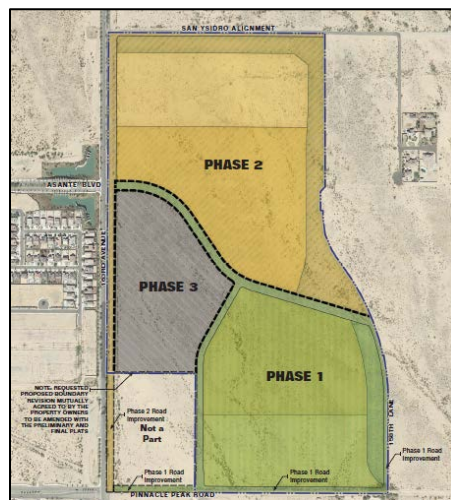
A total of five (5) development parcels are included in the proposal. Four (4) of these will accommodate single-family detached residential comprised of three different lot categories, while the fifth parcel will accommodate cluster development. Included with this request are two distinct sets of development 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]



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



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

148
149 Phase 2 will include Parcels 3 and 4, during which time the applicant will dedicate and improve a 68'
150 half-width right-of-way for 163rd Avenue extending from Pinnacle Peak Road to San Ysidro Road. In
151 addition, the applicant will dedicate a 27.5' half-width right-of-way for San Ysidro Road and will post
152 financial assurances in lieu of improvements for this segment of roadway in conjunction with the
153 related Final Plat. Phase 3 will include Parcel 5 with no right-of-way dedications or improvements
154 other than those required for the interior of that Parcel.

155
156 Note that the stipulations of approval for the original Verdugo PAD anticipate this arrangement as
157 occurring with the first Final Plat; however, under the current proposal, this payment will occur with
158 the Final Plat for Parcels 3 and 4. The staff-recommended stipulations include a revision to the prior
159 stipulation (now stipulation e.7). Proposed stipulation e.7 is presented below in legislative-edit
160 format so that staff-recommended changes are readily apparent:

161
162 Owner shall dedicate twenty seven and one half feet (27 ½') of right of way for San Ysidro Road along the
163 northern boundary of its property with the PHASE 2 first-final plat approved within the property. Owner
164 shall complete design and engineering of the portion of San Ysidro Road adjacent to the property (the
165 "San Ysidro Road Requirement") and shall receive approval from the City of Surprise for such design and
166 engineering prior to ~~Owner's receipt of building permits for fifty percent (50%) of the total residential~~
167 ~~units platted and/or approved within the Property~~ THE RECORDATION OF THE PHASE 2 FINAL PLAT, such
168 approval not to be unreasonably withheld, conditioned or delayed. Owner shall complete construction of
169 the San Ysidro Road Requirement and shall receive conditional approval, [approval that starts the
170 warranty period,] from the City of Surprise for such work prior to Owner's receipt of building permits for
171 seventy five percent (75%) of the total residential units platted and/or approved within ~~the Property~~
172 PHASE 2, such approval not to be unreasonably withheld, conditioned or delayed. However, in the event
173 that the City-approved traffic impact analysis for the Property ("TIA") determines that the San Ysidro Road
174 Requirement is not necessitated by Owner's project, and Owner elects not to use San Ysidro Road to
175 provide access to the Property, then Owner may elect not to construct the San Ysidro Road Requirement
176 and instead post a financial assurance in a form reasonably acceptable to the City Attorney and City
177 Engineer and in an amount equal to the engineer's estimate of the construction costs for the San Ysidro
178 Road Requirement, such that the City of Surprise can draw on such financial assurance to construct the
179 San Ysidro Road Requirement. Owner shall post such financial assurance prior to ~~Owner's receipt of~~
180 ~~building permits for seventy five percent (75%) of the total residential units platted and/or approved~~
181 ~~within the Property~~ APPROVAL OF THE PHASE 2 FINAL PLAT. Regardless of the outcome of the TIA, in the
182 event Owner adds traffic in any manner to San Ysidro Road, including but not limited to the construction
183 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 163rd 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 163rd 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 163rd 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 163rd 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 163rd 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.

255 **Reviewing Agencies:**

256
257 In addition to the standard city reviewing agencies, the Arizona Department of Transportation,
258 Maricopa Water District, and Luke AFB were included in the routing of this request. None of the
259 reviewing agencies indicated any concerns over the request.

260
261 **Summary:**

262
263 Staff believes the proposed rezone (Major PAD Amendment), in conjunction with the related
264 Preliminary Plat, is an overall improvement to the PAD and advances the goals and policies as
265 established in both the currently approved General Plan as well as the proposed update to the Land
266 Use Element of the General Plan. While the development of this property will increase traffic
267 congestion in the area, the net lot yield is actually less than what is currently approved.

268
269 **Findings:**

270
271 **Rezone/Major PAD Amendment:**

- 272
- 273 • The proposed Rezone/Major PAD Amendment is consistent with the Surprise General Plan
274 2035 as amended by the Minor General Plan Amendment proposed under this case and
275 discussed under separate cover.
 - 276 • The proposed Rezone/Major PAD Amendment is consistent with the update to the Surprise
277 General Plan 2035 Land Use Element as currently proposed.
 - 278
 - 279 • The reviewing agencies have indicated no objections to the request.
- 280

281 **Preliminary Plat:**

- 282
- 283 • The proposed Preliminary Plat is consistent with the Rezone/Major PAD Amendment as
284 proposed.
 - 285 • The reviewing agencies have indicated no objections to the request.
- 286

287 **Commission Recommendations:**

288
289 **Rezone/Major PAD Amendment:**

290
291 Based on the findings noted above, the Commission **approval** of the proposed Rezone/Major PAD
292 Amendment under case **FS14-159**, subject to stipulations 'a' through 'e' as outlined below:

- 293
- 294 a. Development and use of the site shall be in conformance with the PAD document entitled
295 "Verdugo Planned Area Development Major Amendment" consisting of 58 pages dated
296 revised September 22, 2015 and stamped received September 22, 2015, except as modified
297 by the following stipulations.

- 298
- 299 b. If a Final Plat has not been recorded within one (1) year of approval of this Major PAD
- 300 Amendment request by the City Council, the subject PAD Amendment may be scheduled
- 301 for public hearing by the Planning and Zoning Commission and City Council for
- 302 consideration of reverting the property to its former zoning per ARS § 9-462.01.E.
- 303
- 304 c. Non-compliance with the stipulations of approval of this case will be treated as a violation in
- 305 accordance with the provisions of Article XIV of the Surprise Unified Development Code.
- 306
- 307 d. The Property owner and successors waive claim for diminution of in value if the City takes
- 308 action to rescind approval of this zone change request due to non-compliance with the
- 309 stipulations of approval.
- 310
- 311 e. The stipulations of approval for case PADA08-171 are hereby incorporated into the approval
- 312 of the subject case as modified below:
- 313
- 314 1. All development will be bound by the applicable codes adopted by the city.
- 315
- 316 2. There is a proposed outside third party drainage study to be conducted on the
- 317 offsite drainage contributions to the existing drainage feature north of the Happy
- 318 Valley Road Alignment. The results of this study may have a direct impact on the
- 319 offsite drainage impacting this project.
- 320
- 321 3. Provided the outside third party drainage study is completed and formally adopted
- 322 by the City of Surprise, then any impacts such study may have on the
- 323 hydraulic/hydrology calculations and civil plans for the project shall be accounted for
- 324 in the drainage report for the property.
- 325
- 326 4. A Detailed Water, Waste Water, and Reclaimed Master Plans must be submitted
- 327 prior to any plat or site plan approval.
- 328
- 329 5. A school district agreement shall be approved by Dysart Unified School District prior
- 330 to any plat or site plan approval.
- 331
- 332 6. An ingress & egress easement shall be included within the sewer line easement
- 333 along San Ysidro Road. The size of the easement will be reviewed and approved by
- 334 the Public Works Director.
- 335
- 336 7. Owner shall dedicate twenty seven and one half feet (27 ½') of right of way for San
- 337 Ysidro Road along the northern boundary of its property with the Phase 2 final plat.
- 338 Owner shall complete design and engineering of the portion of San Ysidro Road
- 339 adjacent to the property (the "San Ysidro Road Requirement") and shall receive
- 340 approval from the City of Surprise for such design and engineering prior to the

recordation of the Phase 2 final plat, such approval not to be unreasonably withheld, conditioned or delayed. Owner shall complete construction of the San Ysidro Road Requirement and shall receive conditional approval (approval that starts the warranty period) from the City of Surprise for such work prior to Owner's receipt of building permits for seventy five percent (75%) of the total residential units platted and/or approved within Phase 2, such approval not to be unreasonably withheld, conditioned or delayed. However, in the event that the City-approved traffic impact analysis for the Property ("TIA") determines that the San Ysidro Road Requirement is not necessitated by Owner's project, and Owner elects not to use San Ysidro Road to provide access to the Property, then Owner may elect not to construct the San Ysidro Road Requirement and instead post a financial assurance in a form reasonably acceptable to the City Attorney and City Engineer and in an amount equal to the engineer's estimate of the construction costs for the San Ysidro Road Requirement, such that the City of Surprise can draw on such financial assurance to construct the San Ysidro Road Requirement. Owner shall post such financial assurance prior to approval of the Phase 2 final plat. Regardless of the outcome of the TIA, in the event Owner adds traffic in any manner to San Ysidro Road, including but not limited to the construction of a curb cut on San Ysidro Road, then Owner shall construct the San Ysidro Road Requirement.

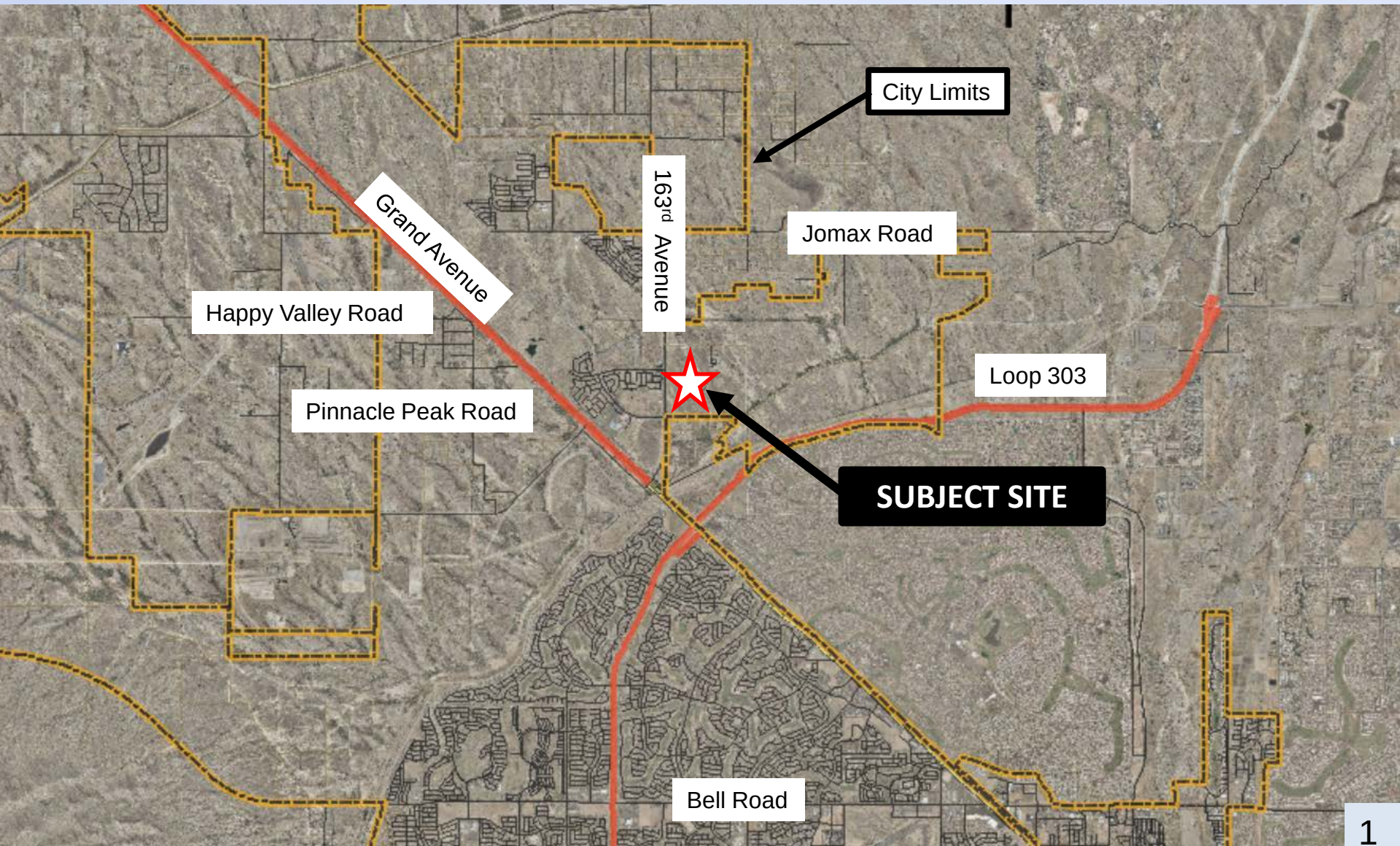
Preliminary Plat:

Based on the findings noted above, the Commission recommended **approval** of the proposed Preliminary Plat under case **FS14-159**.

Attachments:

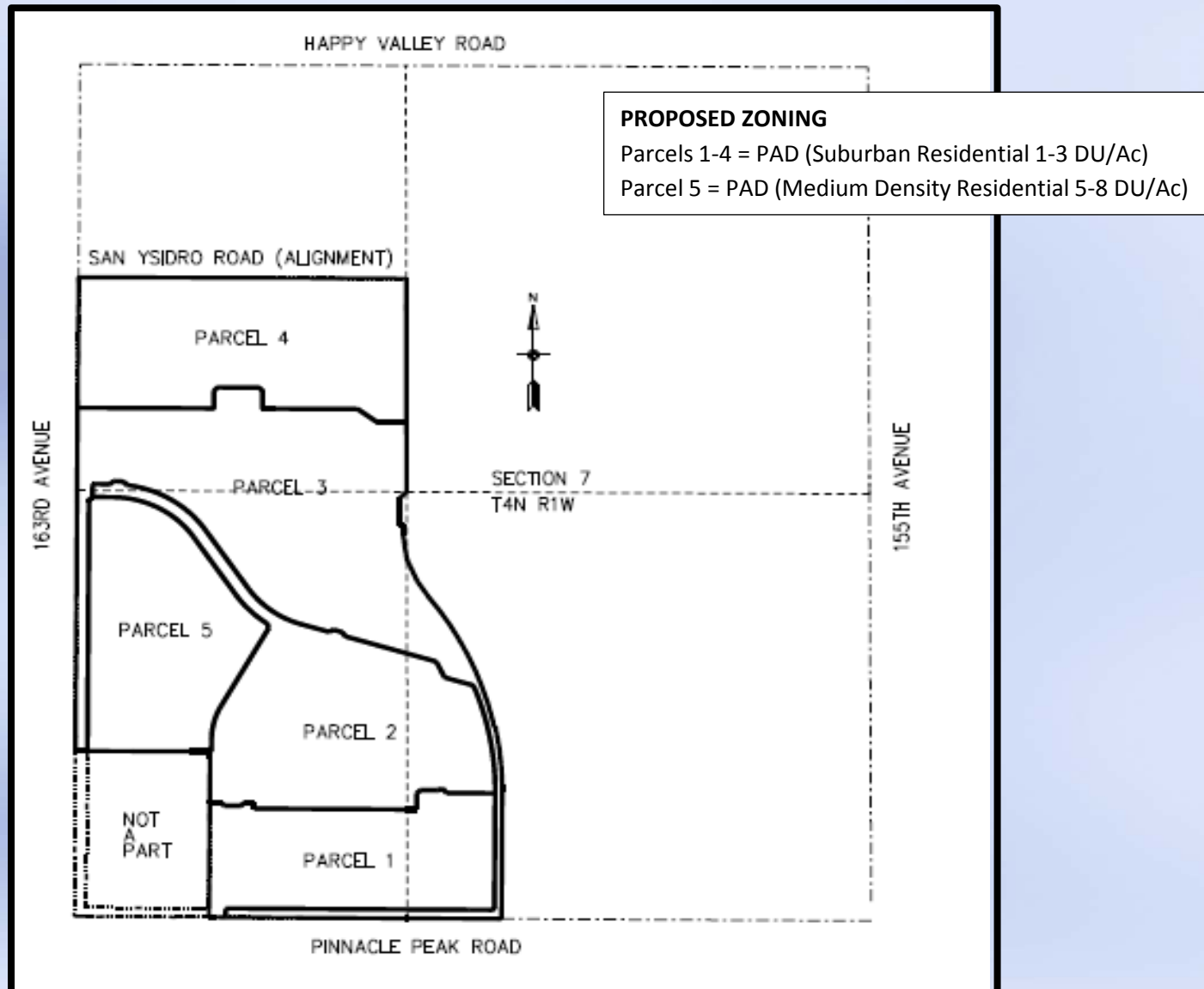
- 01 – Vicinity Map (1 page)
- 02 – Rezone/Major PAD Amendment Case Map (1 page)
- 03 – Preliminary Plat Case Map (1 page)
- 04 – Rezone/PAD Amendment Document (58 pages)
- 05 – Preliminary Plat (5 pages)
- 06 – Color Preliminary Landscape Exhibit (1 page)
- 07 – MWD comments (1 page)

Vicinity Map

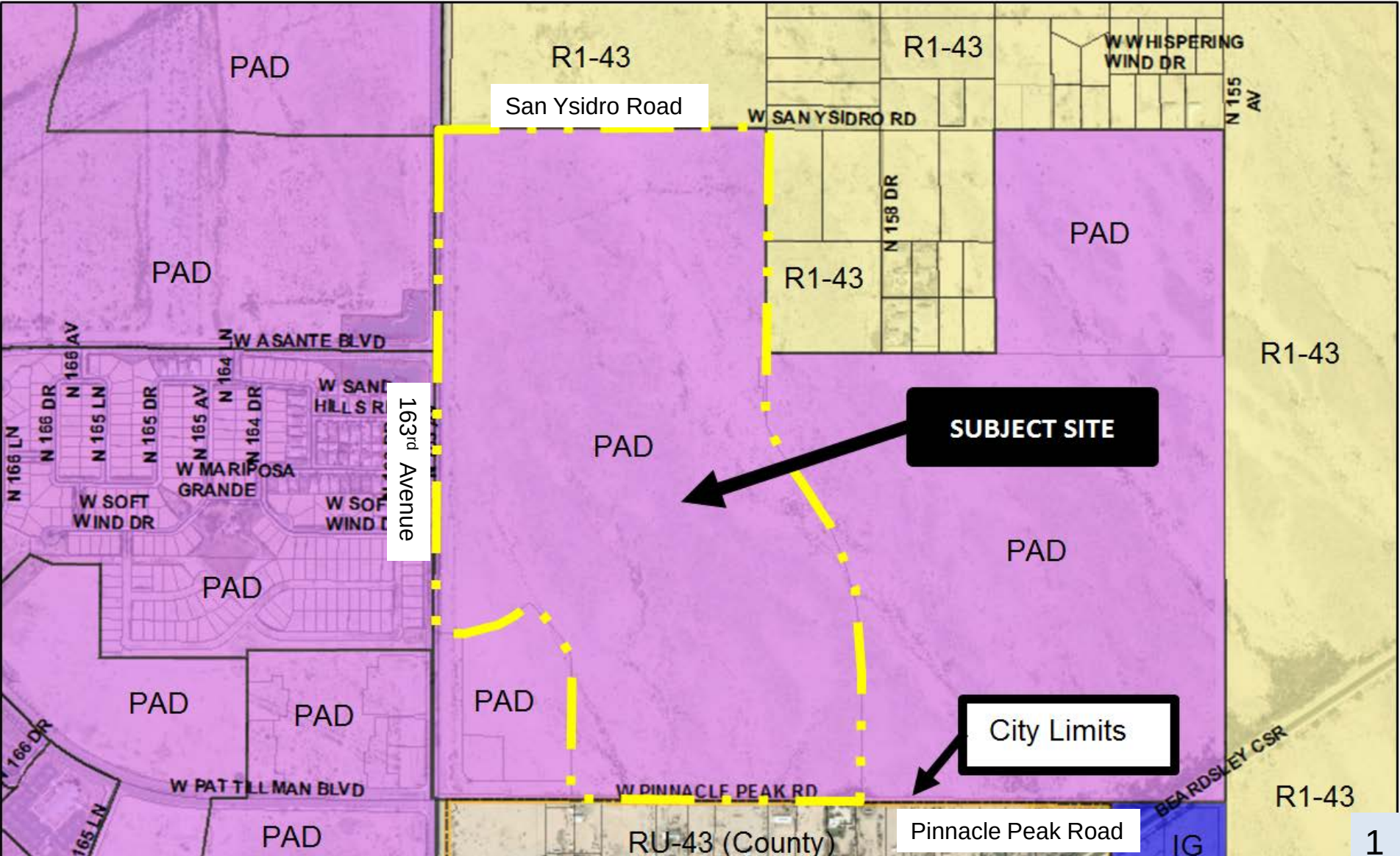


FS14-159 Verdugo

Zoning Case Map



Preliminary Plat Case Map



April 22, 2015
Revised August 7, 2015
Revised August 28, 2015
Revised September 22, 2015

Verdugo

Surprise, Arizona

Planned Area Development Major Amendment

Zoning Case Number: PAD 03-110
Zoning Case Number: PADA 08-171
Zoning Case Number: PADA-09-098
CR14-089
Current Case Number: FS14-159



4550 N 12th Street
Phoenix, AZ 85014

PLANNED AREA DEVELOPMENT AMENDMENT

For

Verdugo

April 22, 2015

Revised August 7, 2015

Revised August 28, 2015

Revised September 22, 2015

Property Owner/Applicant

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Landscape Consultant**

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Reference Case Numbers

Zoning Case Number: PAD 03-110

Zoning Case Number: PADA 08-171

Zoning Case Number: PADA-09-098

CR14-089

Current Case Number: FS14-159

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Trail and Circulation Plan	Exhibit 18
Street Sections	Exhibit 19
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PADA08-171 Stipulations	Exhibit 21
Phasing Plan	Exhibit 22

I. Description of Request

The purpose of this request is to obtain a Planned Area Development Major Amendment for approximately 173 gross acres within the project currently known as Verdugo PAD generally located at the northeast corner of Pinnacle Peak Road and 163rd Avenue (*see Exhibit 2 - Vicinity Map*). The site is within the City of Surprise, Arizona. The owner will also process a Preliminary Plat concurrently with this PAD Amendment.

The description of this current application is a request for a PAD Amendment to amend a portion of the land use for the Verdugo Property. The primary amendment is to eliminate the existing Medium High Density Residential use and the existing 28 net acres of Commercial and Office Use (*see Exhibit 4 - Existing Approved PADA08-171 Land Use*) and to exchange those uses for Medium Density Residential Use (MDR) and Suburban Residential Use (SR) (*see Exhibit 5 - Proposed Land Use*). The proposed MDR is intended for Court-Home development at 8 dwelling units per acre. The proposed SR is intended for single family detached residential lots with a variety of lot sizes that include 53-foot, 63-foot, and 68-foot lots. The proposed amendment also would impact the shape and boundaries of adjacent land use parcels and a revised alignment and revised entrance width of the proposed Asante Boulevard. A Preliminary Plat of the single family detached residential, or SR use, is also included in this request. The existing residential yield and residential density, produced from the 2008 amendment proposal, was a yield of 641 dwelling units and a density of 3.7 du/ac. This proposed amendment generates a lower yield of 628 dwelling units and a lower density of 3.62 du/ac. The proposed changes will provide a more sustainable land use plan that will establish a distinct, complimentary and exceptional community in which to live.

II. Project Location

The Verdugo property is currently vacant and undeveloped open desert located on the north side of Pinnacle Peak Road between the 159th Avenue alignment on the east and 163rd Avenue on the west. 163rd Avenue is classified as a major arterial street and is currently improved to Grand Avenue. The Verdugo property has approximately 2,900 linear feet of frontage on 163rd Avenue. Verdugo is located within Section 7, Township 4 North, and Range 1 West, of the Gila and Salt River Base and Meridian. The Assessor Parcel Number is 503-56-003G (*see Exhibit 6 - Location Map*).

Area Description

The majority of the surrounding properties are zoned for single family residential use. The land immediately east of the site is vacant ASLD property zoned R1-43 within the City of Surprise. To the west, across 163rd Avenue, is the Asante Planned Area Development. To the south, across Pinnacle Peak Road, there are several existing homes zoned RU-43 within the County. The land north of the site is generally vacant private property zoned R1-43. Some existing single

family homes exist along San Ysidro Road. These existing homes, like those on the south side of Pinnacle Peak Road, are on lots generally between 1 to 5 acres in size (*see Exhibit 7 - Surrounding Development Photos*).

Existing Site Conditions

Topographic /Existing drainage:

The ground slopes generally to the southeast. The total elevation change is approximately 31 feet, dropping from 1,378 feet above mean sea level (MSL) at the northwest corner of the site to approximately 1,347 feet above MSL at the southeast portion of the development. The 31 foot drop in elevation provides an average slope of approximately 0.7 percent. There are no major rock outcroppings or year round streams located on the Verdugo project site.

Vegetation and wildlife:

The Project lies within the lower Colorado River Valley Sonoran Desert biome. Wildlife in the Project area is expected to be typical of this biome. The vegetation cover is predominantly creosote bush. A cursory survey revealed limited salvageable vegetation on the site except in wash corridors, as exhibited by the site photos, but prior to any development, a detailed survey shall be completed if required and a salvage and reuse plan is required and shall be provided to the City so as to preserve any quality or protected vegetation.

Zoning & Land Use:

The current approved Verdugo PADA (PADA08-171) approves a total of 641 single-family homes at a density of 3.7 DU./Gr. Acres, approximately 23.8 acres gross of commercial, and approximately 9.1 acres of office use.

Access/Existing roadways:

Currently, the Verdugo property is accessed from the west via 163rd Avenue. 163rd Avenue is a north/south major arterial with 68' major arterial half street improvements along the west boundary of the property. San Ysidro Road, a local dirt road, runs west-to-east along the north boundary.

III. Historical Data

Verdugo was originally a part of a Planned Area Development named Pinnacle Peak Country Estates which consisted of approximately 369 acres and was located at the northwest corner of 163rd Avenue and Pinnacle Peak Road and extended eastward to 155th Avenue. This project was approved for PAD zoning by the Surprise City Council in February of 2004 as Case Number PAD03-110. At that time the property had a General Plan designation of Suburban Residential

that allowed single family residential development at densities from 1 to 3 dwelling units per acre (du/ac).

Since the original PAD approval in 2004, the property was divided into three separate ownership parcels. A 13.26 acre commercial parcel was sold and split off at the southwest corner of the project and the remaining residential portion of the project was split into two large parcels, one containing approximately 183 acres and subsequently named Altamira on the eastern half of the original project and one containing approximately 173 acres and subsequently named Verdugo on the western half. This current proposal involves only the 173 acre Verdugo property. The property owner is Verdugo Land LLC.

In 2008 the Verdugo property owner proposed a PAD Amendment to amend 60 acres of the Verdugo land use from Suburban Residential to 32.9 acres of Commercial, 12.3 acres of Medium/High Density Residential, and 14.8 acres of Medium Density Residential. This PAD Amendment (along with a General Plan Amendment) was approved in April of 2009 by the Surprise City Council as Case Number PAD08-171.

In 2009 a Minor Amendment (PADA09-098) was approved to revise the classification of 163rd Avenue from a Parkway to a Major Arterial and to reduce the required half-street right-of-way from 100' to 68'.

Project Overview

The following information will demonstrate that the proposed amendment to the Verdugo PAD will contribute to the orderly development of Surprise and meet the City's goals and policies as stated in the City of Surprise General Plan and all applicable City ordinances.

Since 2004, the land use pattern around Verdugo has changed dramatically with the proposal for or development of various commercial and employment uses especially to the south, southwest, west, and northwest of the property. To the south and southwest, the area surrounding the major intersection of 163rd Avenue and Pinnacle Peak Road/Pat Tillman Boulevard and extending to Grand Avenue, has been designated as a Village Center and as such is poised for development of major commercial and employment facilities (*see Exhibit 8 - Village Center*). At the northeast corner of 163rd Avenue and Pinnacle Peak Road the 13.26 acre commercial parcel that was split off from Verdugo will remain and eventually be developed as neighborhood commercial. At the northwest corner of the same intersection, within the Asante project, acreage has also been approved for a commercial corner. To the northwest, approximately one mile from the Verdugo project, another Village Center has been designated at the intersection of Jomax Road and Grand Avenue along with a large proposed employment use area south of that and a Regional Commercial Center at Dixileta Road

and Grand Avenue In addition to these facilities, there are many other existing or proposed commercial/employment sites in the general area. (see Exhibit 9 - Commercial Comparison).

With all the existing and proposed commercial facilities adjacent to and in the proximity of the Verdugo project it has been decided that commercial use within the property itself would be less feasible and less appropriate than the requested single family residential use proposed within this application.

IV. Land Use

The land use modifications within the proposed amendment include the deletion of the Commercial and Office use as well as the Medium High Density Residential use. The amendment will also offer a diverse range of housing types that will vary in character and size to target a variety of market segments in order to create a truly diverse community. Residential land uses, including single family suburban, and medium density products, will benefit from a land use plan that includes a trail and open space network meandering throughout the community. (Exhibit 5 - Proposed Land Use)

The majority of the Project will remain Suburban Residential (SR) which is comparable with properties to the north and south of the Project. The Medium Density Residential parcel is located closer to commercial services to provide an appropriate transition to lower densities. An appropriate number of neighborhood mini parks will be evenly distributed throughout the community to provide close walking distance to a park facility and/or access to trail corridors from every residential parcel within the community. The trail corridors will also serve to encourage walkability throughout the property and encourage integration between the various residential uses.

Proposed Land Use Category Summary:

Land Use Category	Gross Acres	Land Use %	DU (max.)	DU / AC
Suburban Residential	143.7	82.9	408	2.84
Medium Density Residential	29.64	17.1	220	7.42
TOTALS	173.34	100%	628	3.62

Notes: A minimum of 26 acres (15% of the gross residential acreage) will be designated as Open Space. Open Space and Right-of-Way areas are located throughout the Project within the gross acreage of the above mentioned Land Use categories.

Suburban Residential (SR)

Suburban Residential development will be the dominant land use within the Project which allows single-family housing at densities from 1 to 3 du/ac. Clustering of the homes shall be encouraged when appropriate provided the overall gross density doesn't exceed 3 du/ac. Each home will have access to some form of common open space in the form of either active or passive areas. The SR is primarily situated away from major transportation corridors, leaving that area primarily for the higher density development.

Primary and conditional Uses are per RL zoning as stated in Section 122-43(B) and accessory uses are per RL zoning as stated in Section 122-50(d) of the City of Surprise Municipal Code.

Medium Density Residential (MDR)

Medium Density Residential development will occur along 163rd Avenue. The MDR classification, with an allowable density range of 5 to 8 dwelling units per acre (du/ac.), will allow both attached and detached residential units with varying lot configurations, some of which may include z-lots and zero lot-lines; with a maximum gross density of 8 du/ac.

If residential units in this category utilize a garage the size of the garage shall be a minimum of 10'x20'.

Principal and conditional uses will be per RM zoning as stated in section 122-43(b) and accessory uses are per RM zoning as stated in Section 122-51(d) of the City of Surprise Municipal Code.

Residential Development Standards

Suburban Residential Development Standards

Suburban Residential (SR) developments shall include the following development standards. Residential housing design will utilize the extensive Home Product Design Guidelines of the City of Surprise.

RESIDENTIAL MINIMUM STANDARDS			
If these development standards should conflict with IRC building codes, the more restrictive will apply.			
Min Lot Area	5,800 sf	6900 sf	7450 sf
Min. Lot Width	53'	63'	68'
Min. Lot Depth	110'	110'	110'
*Bldg. 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 Adj. to Arterial	one-story	20'	
	two-story	25'	
Min. Distance between Houses	10'		
Bldg. Height	30		
Accessory Structure Setbacks			
Rear	5'		
Side	5'		
From Primary Structure	5'		

Fence Walls: All fence walls will be a maximum of 6' in height. However, site and design constraints may require the use of retaining walls. Where feasible, these retaining walls will be kept under 2', so that the combined height of the retaining wall and theme wall will remain under 8'. However, conditions have been identified that may require a 3' retaining wall, for a total height of 9'. For conditions that require over 3' of retaining wall, tiered walls will be utilized. In these cases, the retaining wall with the theme wall on top will be limited to 3' (combined 9') and the secondary retaining wall will be limited to 4' with a minimum separation of 4' between retaining walls.

Notes:

- * Fireplaces, bay windows, pop-outs, or patio covers may encroach 2.5' into front, rear and side setbacks.
- ** Street side setback may be reduced by 5' if a 5' minimum landscape tract is used and 10' if a 10' landscape tract is used on the street-side side.
- *** Pinnacle Peak Road & 163rd Avenue

All developments will be bound by the applicable building codes adopted by the City.

Medium Density Residential Development Standards

Cluster, Court Homes, zero lot line products within the MDR parcel shall comply with the following development standards. Other types of MDR products may be considered with development standards determined for those products at the time of preliminary platting. Project design and layout, as well as home product, will be determined at preliminary platting or site plan stage in accordance with the City's Planning and Design Guidelines Manual.

This zoning district is intended to provide for efficient use of land and facilities by single-family detached dwellings taking into consideration existing conditions, including present use of land, future land use needs and the ability to adequately provide public services. Other considerations for the district should be:

- Provision of attractive neighborhoods that maintain the character of the surrounding area.
- Provision of open space for private community services.
- Provision of diversity in housing lifestyles.

The minimum lot area is two thousand (2,000) square feet. To qualify as an Medium Density Residential district, the project must meet the following:

1. All units must be clustered in a designated development area on lot sizes specified in this section of the PAD and cannot exceed a net development area density of eight (8) du/ac.

A. Area configuration. An MDR shall not exceed sixty (60) percent of a designated Single Family land use Category in the PAD.

B. Permitted uses:

Principal and conditional uses will be per RM zoning as stated in section 122-43(b) and accessory uses are per RM zoning as stated in Section 122-51(d) of the City of Surprise Municipal Code.

C. Site plan. The site plan shall address the following:

1. The area and location of open space. Open space should be provided as outlined in the open space and landscaping section of the PAD or an acceptable alternative amenity package combining open space with features such as swimming pools, play-structures, ramadas, recreation centers, community gardens, fitness centers or active/passive recreation should be presented with the site plan.
2. Written designation of responsibility for ownership and maintenance of common driveways, open spaces and commonly owned areas associated with each clustered group of single family units.
3. Placement of Trash Containers will be determined at preliminary plat and will be subject to review by Public Works, Community Development, and the Fire Department.
4. Visitor parking locations shall be provided at preliminary plat and will be subject to review by Public Works, Community Development, and the Fire Department.

D. Height requirements. The height of buildings shall not exceed thirty (30) feet or two (2) stories.

E. Yard regulations:

MDR – COURT HOME DEVELOPMENT STANDARDS	
If there is a conflict with these standards and the IRC building codes, the more restrictive will apply	
Min Lot Area	2,000 SF
Min Lot Width – Interior Lot	25'
Min Lot Depth	55'
Max Building Height	30' – 2 STY
Max Lot Coverage	65%
BUILDING SETBACKS	
Min Front - Porch Or Liveable – Street (1) (2)	10'
Min Front/Rear – Garage – Street	18'
Min Front/Rear – Garage – Auto Court/ Alley/Greenbelt	5'
Min Side (2) (3) (4)	0'
Min Side Aggregate (4)	10'
Min Street Side (5)	10'
Min Rear (2)	5'
Min Separation Of Buildings On Adjacent Lots (4)	10'
LANDSCAPE TRACTS	
Arterial Streets	15'
Collector Streets	10'

Notes:

- (1) For rear alley garage access products “Front” of the product will be defined as the side of the product directly opposite of the garage side.

For all other products “Front” of the product will be that side of the product facing the street, auto court access, or greenbelt.
- (2) Features such as fireplaces, bay windows, pop-outs, patio covers, and accessory structures may encroach 2.5' into front, side, and rear setbacks, except that no accessory structures are allowed in the front setbacks.
- (3) Where a side yard is provided, it must be a minimum of 5'.

Joint Use and Benefit Easements are allowed to promote more usable side yards and shared driveways, walkways, or alleys where appropriate.
- (4) Minimum separation of buildings on adjacent lots can be 0' or 10' if setback is provided on at least one of the lots.
- (5) A street side setback may be reduced by 5' if a 10' minimum landscape tract is provided on the street side.
- (6) Private driveways shall be either 5' in length or 18' minimum in length. No “in-between” driveway depths are permitted in order to avoid having parked cars project into streets, sidewalks, alleys, or shared driveways.

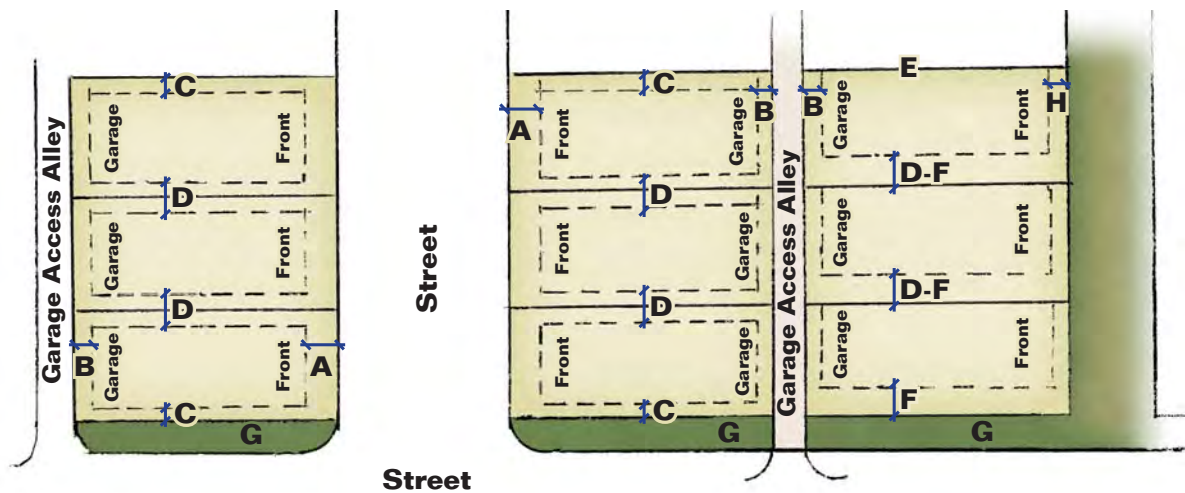


Legend

- A Typical Front- Garage. Min 5' setback on autocourt drive (measured to shared driveway)
- B Typical Rear. Min 5' setback
- C Typical Side. Min 5' setback.
- D Typical Side. Min 10' separation of buildings on adjacent lots.
- E Typical side. Min 0' setback
- F Typical side. Min 10' setback provided on one side of zero-lot-line configuration
- G 10' Landscape Tract

Cluster Homes

Typical Front-Garage Auto-Court Access



Court Home

Typical Rear-Garage Alley-Access Product

Legend

- A Typical Front-Porch or Liveable. Min 10' setback on public street.
- B Typical Rear-Garage. Min 5' setback on Access-Alley.
- C Typical Side. Min 5' setback.
- D Typical Side. Min 10' separation of buildings on adjacent lots.
- E Typical Side. Min 0' setback
- F Typical Side. Min 10' setback provided on one side of zero-lot-line configuration
- G 10' Landscape Tract
- H Typical Front-Porch or Liveable. Min 5' setback on landscape tract

F. Intensity of use regulations:

1. Lot coverage: The main building and accessory buildings on a lot shall not occupy more than a total of 65% of the lot.
2. Lot area: No lot shall have a net lot area less than two thousand (2,000) square feet.

G. Fence Walls:

All fence walls will be a maximum of 6' in height. However, site and design constraints may require the use of retaining walls. Where feasible, these retaining walls will be kept under 2', so that the combined height of the retaining wall and theme wall will remain under 8'. However, conditions have been identified that may require a 3' retaining wall, for a total height of 9'. For conditions that require over 3' of retaining wall, tiered walls will be utilized. In these cases, the retaining wall with the theme wall on top will be limited to 3' (combined 9') and the secondary retaining wall will be limited to 4' with a minimum separation of 4' between retaining walls.

V. Open Space

The Parks, Open Space and Trails plan for this Project is intended to provide a range of active and passive open space and recreation areas with facilities designed to service the needs of the entire population of the Project (*see Exhibit 10 - Overall Landscape Plan*).

A minimum of 26 acres (15 percent) of the gross residential project area will be set aside as either active or passive open space, buffer areas or mini parks. Landscape elements that fit the community Tuscan theme will be introduced and repeated along roadways and open space areas to enhance the aesthetic appeal and create a cohesive community feel, or 'sense of place'. Mini parks and play areas are located to be centralized between neighborhoods along the linear park (channel) that runs along the east side of the project, so that each neighborhood has direct access to the system of parks and trails. Where appropriate, neo-traditional neighborhood design concepts will be utilized, emphasizing central neighborhood parks and homes facing out onto shared open space.

A system of trails will link park facilities via linear open space corridors. This open space system (owned and maintained by the Homeowner's Association) will make up the majority of the open space element.

The Surprise Master Open Space and Trails Plan calls for recreation and open space at the ratio of 9 acres per 1,000 residents. The maximum number of dwellings proposed within the Project is 628 dwelling units. At 2.65 people per dwelling unit, this would produce a maximum total project population of 1664 people.

At 9 ac per 1,000 persons, a total of 14.97 acres (5.02 ac passive, and 9.95 ac active) of open space is required; a minimum of 26 acres is proposed, far exceeding the requirements of the Master Open Space and Trails Plan requirements of the City.

Verdugo actually projects approximately 17.3 ac of active open space. Active open space is depicted in *Exhibit 10 - Overall Landscape Plan*. The entire width of the channels/trails was not included in this calculation. Each trail is 8' in width. 3.5' buffers off each side of the trail were used to calculate an 15'-wide tract. This tract equates to 1.51 ac of active open space covering the trails. The additional 15.79 ac of active open space come from the three park sites identified in *Exhibit 14 - Pocket Park With Basketball Court*, *Exhibit 15 - Pocket Park With Tot Lot* and *Exhibit 16 - Pocket Park With Trail Connection*.

Theme and Architectural Style

The architectural elements for the open parks and open space structures will be contemporary Tuscan in style to complement the residential character. Tuscan character will be as defined in the City of Surprise's Single-Family Residential Home Product Design Guidelines. Key finish materials for amenities will be mixed materials, including stucco and faux stone accent panels at the entry, colored splitface concrete blocks, cobblestone pavers, and decorative wrought iron details. Colors will predominately be natural earth tones of varied hue, with low light reflectivity, punctuated with accents of terra cotta and cobalt blues.

The site planning features and parks will be organized around formal geometric patterns, utilizing neo-traditional planning concepts. Emphasis will be placed on symmetry, and view corridors with strong axis-node relationships and view termini.

The Architectural style of the open space and amenities has been designed to blend with the proposed architectural style for the residences, as outlined in the Architectural Design Guidelines provided in this document.

Entry Monumentation and Character

Upon arriving at the Verdugo community, residents will immediately be greeted with a Tuscan style archway that serves as both the iconic monument for the community and also as the portal to the main community park and the pathway system that winds throughout the community. This entry portal, with its stucco finish, stone veneer columns, and tiered planter walls, are the foundation for a rough-sawn timber trellis, supporting colorful vines, and providing shade at the entryway to the park system (*see Exhibit 10 - Entry Monument Plan View and Exhibit 12 - Entry Monument Elevation*).

Three levels of monumentation are proposed for the Verdugo Community as follows:

Primary Entry Monument: This monument will be located at the intersection of Asante Blvd and 163rd Avenue, and includes all of the components listed above. The primary monument will be located on both the north and south side of the intersection as mirrored images. Dimensions for this proposed monument have been provided in the attached exhibits. The maximum height will be 16'-0". The general area for the monument is approximately 60' by 60'. The monumentation will be located behind both the ROW and the PUE.

Secondary Entry Monument: This monument will be located at northeast corner of Pinnacle Peak Road and 161st Drive. The secondary monument will match the primary monument, but will only be located on one side of the intersection. All other materials and dimensions will be the same. As with the primary monument, the secondary monument will be located outside of the ROW and PUE.

Low Accent Wall with Pots: Accent Walls will be located at the intersection of Asante Blvd and 161st Drive, at the heart of the community. These accent walls will match the low columns and pots used in the primary and secondary monuments. Optionally, these accent walls would be encouraged as a detail within the neighborhood and main parks. These walls will be located outside the ROW and PUE. The walls will have a maximum height of 48".

Community Theme Walls

The community walls are designed to be understated, and serve as backdrop to a colorful and textural landscape plant palette that is both desert adapted and supports the Tuscan theme. Primary wall materials will be an earth toned integral color block of low light reflective value, and decorative wrought iron fencing. The wall cap will be an integral color splitface 4" cap block, with a minimum 1" overhang. Columns will also be smooth CMU with a darker natural tone, highlighting the texture of the walls (*see Exhibit 17 - Wall Elevation Exhibit*).

The community theme walls will come in three varieties, solid theme wall, partial view wall, and full view fence. The design intent is to utilize the full view fence option wherever possible to enhance an open feel to the community, and provide residents with views to the open space and natural resources. However, in the following cases, either solid theme wall or partial view fence will be utilized to provide security and privacy to the residents:

1. Where lots back up to arterial roadways.
2. Where lots back up to collector streets without sufficient landscape buffer or screening.
3. Where lots are backing to each other across an open space less than 60' wide, partial-view fencing shall be used.

4. Where headlights will shine into the back yard.
5. Where lots back up to a pathway that is less than 20' away, and the lot is at the same elevation or lower than the pathway, partial-view fencing shall be used.
6. Where lots are adjacent to other lots.

The solid theme walls will utilize earth toned split face block near the main entry and along primary roadways, arterials, and collectors. These enhanced solid walls will use a 4" splitface CMU cap. Earth toned smooth face block will be used with a standard 4" block cap along local streets and tracts, and in less visible areas.

The partial view wall will utilize the same material as the solid view fence, but will consist of a 2' decorative wrought iron fence on top of an approximately 4' solid block wall. Final design of these walls shall meet all local pool code guidelines.

The full view fence will be utilized where possible, such as lots backing onto parks and open space. The fence will consist of four feet of painted steel fencing, in dark earth tones, over two feet of split face masonry block. Low decorative fencing will also be used at the termination of primary walls near community open space, around the primary community entry, and near the neighborhood park gathering space.

To add visual interest to the walls, smooth concrete block columns will punctuate the theme walls along roadways and main open space areas every 200'. Additional interest will be added with wire mesh trellises that will support colorful vines at intersections and high visibility areas.

Site and design constraints may require the use of retaining walls. Where feasible, these retaining walls will be kept under 2', so that the combined height of the retaining wall and theme wall will remain under 8'. However, conditions have been identified that may require a 3' retaining wall, for a total height of 9'. For conditions that require over 3' of retaining wall, tiered walls will be utilized. In these cases, the retaining wall with the theme wall on top will be limited to 3' (combined 9') and the secondary retaining wall will be limited to 4' with a minimum separation of 4' between retaining walls.

Parks and Shared Open Space

The site planning for the parks and shared open space will use neo-traditional neighborhood design concepts, focusing on symmetry, formal geometric patterns, and walkability. Where possible, the surrounding homes will face out on to the shared open space.

The main community park will be located at the southern portion of the Project, linear park (channel). The entire park system utilizes the linear channel, and the retention area. (*see Exhibit 16 - Pocket Park with Trail Connection*).

Playgrounds and ramadas will be outside the retention areas. Basketball courts may be located within retention areas, but must be kept a minimum 6” above the bottom of the basin. ADA accessible paths will be maintained to all amenities.

Grade changes will be utilized to provide dramatic overlooks, and terraced plazas and gathering spaces. The passive and active recreational amenities in this area include two tot lot play structures, dual slides, climbing wall, shaded bench areas around tot lots, open turf areas for multiple uses and age appropriate structures that promote outdoor play and sports.

The following is a list of recreational amenities that Verdugo will provide its residents:

1. Trail system
2. Classic and innovative new play structures
3. Ramada and Benches in all recreation areas for comfort
4. Basketball court
5. Open turf areas for multiple uses

Landscape design and plant material in all parks, trails, and open space areas shall conform to the City of Surprise Municipal Code and SUDC current at the time of platting and site planning.

Trails, Pathways, and Linear Open Space Corridors

A primary component of this project is the system of trails that will link the Home Owner’s Association (HOA) park facilities via linear open space corridors. This open space system (owned and maintained by the HOA) will make up the majority of the open space element and is central to the design of the project. The Open Space elements will consist of one large and several smaller HOA neighborhood park areas and a combined linear drainage and trail corridor that will provide a continuous open space/trail system throughout the site, connecting parks and neighborhoods while providing for the efficient and safe flow of offsite storm runoff through the linear greenbelt. This design concept is in alignment with the City of Surprise Planning and Design Guidelines, Chapter 3. Specifically, Page 35 of those guidelines state:

“New developments traversed by a floodway or wash, the developer should be encouraged to landscape and develop a floodway or wash as a linear park containing pedestrian, bicycle and/or equestrian trails that tie to and connect with adjacent open space and trail systems.”

This has been accomplished through the following engineering and design elements:

- Use of turf lined channels to address flow velocities, while also providing recreational opportunities

- Providing an 8' paved pathway for pedestrian and bicycle use along the bank of the channel, with alternative seating nodes, spaced along the pathway providing site furniture and pet refuse, and outdoor health and fitness exercise stations.
- Pathway access from the pathway along the bank into the channel at key locations to provide access to the turf recreation areas for picnic, freeplay activities, active and passive recreation.
- Integration of active recreation within the channel, specifically in the form of "Disk Golf" (Also known as Ultimate Frisbee or Frisbee Golf)
- Landscaping to support the linear park program by providing seasonal color, tree shade, and the use of plant material to define outdoor spaces along the channel.
- At locations where the drainage corridor widens, such as the large HOA park, the channel side slopes vary and become shallower, providing a softer undulating aesthetic.

The trail system has been planned and designed to conform to the City of Surprise 2008 Parks and Trails Master Plan. Final design implementation will be consistent with the Parks and Trails Master Plan in effect at that time.

This project's trail and pathway system is outlined in *Exhibit 18 - Trails and Circulation Plan*, and includes the following components:

- HOA concrete pathways internal to park areas and through tracts. These will vary in width from 5' to 8' depending on location. These specific pathways are not denoted in a special line type on Exhibit 18, but are visible on the color rendering. Final configurations will be dependent upon the final design of the project.
- Public access sidewalks along roadways within public right-of-way. Widths and locations of these sidewalks will be in conformance with the City of Surprise standard street cross-sections.
- Public Access 'Local Trails' as described in the City of Surprise Parks and Trails Master Plan, as being 6' wide (minimum) concrete paved within a 15' public ROW. These local trails will occur in the locations noted by special line type in Exhibit 18, including along major roadways and within the linear park between the project site (Verdugo) and the adjacent project (Altamira). The proposed local trails exceeds those listed in the City's Master Plan both through connectivity and quantity. Several of these trails occur along public roadways, and will include the 15' public easement through a combination of street ROW and additional sidewalk easement as needed. A 15' wide public access easement will be dedicated for the local trail within the linear park (channel). Additionally, the local trail within the linear park has been widened to 8'.

This proposed trail system for the project is in conformance with the City of Surprise Parks and Trails Master Plan both through providing the required trail system, and through its connectivity

to the proposed offsite trails. This includes access to the Maricopa Regional Trail (noted as a Signature Regional Trail in the City's plan) along the canal southeast of the project site. According to the City of Surprise September 2008 Trails Master Plan, a regional trail follows the Beardsley canal alignment. Verdugo trails on the southeastern end will connect to the adjacent Altamira project trail system, and through that connection, to the Beardsley Trail alignment. Additional project trails and pathways will be a minimum of 6' wide located as shown on the plan. (NOTE: The trail alignments shown in Exhibit 18 that occur on the Altamira project are for reference only, and are not the responsibility of this project)

In addition to the neighborhood connectivity, the linear park system has been designed to safely convey floodwaters. The large north-south channel that intersects the main park is designed to provide for slower flow velocity, and allow the channel to be a turf lined recreational amenity. A low flow channel will be provided for nuisance water, allowing the channel to be utilized for active recreation and turf freeplay area. This channel will be formal in design character, with tree-lined banks.

All other drainage and trail corridors will be naturalized in character. The Project will seek to attain a natural 'desert pavement' character in these corridors, using decomposed granite, salvaged rock and supplemental fractured cobble. The planting will be organic in nature, and utilize desert adapted plant material and trees. Rock gabion baskets will be used where appropriate to retain grade and provide aesthetic enhancement.

Creative trail signage in keeping with the contemporary Tuscan theme will be encouraged along the various trail corridors, providing interpretive and educational information, as well as the trail names. Sub-mile markers will be encouraged along the primary trail in the linear park at appropriate locations. A small pedestrian crossing will be provided across the channels low flow channel within the linear park.

Low level bollards will be required for trail corridor. The bollards will be of concrete vandal resistant construction with a concealed light source. Bollards will be a maximum of 48" high, and will be designed to provide a maximum of 1 to 2 footcandles maximum and 0.5 footcandles minimum along the trail surface. In larger areas further from houses, pedestrian scale decorative light poles may be used to light park areas. These poles will be a maximum of 12' high.

Streetscape Character

The landscape character along the streets will be formal in design. Tree lined streets will provide shade on the sidewalks, set back from the curb. Groundcovers and shrubs will be massed in large groupings. Landscape design and plant material along the streets and ROW shall conform to the Surprise Municipal Code and SUDC current at the time of platting and site planning.

VI. Infrastructure Improvements

Drainage

The existing topography of the site falls across the property to the southeast. Roadways and drainage structures will be constructed to best maintain these drainage patterns. Approximately half of the 173 acres are currently within a 100-year floodplain. A CLOMR has been approved. A LOMR will be submitted to remove the lot areas from the floodplain.

Off-site flows impacting the site at the northern boundary will be collected with the use of a drainage and trail corridor and conveyed through the Project returning them to their historic flow paths as designed and approved in the CLOMR package.

On site retention will be provided for the 100-year, 2-hour event in retention basins at various locations throughout the site away from the offsite flow channel. Where basins are in proximity to the offsite flow channel, they will be designed for first flush only. The retention basins will be designed to meet local requirements.

For detailed information regarding the proposed master drainage concept please see the Preliminary Master Drainage Report submitted with this PAD Amendment.

Verdugo and Altamira projects participated in a joint CLOMR which was approved by the City, County Flood Control and FEMA. The channel improvements will be completed by the first project that is developed. There is a Joint Development Agreement (JDA) that is in place between Verdugo and Altamira that addresses cost-sharing, reimbursements and drainage easements necessary for either property to construct the joint improvements should one property develop prior to the other. If Verdugo is developed prior to Altamira, then the Drainage Channel will be constructed along with the roadways per the Verdugo Phasing Plan. The box culverts and 158th Lane. would be deferred until Altamira develops and access to the east side of the channel is warranted. Should Altamira develop prior to Verdugo, then the Drainage Channel would be constructed, along with the box culverts and any portion of Asante Boulevard and/or Pinnacle Peak Rd. that is required for ingress and egress by Altamira.

Water/Sewer

The owners of Verdugo are working with other property owners in the vicinity on a regional water system solution. The owners are also a part of the SPA 2 group of owners that paid for the expansion of the wastewater system . The owners of Verdugo have secured 100% of their necessary capacity in the SPA 2 water reclamation facility.

Storm Sewer

Box culverts, storm drains and other storm sewer improvements will be constructed where appropriate.

VII. Circulation

The implementation of an efficient circulation system within the Project is highly important to the overall quality of life for future residents. Balancing the Project's land use plan with the transportation plan has been a key component in the planning of the Verdugo design. The goal of the proposed circulation system is to promote a safe and well organized plan that is compatible with the original PPCE PAD and the surrounding communities, and one that creates opportunities for both vehicular and pedestrian usage.

Exhibit 19 - Street Sections shows the proposed street cross sections of the various street classifications proposed for the development. In 2009 the PAD Amendment, PADA09-098, (see *Exhibit 20 - PADA09-098*) was approved to revise the classification of 163rd Avenue from a Parkway to a Major Arterial and to reduce the required half-street right-of-way from 100' to 68'. This approved half street requirement has been incorporated into the street section for 163rd Avenue.

The Project's primary access is located along the west property boundary off of 163rd Avenue. The west half of 163rd Avenue is currently improved. Verdugo will dedicate the revised 68' of additional ROW along its west boundary for 163rd Avenue. The Project's secondary access is located along the south property boundary off of Pinnacle Peak Road. Pinnacle Peak Road is currently an unimproved dirt road and Verdugo will dedicate 55' of ROW.

The primary entrance will align with Asante Blvd and was previously proposed to begin with a 110' ROW and taper down to an 80' ROW as it enters into Phase 2 of the Verdugo PADA08-171. Currently however, due to, 1. The approved revised classification of 163rd from Parkway to Major Arterial; 2. The current amendment request to eliminate the existing commercial and multi-family uses and replace them with all single family residential; and 3. The resulting reduction of density and intensity at this intersection; this current amendment requests that the primary entrance be revised to begin with the standard 80' collector width rather than the previously required 110'. Further, a minor arterial interior to a residential community would detract from the character of the community and also encourage higher speeds when we would prefer to narrow the street to reduce speeds. With the requested standard 80' collector improvements, deceleration and turn lanes would still be provided as needed, but the applicant does not agree that two travel lanes on both sides are currently warranted. Enhanced landscaping along the main entry will also be provided, which will frankly look a lot better than asphalt and will not require additional ROW.

An 80' collector running north/south along the eastern boundary of the property "T's" into the main entrance collector and connects to Pinnacle Peak Road along the south boundary. The collector street system is designed to feed off of the surrounding arterial roads and provide direct access to the development parcels at the interior of the Project.

Regarding San Ysidro half street, it was shown on *Exhibit 19 - Street Sections* in the previous PADA08-171 as a half street with ribbon curb to allow flows to cross, but it was there for reference only. The approved zoning stipulations from that PADA specifically note that improvements to that street are not required unless Verdugo has direct vehicular access to it. It is the applicant's opinion, based on this stipulation (see *Exhibit 21 - PADA08-171 Stipulations*) and the fact that Verdugo does not utilize this street for access, that half-street improvements are not required and in which case, there would be no need to provide a street section within this current amendment request.

Development standards for each roadway classification are based on City of Surprise details and standards. Verdugo will complete half street improvements for arterial streets 163rd Ave and Pinnacle Peak Road. Verdugo will also complete half street improvements for the north/south collector within the Project and full street improvements for the west/east collector (main entrance) on the Asante Boulevard alignment. San Ysidro Road will only require half street improvements should any direct vehicular access be provided. No vehicular access is proposed.

Proposed Street Classifications:

- Major Arterial (163rd Avenue) 68' ft. half-street ROW (136' ft. total)
- Minor Arterial (Pinnacle Peak): 55 ft. half-street ROW
- Collector (Asante Boulevard alignment): 80 ft. full-street ROW
- Collector (north/south alignment): 40 ft. half-street ROW
- Local Street: (San Ysidro Road) 27.5 ft. half-street ROW
- Local Street: 55 ft. full-street ROW with on street parking.

Alternative Modes of Transportation

A system of detached sidewalks and multi-use trails will provide access to open space and park facilities as well as off-site commercial facilities to the south. A bikeway system including (1) bike lanes along the arterial and collector roads and the multi-use trail and (2) bicycle parking where appropriate will be provided. Neighborhood Electric Vehicles (NEV) will be allowed on streets with speed limits 35 mph or less. Pedestrian access through the open space corridor to all residential parcels will be provided. Bus bays along 163rd Avenue will be provided where deemed appropriate by City Traffic Engineer.

VIII. Phasing

Verdugo is planned to be developed in three phases shown on *Exhibit 21 - Phasing Plan*. Development will begin with the Suburban Residential phases. Phases will be constructed in accordance with market conditions.

Phase 1 of Verdugo shall include all improvements necessary to provide two points of ingress and egress to the parcels within the phase. This generally includes the north half-street of Pinnacle Peak Rd. from 163rd Ave. to 161st Drive. The full width of 161st Dr. from Pinnacle Peak Rd. to Asante Blvd and the full width of Asante Blvd from 163rd Ave. to 159th Dr. It will also include two points of connection for water and the sewer outfall to Pinnacle Peak Rd. The landscape and amenities associated with the applicable parcel(s) are to be installed with Phase 1. The drainage channel improvements associated with the approved CLOMR will also be installed to the extent required for Verdugo Phase 1. Box Culverts and 158th Lane. are to be deferred until the Altamira project is developed. (Verdugo & Altamira have a JDA that addresses cost-sharing and reimbursements of the joint drainage improvements).

Phase 2 of Verdugo shall include the east half-street improvements for 163rd Ave. adjacent to the property, the north half-street of Pinnacle Peak Rd. from 161st Dr. to 158th Ln. Verdugo is responsible for the west half-street improvements for 158th Ln., however, since Verdugo does not access to this road it is not warranted until Altamira develops. Verdugo and Altamira have a JDA in place to address the cost-share of this roadway. Verdugo is also responsible for its proportionate share of the box culverts at the drainage channel and will participate in these costs with Altamira (per the JDA between Verdugo & Altamira) when these improvements are warranted.

Phase 3 is limited to the on-site improvements associated with Parcel 5.

San Ysidro Road is address via the Verdugo Development Agreement. A fee payment shall be made by Verdugo to the City of Surprise in-lieu of construction of San Ysidro Rd.

No sub-phasing is proposed at this time.

Architectural Design Guidelines

This section is intended to be used as a guideline to apply a high standard of architectural design and product compatibility. It should be used to communicate the overall Verdugo design theme to builder and designers and to simplify the design-review process.

The proposed homes will include one and two-story plans that exhibit high quality materials and architectural features. The house plans will be subject to a separate review and approval. All development will be subject to the City of Surprise Design Guidelines for Single-Family Detached Residential. Each product type shall require a minimum of three different floor plans, each with a minimum of three district elevations.

The homes shall include or conform to the following:

- Two-story homes will not be permitted along arterial roadways, on corner lots, or backing to the commercial parcel, unless there is a minimum of 30' setback from the structure to property line or right-of-way.
- Garages and garage doors will be de-emphasized on all plans with the use of front porches, recessed garages, side-entry garages, and offset third car garage doors. Windows on garage doors will be offered on all house plans.
- Windows and doorways on all four sides of the dwellings shall be enhanced with surrounds and/or recesses.
- The front entries shall be the focal point of the homes. Recessed entries or side entries will not be permitted unless a significant front courtyard or entry feature is provided.
- Stucco or block exteriors with optional stone, brick or wood accents.
- Covered rear patios designed to match the home.
- Ground mounted air conditioning and heating units.
- Concrete tile roofs.
- Accents and window treatments.
- Two-car garages standard, with optional three-car garage on some house products. Some houses may have side-entry garages. Recessed garages, porte-cochere's and/or carriage-style garage doors are encouraged to de-emphasize the garage frontage.
- Dual pane windows. Window frames and mullions finished with either baked enamel paint or anodized.
- Roof vents, flashing, pipes shall be painted to match roof tile color.
- Exterior light fixtures at the front entrance door. Enhanced exterior light fixtures next to the garage doors as an option.
- Metal flashing, vents, pipes, electrical panels and other exposed metal on elevations shall be painted to match the color of the house.

- Boxed fireplace chimneys to avoid exposed metal flues if buyers include a fireplace as an option, or if the owner adds a fireplace at a later date.
- The garages will be a minimum of 18 feet by 20 feet free of obstructions.
- Two parking spaces in driveways outside of the garage, except for the alley-loaded product. A minimum of 20 feet will be provided from the back of sidewalk to the face of the garage door.
- The use of reflective surfaces, except windows, shall be prohibited.
- Roof mounted equipment, except solar panels and related equipment, shall be prohibited.
- All utilities and ground mounted mechanical equipment shall be fully screened from view to neighboring properties and public streets.
- Accessory structures six feet or more in height and/or 120 square feet or more in area shall utilize like colors, materials and architectural style as the principal structure.
- Additions to principal and accessory structures shall utilize like colors, materials and architectural style as the principal structure and shall conform to existing rooflines.
- House products shall have choices of roof colors and roof material types.
- House products shall have choices of exterior accent materials such as, brick, stone or masonry.
- Each parcel shall provide a minimum of three floor plans with three distinctly different architectural elevations per plan.
- Roof lines will vary from homes on adjacent lots and directly across the street
- Garage service doors are to be standard on all floor plans.
- Medium Density parcel shall promote diversity in owner-occupied housing choices including (but not limited to) court homes, alley-loaded, green court, zero-lot line, townhome, etc.
- Medium Density parcel may include a unique architectural theme for the parcel as a whole (such as Tuscan, Monterey, etc.)
- A centralized, common amenity shall be provided within the medium density residential parcel.

Architectural Styles & Descriptions

Themed Architectural Styles are encouraged to promote intentional thematic style and character to the community. Below is a list of example Architectural Styles and Characteristics that are considered appropriate for the Verdugo community:

Santa Barbara

Influenced mainly by the architecture of Spain, Santa Barbara is actually a blend of Spanish, Mediterranean and Moorish/Islamic architectural styles. Stucco surfaces clad the structures with red tile roofs are dominant features of the Santa Barbara style. Wrought iron frames the windows, light fixtures, staircases, and other accented elements.

Characteristics:

- Low-pitched roofs
- Red Roof Tiles
- Little or no overhanging eaves
- Stucco Siding
- Arches, especially above doors, porch entries and main windows
- Asymmetrical shape
- Courtyards
- Cast ornaments

Spanish Eclectic

Most common in the Southwest and Florida, Spanish Eclectic architecture takes its cues from early Spanish Missionaries. Details include a blend of Moorish, Byzantine, Gothic, and Renaissance Architectural styles.

Characteristics:

- Low-pitched roofs
- Roof tiles
- Little or no overhanging eaves
- Decorative tile elements
- White, or light stucco siding
- Rounded windows and doors
- Asymmetrical shape
- Walled courtyards
- Decorative wrought iron
- Heavy carved wooden doors

Monterey

Free revival of Anglo-influenced Spanish colonial houses of Northern California, the Monterey style blended Spanish adobe construction with low-pitched tiled roofs and massed plan English shapes from New England. The style fuses Spanish Eclectic and Colonial Revival elements. Porches tucked under the main roof, these are related to French Creole style.

Characteristics:

- Front to back gable roofs; typically low-pitched
- Shingle or flat concrete tiles
- Balconies supported by simple columns
- Square wood posts
- Light stucco exterior
- Shutters framing windows
- Raised entry porch
- Asymmetrical massing

Craftsman

Originating in southern California and made popular at the turn of the 20th century by architect and furniture designer Gustav Stickley, the Craftsman exhibits low and broad proportions with little ornamentation. The style features overhanging eaves, low-slung gabled roof and wide front porches framed by pedestal-like columns. Cladding materials include natural stone, rough-hewn wood and stucco.

Characteristics:

- Low-pitched gable roofs
- Eave overhang
- Decorative beams or braces under gables
- Porches either full or partial width
- Roof supported by tapered square columns
- Exposed roof rafters
- Asymmetrical shape
- Natural material for siding

**The above Architectural Styles and Characteristics are intended to be representative of acceptable themed architectural styles. All architecture is subject to City of Surprise Design Review. Builder may submit alternate architectural styles and characteristics for consideration.*

Plat/Lot Design Guidelines

- Streets shall be developed as specified in the Circulation section of the narrative.
- The calculations for Useable Open Space will include those areas designated for active recreation and that are improved with some recreational amenity, multi-use turf area or trail. Passive Open Space is designated as landscaped refuge areas not conducive to active recreational activities.
- Useable Open Space shall not include any of the following:
 - › Dedicated streets, alleys, vehicular drives, parking, loading and storage areas; required setback areas except where tracts are delineated; reservation of public park and school sites for which the City or school district shall be required to purchase; areas reserved for the exclusive use or benefit of an individual owner or tenant; or concrete areas designed primarily for the conveyance of water.
- The Dedication Statement on the final plat shall include provision dedicating all open space and retention areas as tracts, providing for the maintenance of such areas and adjacent right-of-way by an established homeowners association, and precluding such areas from future development.
- Trail easement shall be recorded over the multi-use trail on the final plat.
- Diversity of pavement materials is encouraged for trails. Example: compacted DG for multi-purpose trail provides color and texture diversity. Pavers at entry and pedestrian crossings provide traffic calming effect.
- Rights-of-way and retention areas shall be improved with landscaping as required by the City of Surprise Zoning Ordinance.
- Entry features including decorative entry signage, landscaping, and stamped concrete or stamped asphalt shall be required for the main entrances off of Citrus Road and Van Buren Street.
- Blocks should terminate with landscape tracts where feasible having a width of at least 10 feet.
- Short block lengths are encouraged to promote pedestrian connections and walkability.
- Tree-lined streets will be provided in all single family public streets. A theme tree species is encouraged to promote a sense of place and cohesion within specific parcels.
- Hierarchy of trees is encouraged at main entries and focal points. For example: palms at main entry, large specimen trees in traffic circle, etc.

Landscape/Perimeter Wall Design Guidelines

- There shall be an integrated landscape palette and theme wall for each parcel as outlined in the approved PAD.
- Plant materials shall be selected from a final plant palette and approved by the City of Surprise.
- Accent plant materials shall be low water use plants known for form, color and visual texture.
- The final landscape plan shall be designed in conjunction with the project grading and drainage plan.
- The PAD plan will provide a decorative theme wall around the perimeter of the development with pilasters or columns at appropriate intervals and angle points.
- Theme walls shall incorporate multiple varieties including: solid theme wall, partial view wall and full view fence. The theme of the walls and materials shall be consistent with the other materials incorporated in the community theme, entry, amenities and housing product.
- Any view fencing shall consist of split face CMU block with tubular steel fencing along the top.
- The entry monuments & portals shall incorporate a themed archway that serves as both an iconic monument for the community and portal to the main community park and pathway system(s).
- Entry landscaping shall consist of low-water use desert trees and shrubs with small boulders as an accent. Landscape materials will include accent lighting.
- 'Dark Sky' design principals are encouraged in the use of accent lighting. All lighting fixtures shall fully shield the light source. Downward projected light sources are encouraged. Uplights shall be used at entries and focal areas only for accent, and shall be restricted to low voltage with a maximum lumen output of 1200 lumens per light fixture, and shall have a shield extending beyond the light housing. Use of LED lighting is encouraged.
- Water conservation technology is encouraged in the landscape irrigation system. Irrigation controllers for all open space areas should utilize ET based or should be labelled as a 'Watersense' irrigation controller by the EPA, and capable of adjusting water supply based on weather conditions, including solar radiation, rain, and wind.

Legal Description

PINNACLE PEAK COUNTRY ESTATES-PARCEL A

A portion of Section 7, Township 4 North, Range 1 West, of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, more particularly described as follows:

COMMENCING at the Southwest corner of said Section 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 TRUE 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 West, 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 06 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;

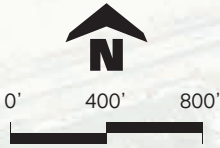
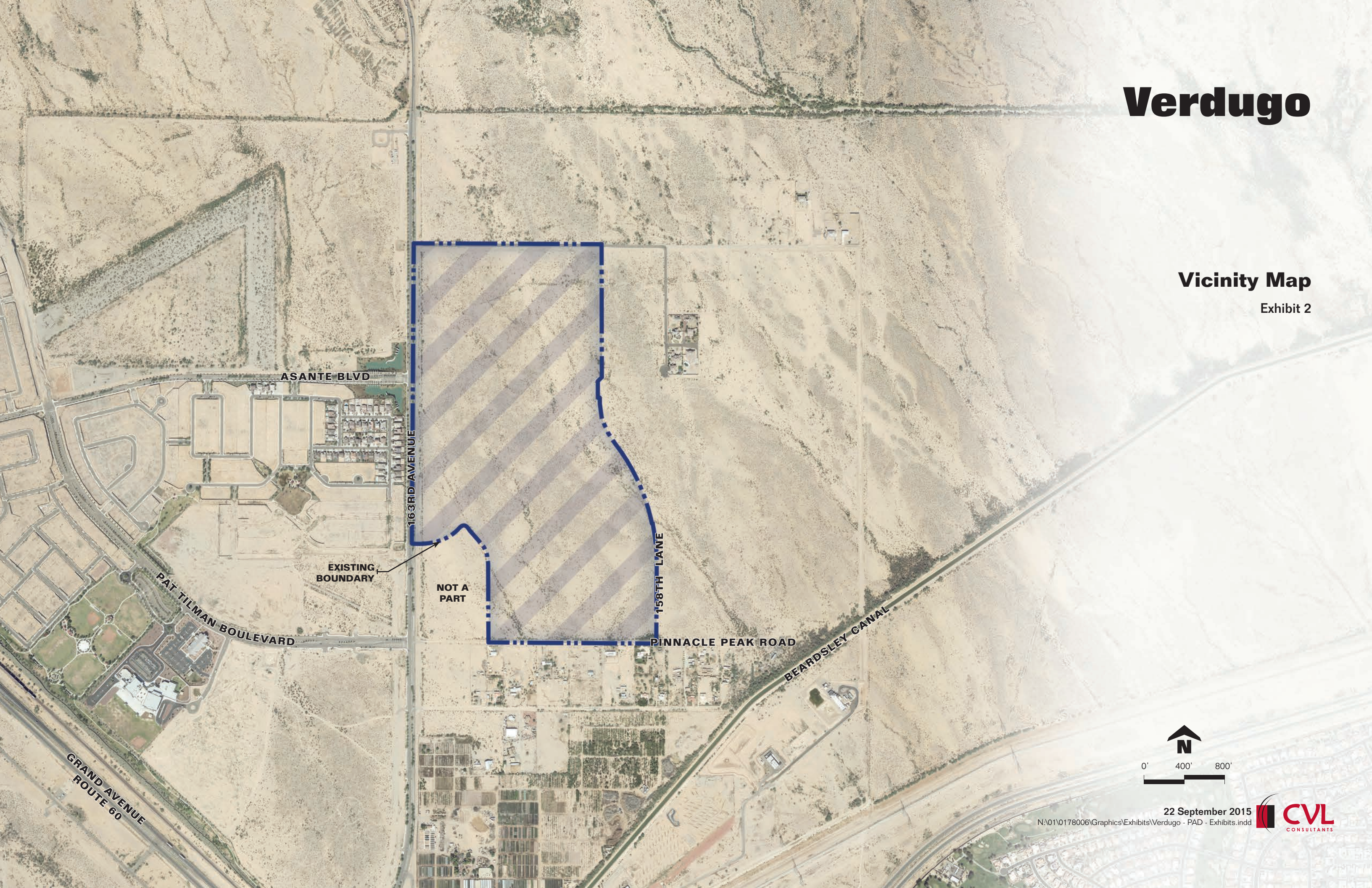
THENCE along said curve, having a radius of 550.00 feet, concave Northerly, through a central angle of 37 degrees 02 minutes 09 seconds, a distance of 355.52 feet;

THENCE North 89 degrees 55 minutes 15 seconds West, a distance of 135.00 feet to the TRUE POINT OF BEGINNING.

Verdugo

Vicinity Map

Exhibit 2



22 September 2015

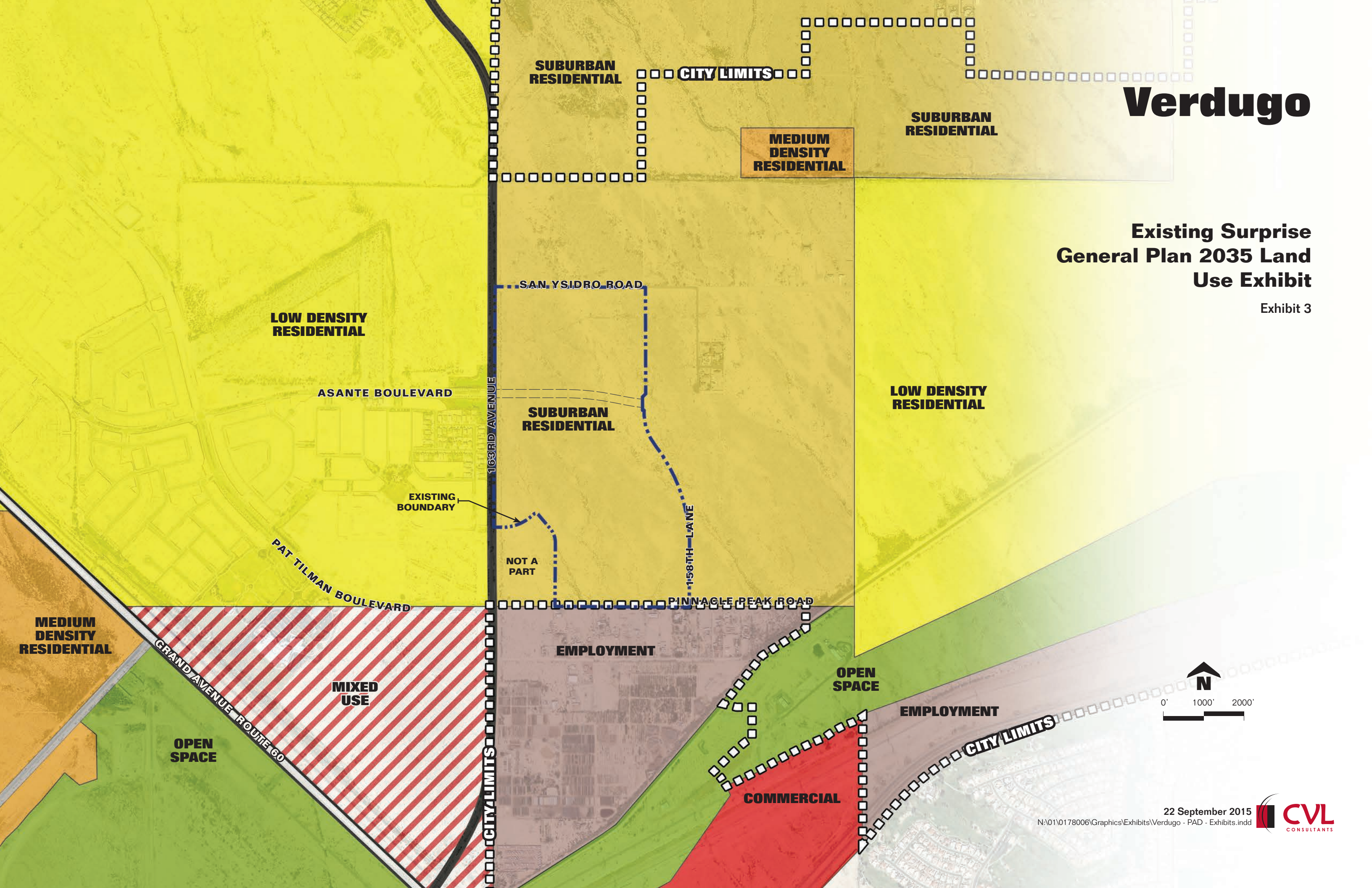
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Verdugo

Existing Surprise General Plan 2035 Land Use Exhibit

Exhibit 3



22 September 2015

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Verdugo

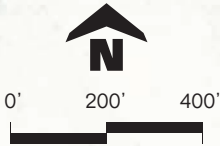
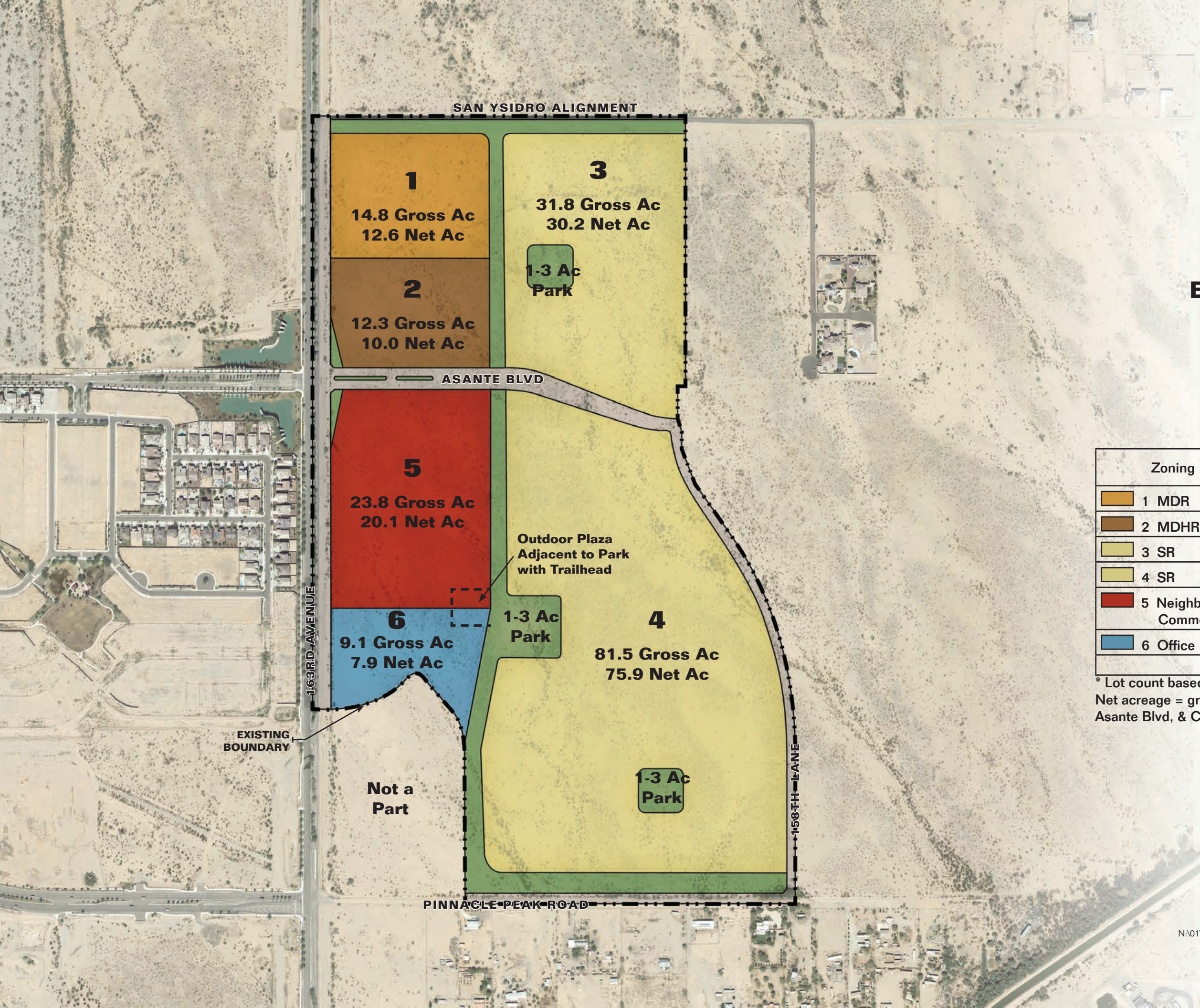
Existing Approved PADA 08-171 Land Use

Exhibit 4

SITE DATA

Zoning	Land Use %	DU/ AC	Net AC	Gross AC	*DU (max)
1 MDR	8.5	8	12.6	14.8	118
2 MDHR	7.1	15	10.0	12.3	184
3 SR	18.4	3	30.2	31.8	95
4 SR	47.0	3	75.9	81.5	244
5 Neighborhood Commercial	13.7	-	20.1	23.8	-
6 Office	5.3	-	7.9	9.1	-
Total	100		156.7	173.3	641

* Lot count based on gross acreage
Net acreage = gross - ROW (163rd, Pinnacle Peak, San Ysidro, Asante Blvd, & Collector Road)



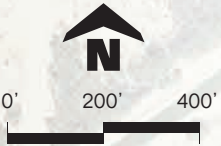
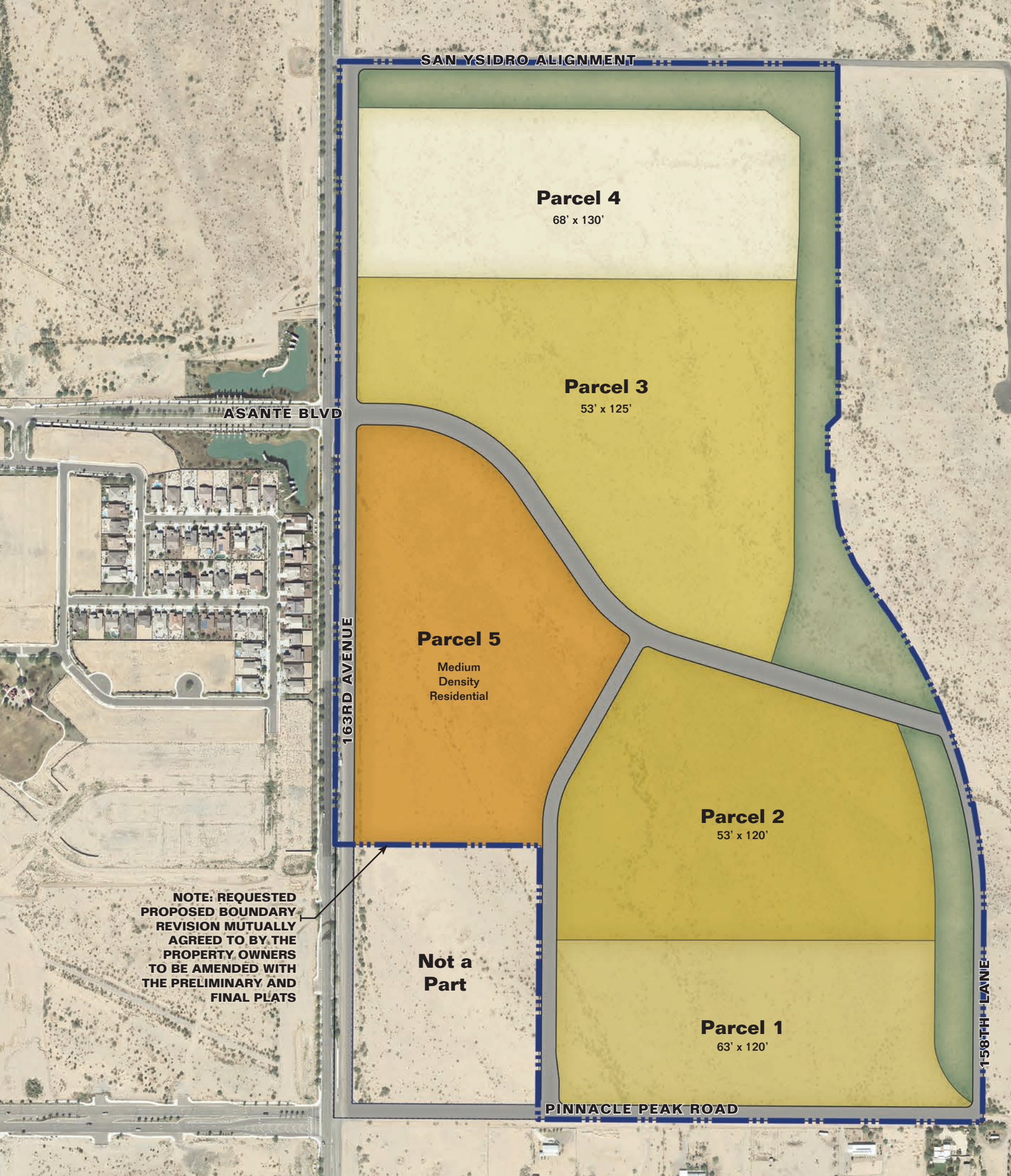
Verdugo

Proposed Land Use

Exhibit 5

RESIDENTIAL MINIMUM STANDARDS			
If these development standards should conflict with IRC building codes, the more restrictive will apply.			
Min Lot Area	5,800 sf	6900 sf	7450 sf
Min. Lot Width	53'	63'	68'
Min. Lot Depth	110'	110'	110'
*Bldg. 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 Adj. to Arterial	one-story	20'	
	two-story	25'	
Min. Distance between Houses		10'	
Bldg. Height		30	
Accessory Structure Setbacks			
Rear		5'	
Side		5'	
From Primary Structure		5'	

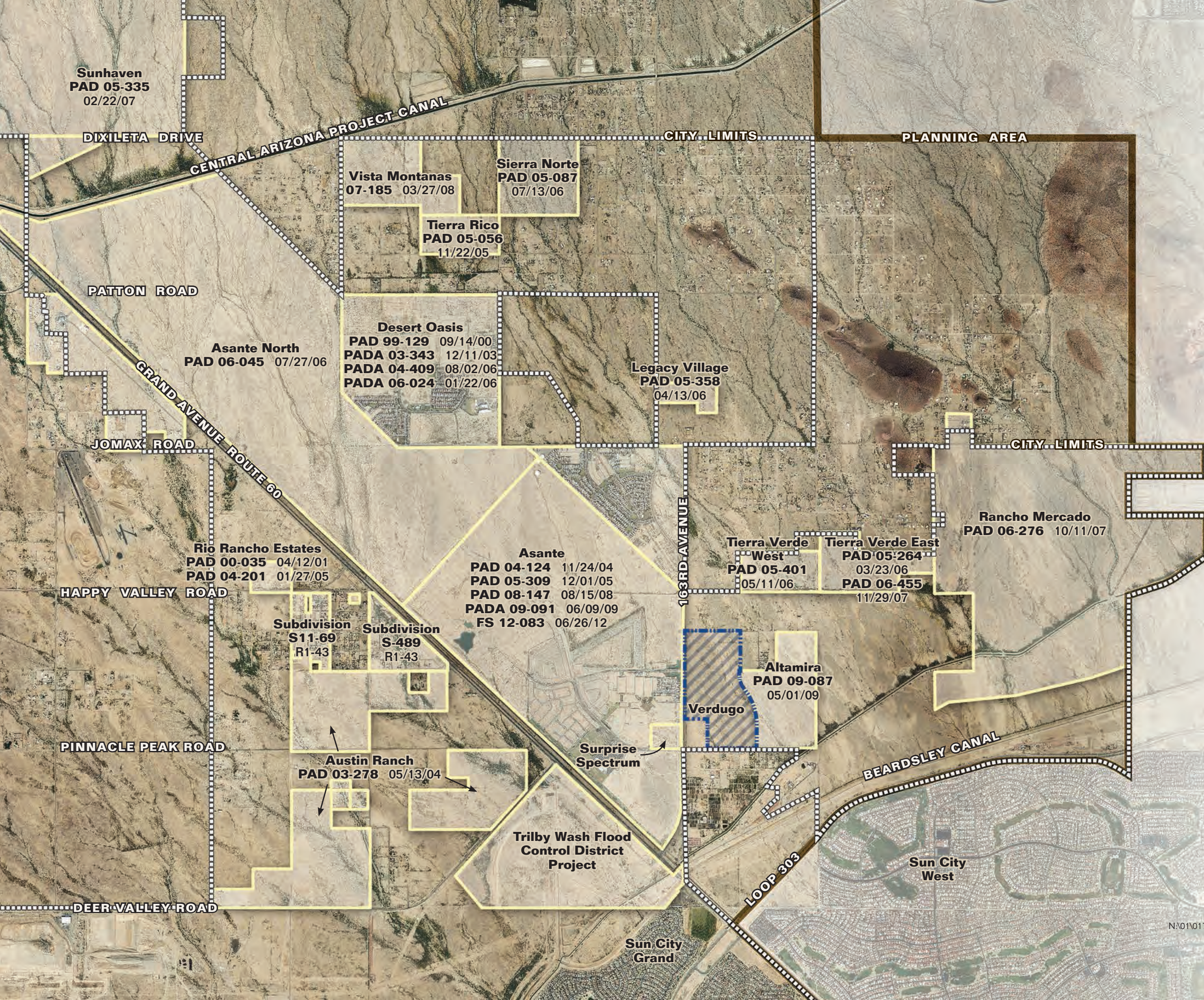
SITE DATA		
GROSS AREAS (AC & SF)	173.34	7,550,561
PARCEL 1 (63' X 120')	24.40	1,063,055
PARCEL 2 (53' X 120')	36.10	1,572,679
PARCEL 3 (53' X 125')	51.34	2,236,178
PARCEL 4 (68' X 130')	34.17	1,488,476
PARCEL 5 (MEDIUM DENSITY)	27.32	1,190,173
GROSS DENSITY (AC & SF)	3.63	DU/AC
TOTAL YIELD & MIX	629	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%



Verdugo

Location Map

Exhibit 6



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Asante's 163rd Avenue Entry Monument



Typical Asante Home



158th Avenue Home



Pinnacle Peak Road Looking East



Pinnacle Peak Road Homes on South



Verdugo

Surrounding Development Photos

Exhibit 7

Verdugo

Commercial Growth Center

Exhibit 8



Location Map

General Plan 2035
ANTICIPATED GROWTH



Growth Areas

Employment Centers	Special Districts	Growth Corridors
7 - Employment / Airport Preservation	Preserve	Scenic Corridor
1 - Downtown	14 - White Tank Mountains	5 - Sun Valley Parkway Scenic Corridor
2 - Regional Centers	13 - Rural Residential	6 - Grand Avenue Transit Corridor
3 - Business Park	Resort	High Speed Corridor
9 - Commercial Center	4 - Resort	16 - Loop 303 Corridor
10 - Commercial Center	Business Park	
11 - Mixed Use Center	8 - Business Park	
12 - Industrial Center		
15 - Mixed-Use Center		
Limited Growth		

Note: Edges of growth areas shown on map do not have strict or defined boundaries, they are generalized areas.

22 September 2015

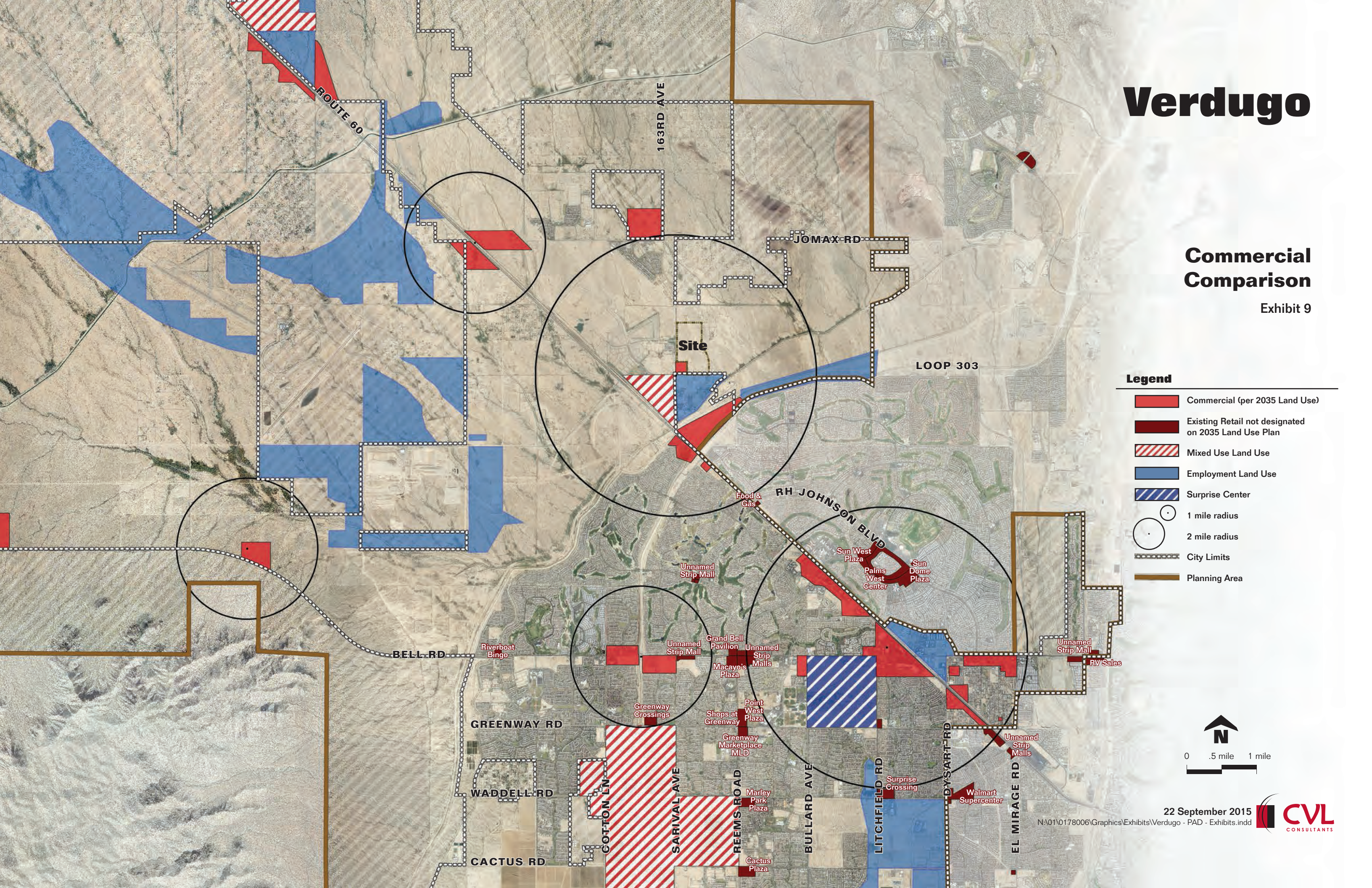
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Verdugo

Commercial Comparison

Exhibit 9



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Verdugo

Overall Landscape Plan

Exhibit 10

Neighborhood Park with Tot Lot

- Small Ramada
- Theme Platform Play Structure
- Net Plex Play Structure
- Turf Open Space

Primary Entry Monument

Note: Entry monuments will be setback a minimum of 10' from the ROW and nearby walls. The locations will not obstruct the sight visibility distance.

Trail corridor in channel with low level light bollards. Active play amenity to be provided in trail corridor (Frisbee golf or similar)

Main Park with Trail Connection

- Ramada
- Large Playground Structure
- Turf Open Space
- Trail Connection

Decorative Faux Bridge Crossing and Pedestrian Trail Crossing

Local Street Trees Shown for Character only. Final Locations to be Coordinated with Final Driveway Locations at Install

Neighborhood Park with Basketball Court

- Ramada
- Theme Platform Play Structure
- Turf Open Space
- Trail Connection

Low Column with Pot Accent

Not a Part

Secondary Entry Monument

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



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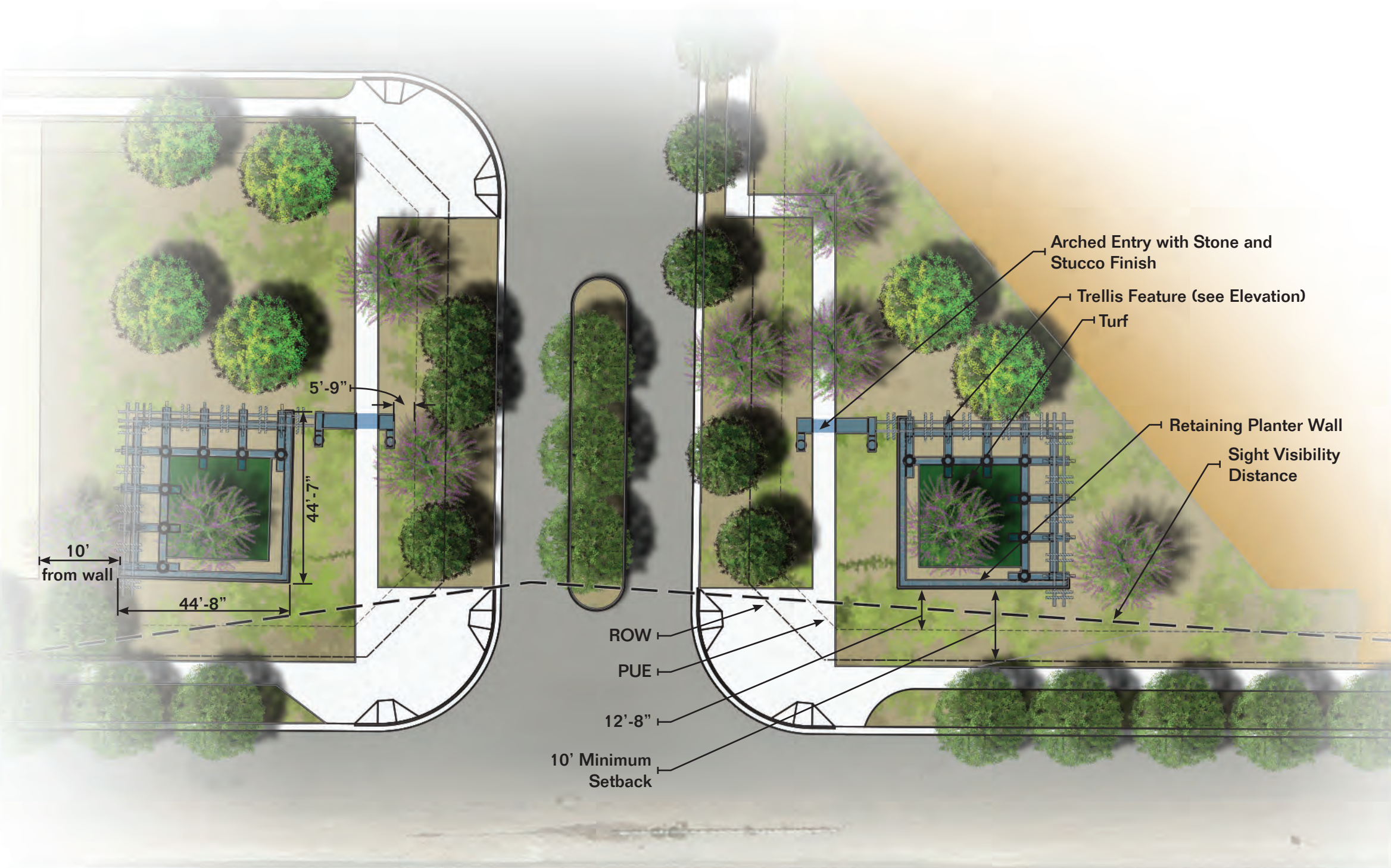
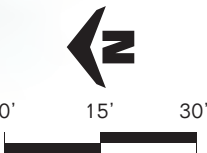


Verdugo

Entry Monument Plan View

Exhibit 11

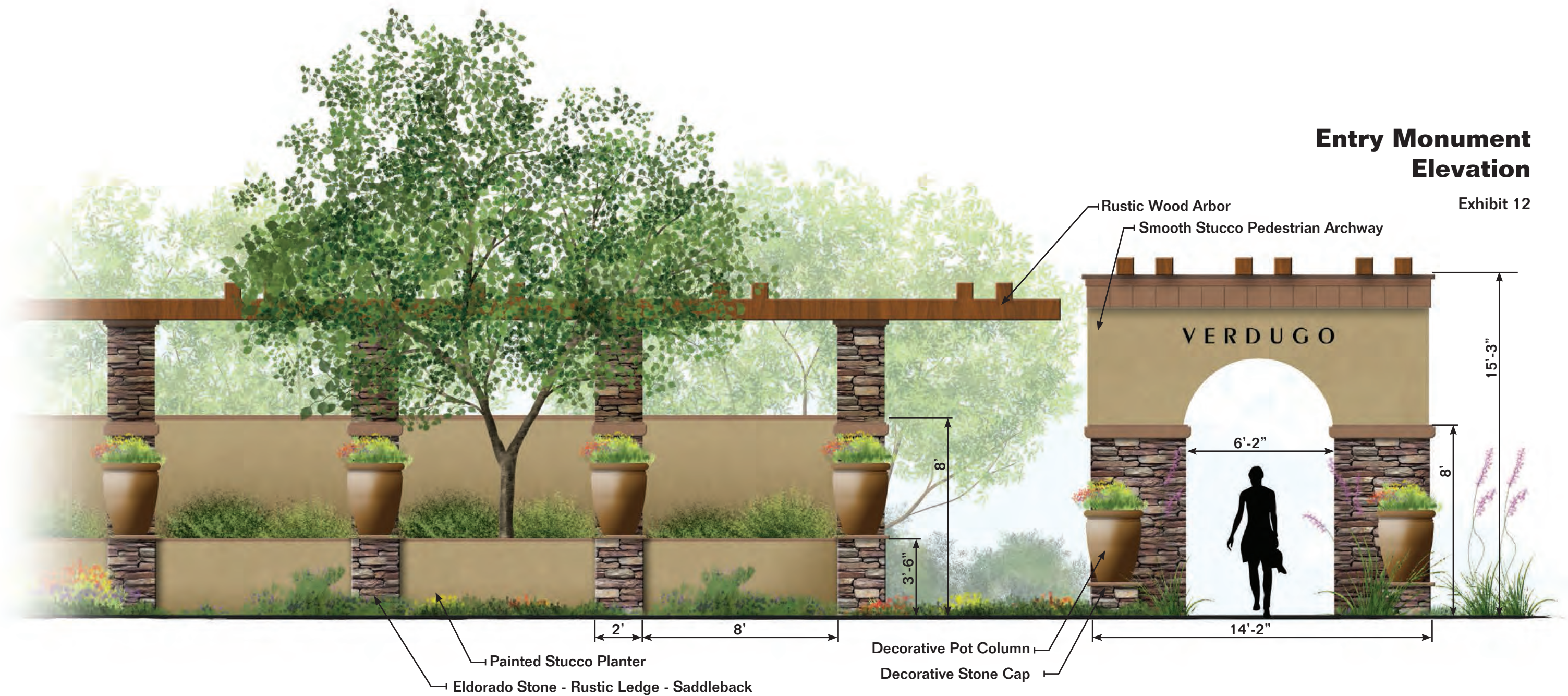
- Notes:
- 1. Refer to Overall Landscape Plan for locations
 - 2. Primary Entry shall have monuments on both sides
 - 3. Secondary Entry shall have monument on one side
 - 4. All entry monument structures will be located outside the ROW and PUE
 - 5. The entry monument will be setback a minimum of 10'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



Verdugo

Entry Monument Elevation

Exhibit 12



Verdugo

Bridge Concept

Exhibit 13



Rock Gabion Retaining Walls

Integral Colored Concrete Bands

Decorative Cobblestone Pavers

Decorative Guardrail with Stone Columns and Rusted Steel Rails



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Verdugo

Neighborhood Park with Basketball Court

Exhibit 14

Basketball
Court
(6" above Bottom
of Basin)

Theme Platform
Play Structure

Ramada

Bench

Retaining Wall

Turf

Channel Trail (see Trail
and Circulation Plan)

Trail
Connection

22 September 2015

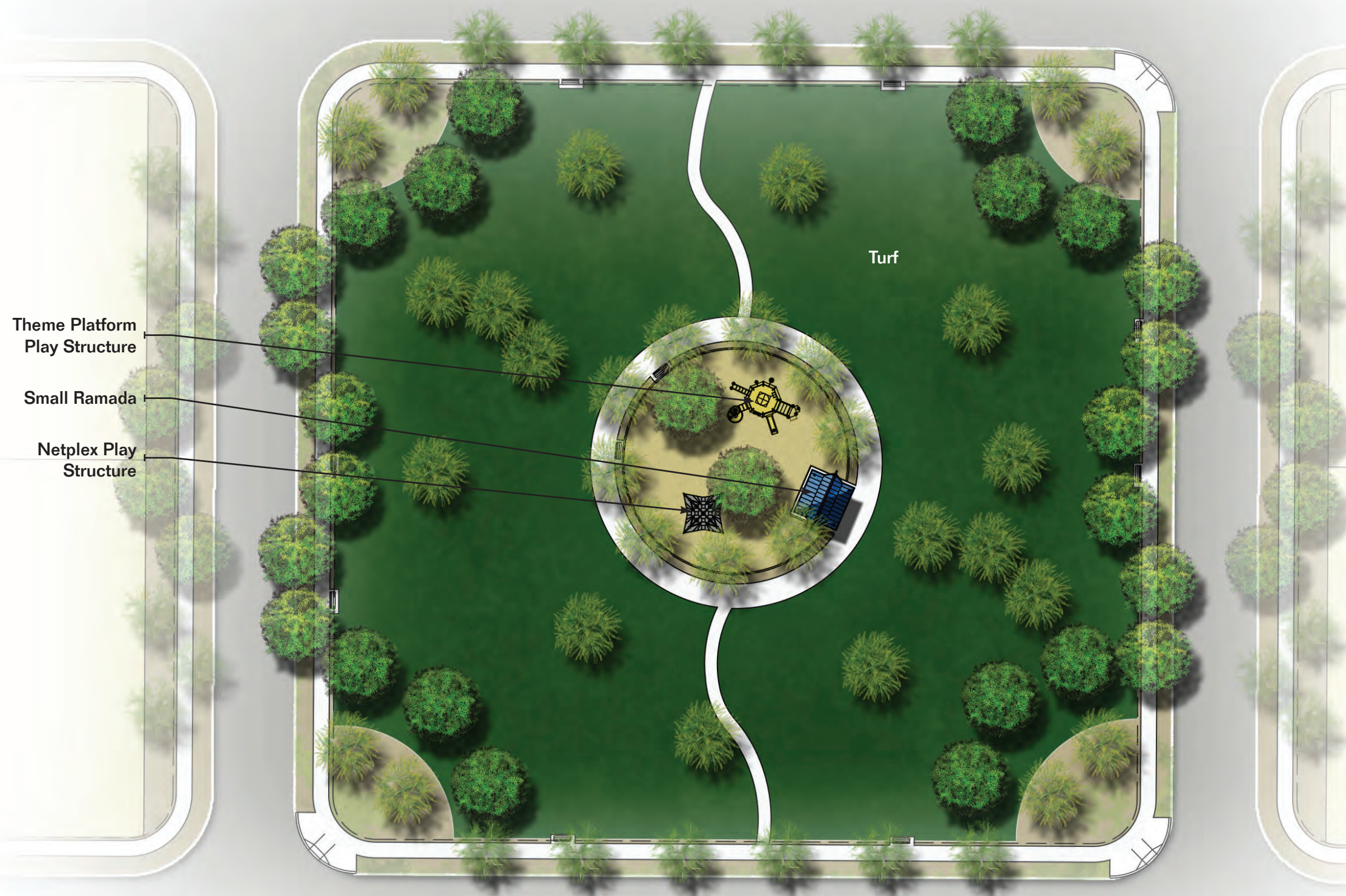
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Verdugo

Neighborhood Park with Tot Lot

Exhibit 15



Verdugo

Main Park with Trail Connection

Exhibit 16



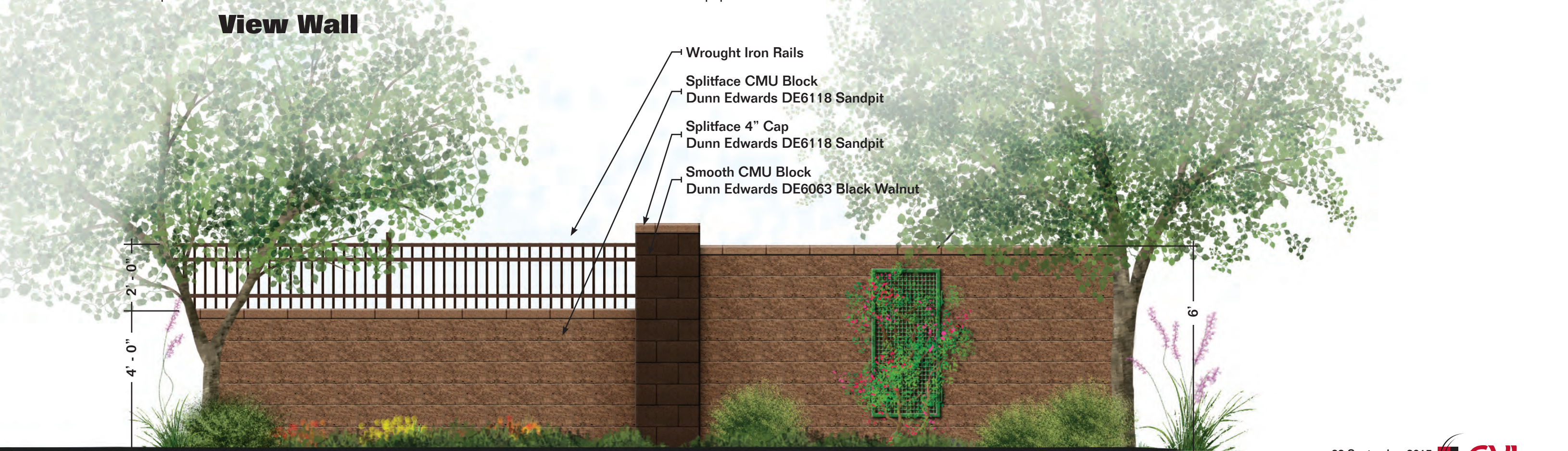
Verdugo

Wall Elevation Exhibit

Exhibit 17



View Wall



Partial View Wall

Theme Wall

Verdugo

Trail and Circulation Plan

Exhibit 18

Legend

-  Local Trail per City of Surprise Trails Master Plan (TMP)
-  Trail Developed to City of Surprise "Local Trail" Standards
-  Canal Access to Maricopa Regional Trail
-  Maricopa Regional Trail

Note: Local Trails within the Verdugo Project Boundary shall have a dedicated trail/sidewalk easement that provides public access.



163RD AVENUE

Primary Entry Monument

Verdugo

Altamira

158TH LANE

PINNACLE PEAK ROAD

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

Secondary Entry Monument

Street Sections

163th Avenue (Half Street)

Pinnacle Peak Road (Half Street)

Asante Boulevard

158th Lane (Half Street)

Local Street

22 September 2015

BEUS GILBERT
P.L.L.C.

ATTORNEYS AT LAW

4800 NORTH SCOTTSDALE ROAD
SUITE 6000
SCOTTSDALE, ARIZONA 85251-7630
(480) 429-3000
FAX (480) 429-3100

JEFFREY M. BLILIE
DIRECT (480) 429-3030

EMAIL: JBLILIE@BEUSGILBERT.COM

87277-0001

May 15, 2009

VIA HAND DELIVERY

Jeff Mihelich
Community Development Director
City of Surprise
12425 W Bell Road
Surprise, AZ 85374

Re: Minor Amendment
Verdugo Planned Area Development (PAD08-171)

Dear Jeff:

Attached you will find our application for a Minor Administrative Amendment to the Verdugo Planned Area Development. You will recall that this PAD was recently approved by the Mayor and Council as an amendment to a portion of the original Pinnacle Peak County Estates PAD, which was approved by the City in 2004.

With the approval of the Verdugo PAD coming on April 22nd, a final copy of the PAD document was provided to staff. Subsequent to that final document being provided a re-review of the Circulation section revealed an error that had not been addressed prior to the approval.

When the Verdugo PAD was first submitted, staff had commented that as 163rd Avenue was designated as a parkway on the General Plan 2030 Transportation Plan we would be required to provide for the requisite 100' half street. As the PAD application moved forward and negotiations began on the Development Agreement it was determined that due to the west half of 163rd Avenue south of Jomax Road only being developed as a Major Arterial the parkway would not continue past Jomax Road and we would not be required to develop the east half of the roadway as a parkway.

Subsequent to this determination by the City, we moved forward and received approval of the Verdugo Development Agreement without any language about a 163rd Avenue parkway or impact fee credits for that parkway. We however, did not remove the parkway reference from the PAD document.

Attached is a revised Circulation section from the PAD as well as a revised Street Section exhibit for 163rd Avenue for inclusion within the previously approved document or to be added

Jeff Mihelich
May 15, 2009
Page 2

as an appendix. The revisions made only include the necessary changes in representing 163rd Avenue as a Major Arterial versus a Parkway. The remaining language and exhibits have all stayed the same as that approved by the Mayor and Council in April.

We would appreciate your review of this minor amendment to the Verdugo PAD and the City's approval noted below. If you have any questions or comments, please do not hesitate to contact me.

Very truly yours,

BEUS GILBERT PLLC


Jeffrey M. Blilie, Esq.

JMB/arj

Attachment

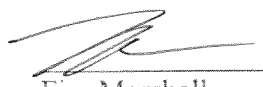
cc: Adam Copeland, Planner

Approved by:


Community Development Director Date: 6-9-09


Water Services Director Date: 6-8-09


City Engineer Date: 6-4-09

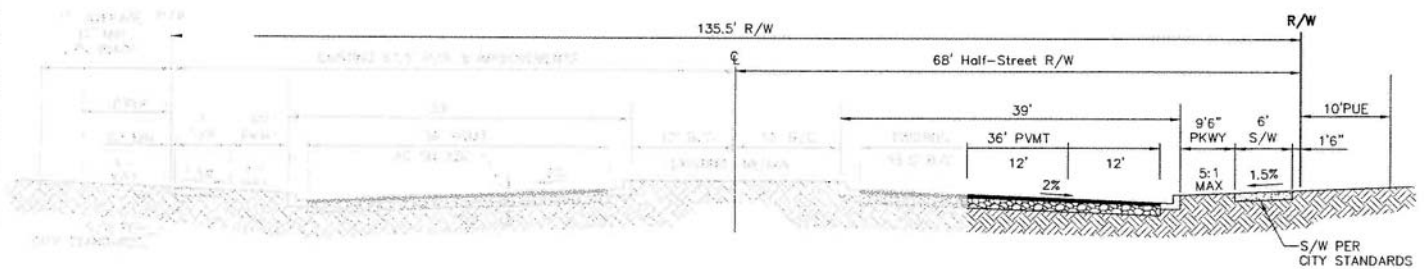

Fire Marshal Date: 6/5/09

Verdugo

Planned Area Development

Surprise, Arizona

Revised Major Arterial Cross Section



163rd Avenue Looking North

NTS

DATE: 05.15.09
N.T.S.



2225 N. 18th St., Ste. 200
Phoenix, AZ 85016
Phone: (602) 944-9933
Fax: (602) 944-9933



Community Development Department
Planning and Zoning Division
12425 W. Bell Road, Suite D100
Surprise, Arizona 85374
Ph: 623.222.3154
Fax: 623.222.3001
TTY: 623.222.1002

April 24, 2009

Andy Jochums
AJOCHUMS@BEUSGILBERT.COM

**RE: City Council Approval for PADA08-171
Pinnacle Peak Country Estates - Verdugo**

Dear Applicant:

The above-referenced application was approved on April 23, 2009, by the City of Surprise City Council. Attached is a copy of any approved stipulations.

In order to finalize the approval, the applicant must submit the following items **within fifteen (15) days** of this notice:

1. One (1) copy of the updated PADA, including all adopted stipulations, the ordinance approving the PADA and any modifications approved by the City Council.

The applicant must now remove from the property all signage advertising the public hearings. These signs **must be removed** within one week after the final disposition of the case.

If you require further information or assistance, please do not hesitate to contact the Planning office at 623.222.3154.

Sincerely,

SURPRISE COMMUNITY DEVELOPMENT

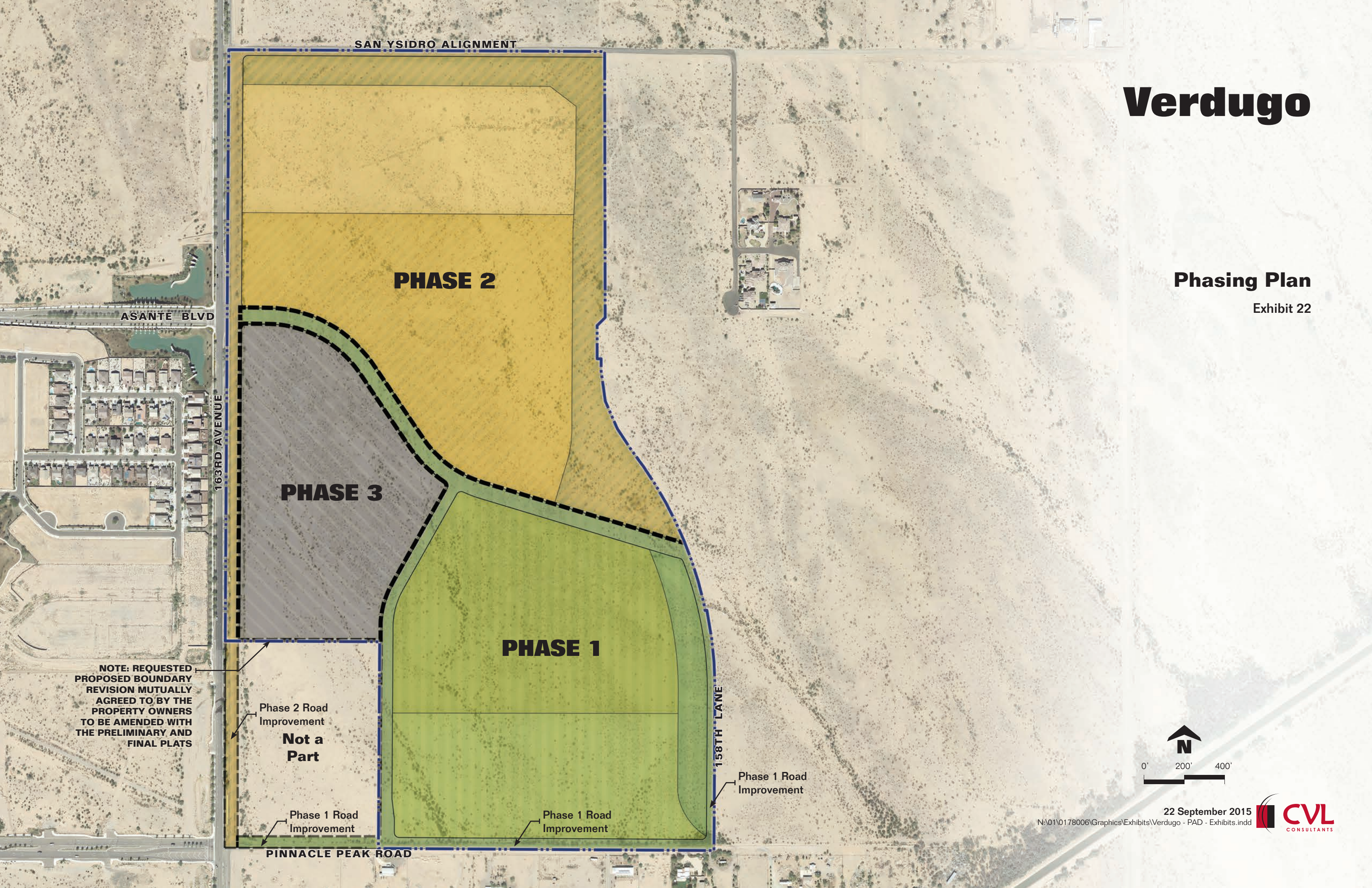
Stipulations:

- a. All development will be bound by the applicable codes adopted by the city.
- b. There is a proposed outside third party drainage study to be conducted on the offsite drainage contributions to the existing drainage feature north of the Happy Valley Road Alignment. The results of this study may have a direct impact on the offsite drainage impacting this project.
- c. Provided the outside third party drainage study is completed and formally adopted by the City of Surprise, then any impacts such study may have on the hydraulic/hydrology calculations and civil plans for the project shall be accounted for in the drainage report for the property.
- d. A Detailed Water, Waste Water, and Reclaimed Master Plans must be submitted prior to any plat or site plan approval.
- e. A school district agreement shall be approved by Dysart Unified School District prior to any plat or site plan approval.
- f. An ingress & egress easement shall be included within the sewer line easement along San Ysidro Road. The size of the easement will be reviewed and approved by the Public Works Director.
- g. Owner shall dedicate twenty seven and one half feet (27 ½') of right of way for San Ysidro Road along the northern boundary of its property with the first final plat approved within the property. Owner shall complete design and engineering of the portion of San Ysidro Road adjacent to the property (the "San Ysidro Road Requirement") and shall receive approval from the City of Surprise for such design and engineering prior to Owner's receipt of building permits for fifty percent (50%) of the total residential units platted and/or approved within the Property, such approval not to be unreasonably withheld, conditioned or delayed. Owner shall complete construction of the San Ysidro Road Requirement and shall receive conditional approval, approval that starts the warranty period, from the City of Surprise for such work prior to Owner's receipt of building permits for seventy five percent (75%) of the total residential units platted and/or approved within the Property, such approval not to be unreasonably withheld, conditioned or delayed. However, in the event that the City-approved traffic impact analysis for the Property ("TIA") determines that the San Ysidro Road Requirement is not necessitated by Owner's project, and Owner elects not to use San Ysidro Road to provide access to the Property, then Owner may elect not to construct the San Ysidro Road Requirement and instead post a financial assurance in a form reasonably acceptable to the City Attorney and City Engineer and in an amount equal to the engineer's estimate of the construction costs for the San Ysidro Road Requirement, such that the City of Surprise can draw on such financial assurance to construct the San Ysidro Road Requirement. Owner shall post such financial assurance prior to Owner's receipt of building permits for seventy five percent (75%) of the total residential units platted and/or approved within the Property. Regardless of the outcome of the TIA, in the event Owner adds traffic in any manner to San Ysidro Road, including but not limited to the construction of a curb cut on San Ysidro Road, then Owner shall construct the San Ysidro Road Requirement.

Verdugo

Phasing Plan

Exhibit 22



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

Phase 2 Road
Improvement
**Not a
Part**

Phase 1 Road
Improvement

Phase 1 Road
Improvement

Phase 1 Road
Improvement

22 September 2015

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4550 N 12th Street
Phoenix, AZ 85014

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

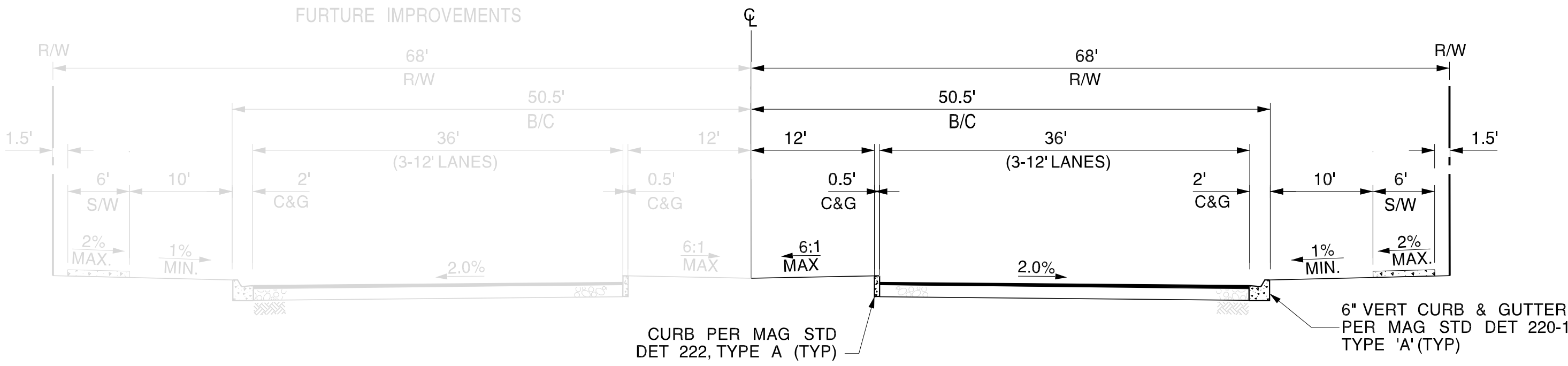
CITY OF SURPRISE BENCHMARK #44 BEING A 3" MARICOPA COUNTY BRASS CAP IN THE WEST EDGE OF HEADWALL, APPROXIMATELY 20' EAST OF THE EDGE OF PAVEMENT OF 163RD AVENUE, APPROXIMATELY 1340' NORTH OF THE INTERSECTION OF 163RD AVENUE AND SAN YSIDRO ROAD, ELEVATION 1388.83' (NAVD 88)

FLOOD ZONE CERTIFICATION

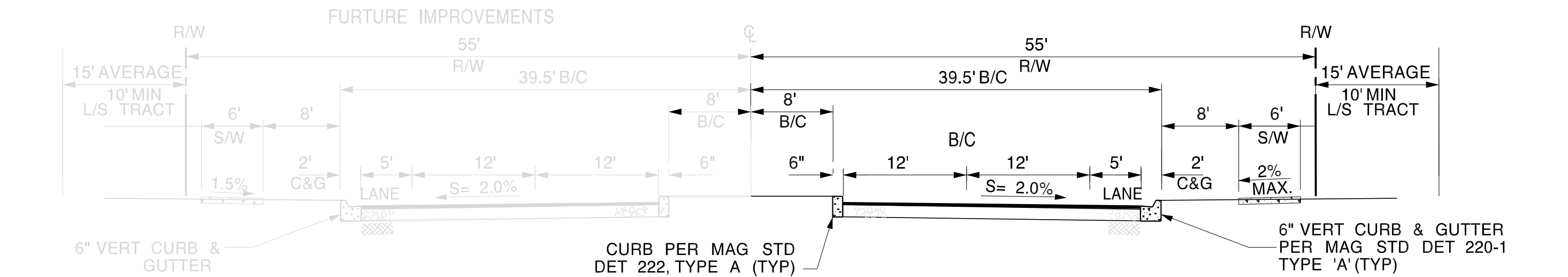
THIS IS TO CERTIFY THAT A PORTION OF THE SURVEYED PROPERTY IS LOCATED WITHIN THE ZONE "A" FLOOD HAZARD AREA AS DEPICTED ON THE PLAT OF SURVEY AND THAT THE REMAINDER OF THE SURVEYED PROPERTY IS LOCATED WITHIN THE SHADED ZONE "X" FLOOD HAZARD AREA PER FIRM MAP PANEL NUMBER 04013C12101 DATED OCTOBER 16, 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.

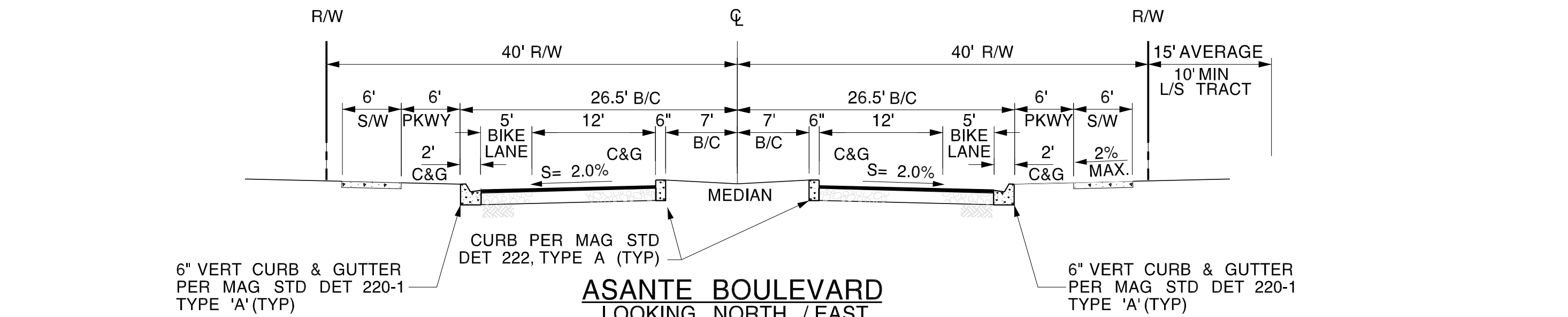
SHADED ZONE "X" AS DEFINED BY FEMA IS:
AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.



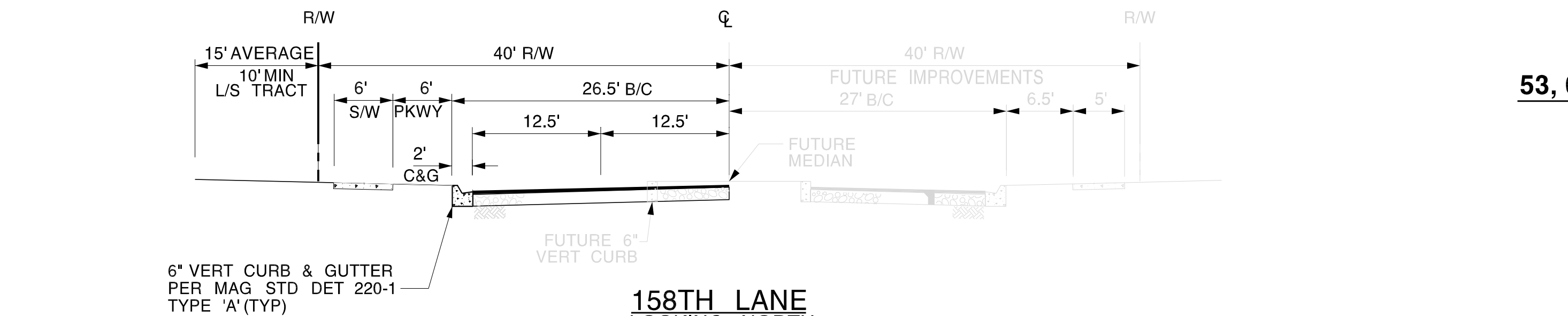
163RD AVENUE
163RD AVENUE LOOKING NORTH
NTS



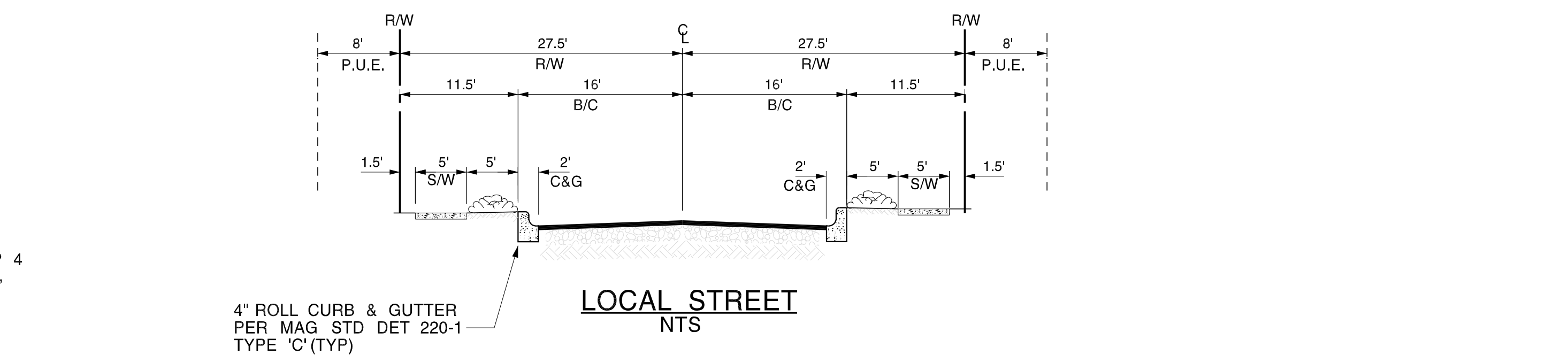
PINNACLE PEAK ROAD
PINNACLE PEAK LOOKING WEST
NTS



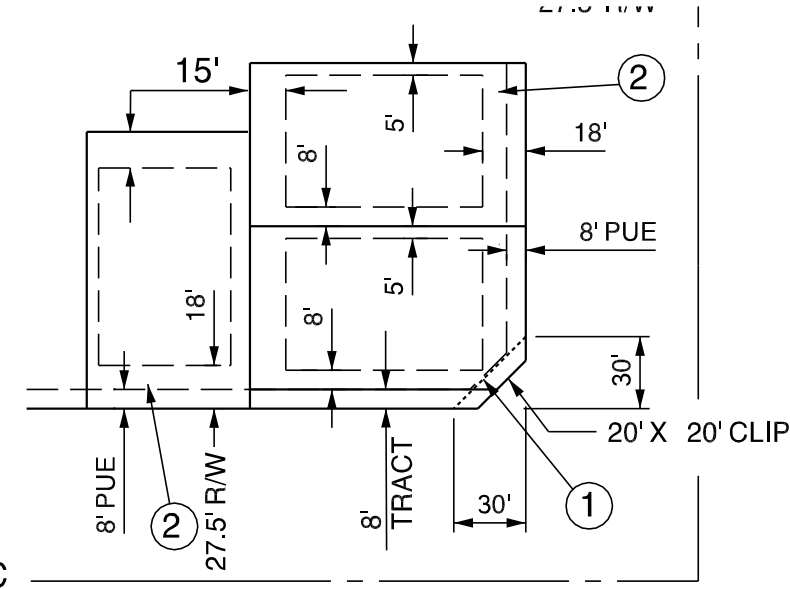
ASANTE BOULEVARD
LOOKING NORTH / EAST
NTS



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 ENCRoACH 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

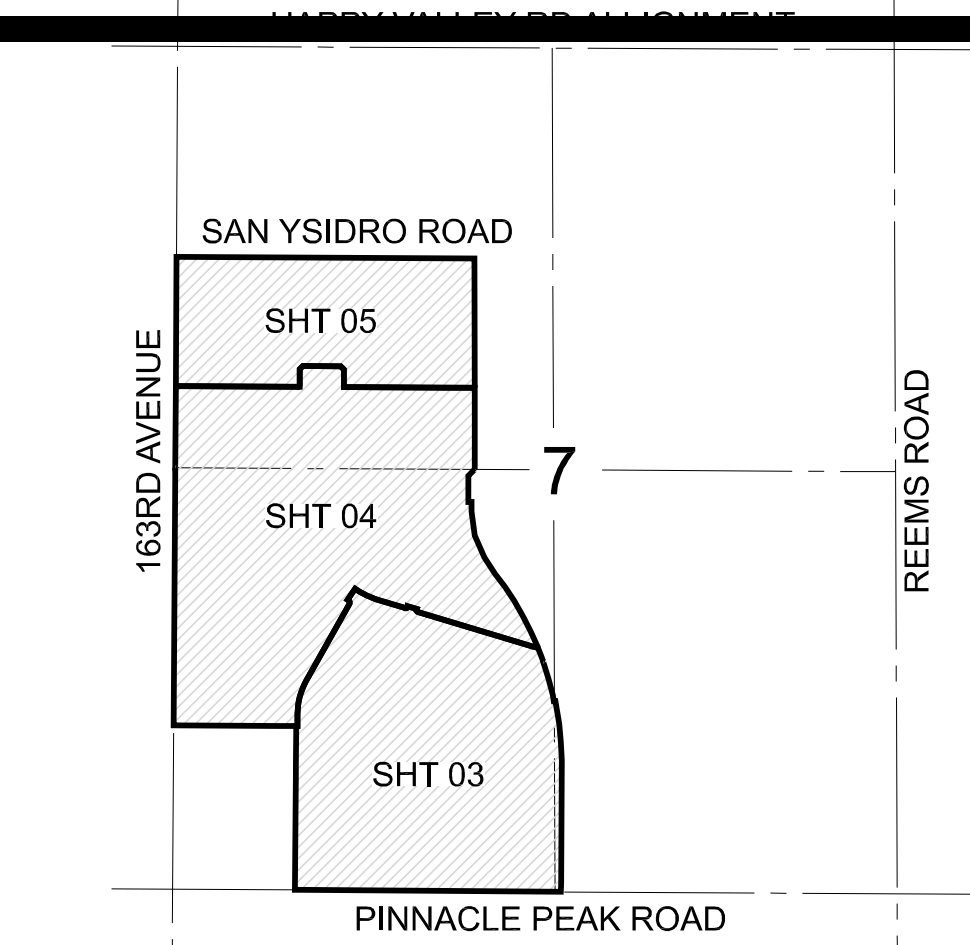
WATER	CITY OF SURPRISE
SEWER	CITY OF SURPRISE
FIRE	CITY OF SURPRISE
REFUSE	CITY OF SURPRISE
ELECTRIC	ARIZONA PUBLIC SERVICE
TELEPHONE	CENTURY LINK
GAS	SOUTHWEST GAS
CABLE	CENTURY LINK

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
①	INDICATES CURVE DATA LABEL SEE SHEET 2

LEGEND WATER & SEWER

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



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

SHEET NUMBER

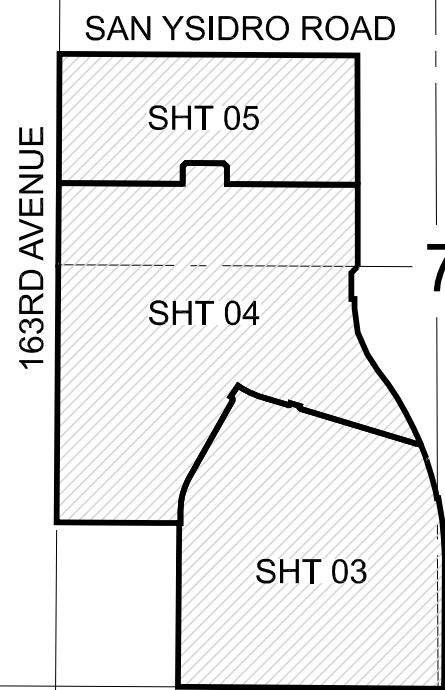
01 OF 05

DESIGN: GC
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, SUITE 600
PHOENIX, AZ 85016
PHONE: (602) 275-5445
CONTACT: ANTHONY SUMNER

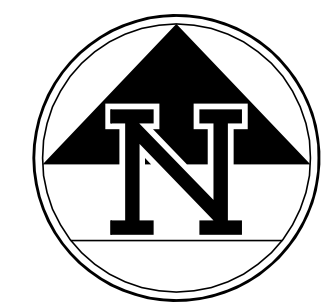
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LEGEND SITE PLAN

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



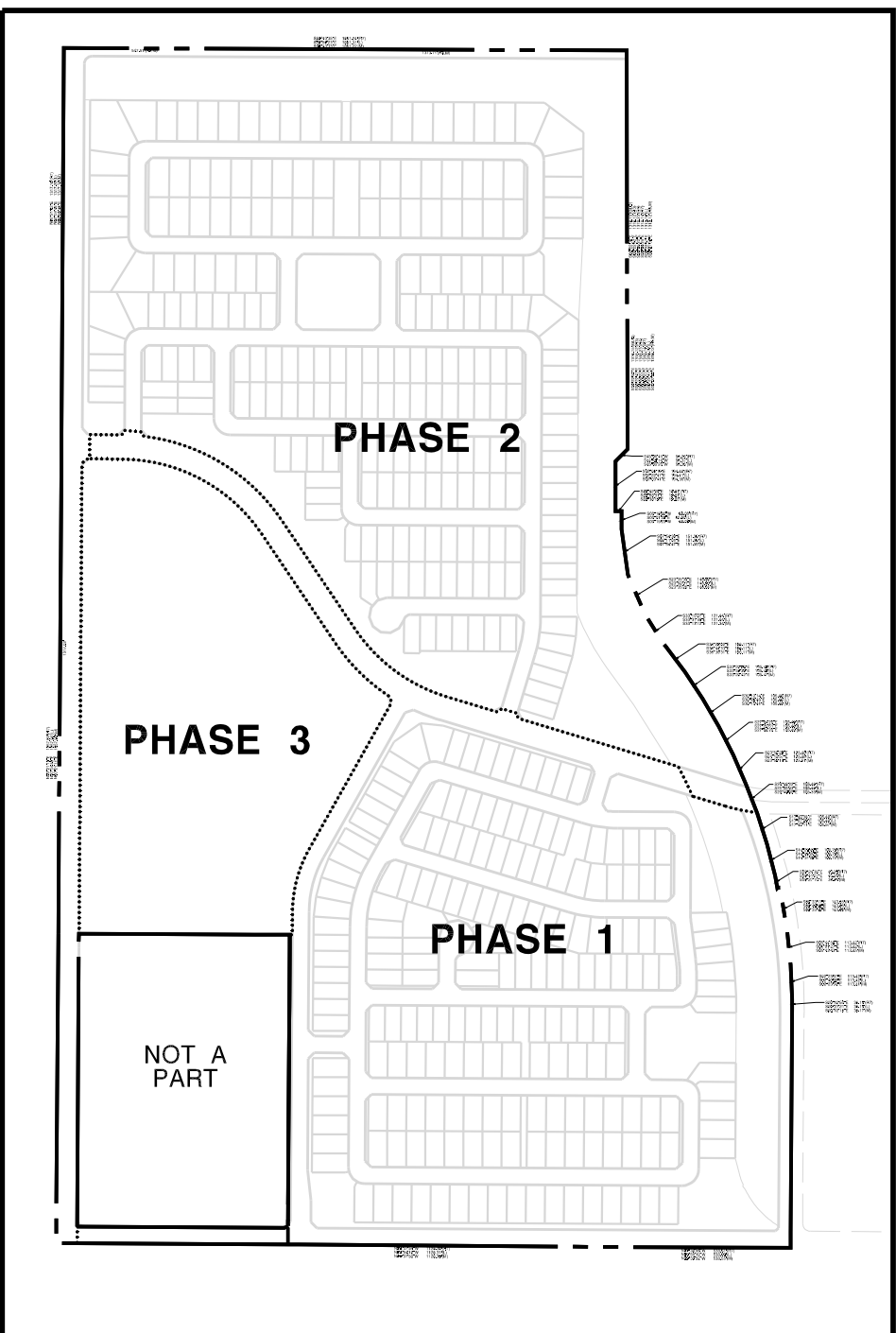
SCALE: 1" = 200'
DATE: 08-28-2015



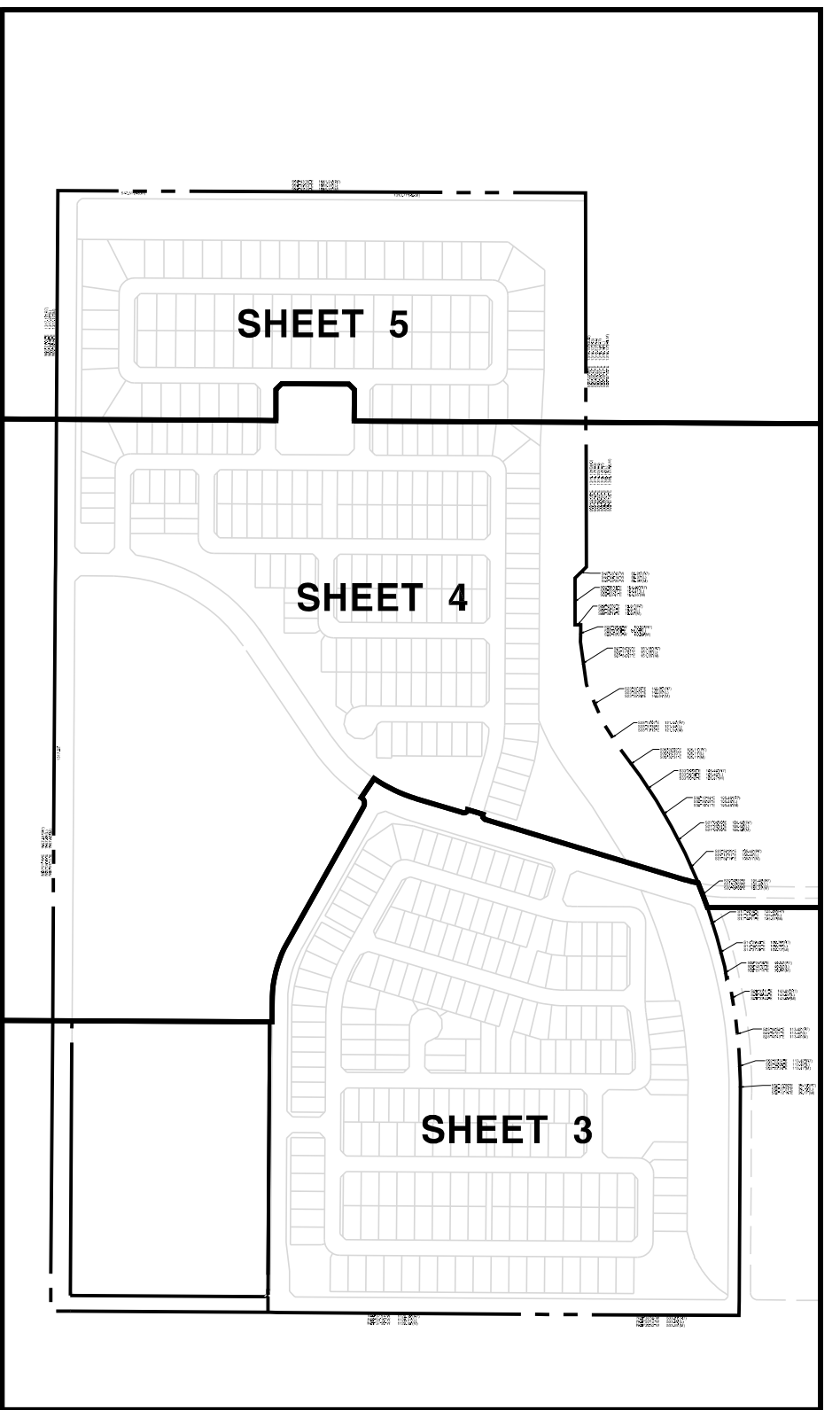
CVL
CONSULTANTS

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%

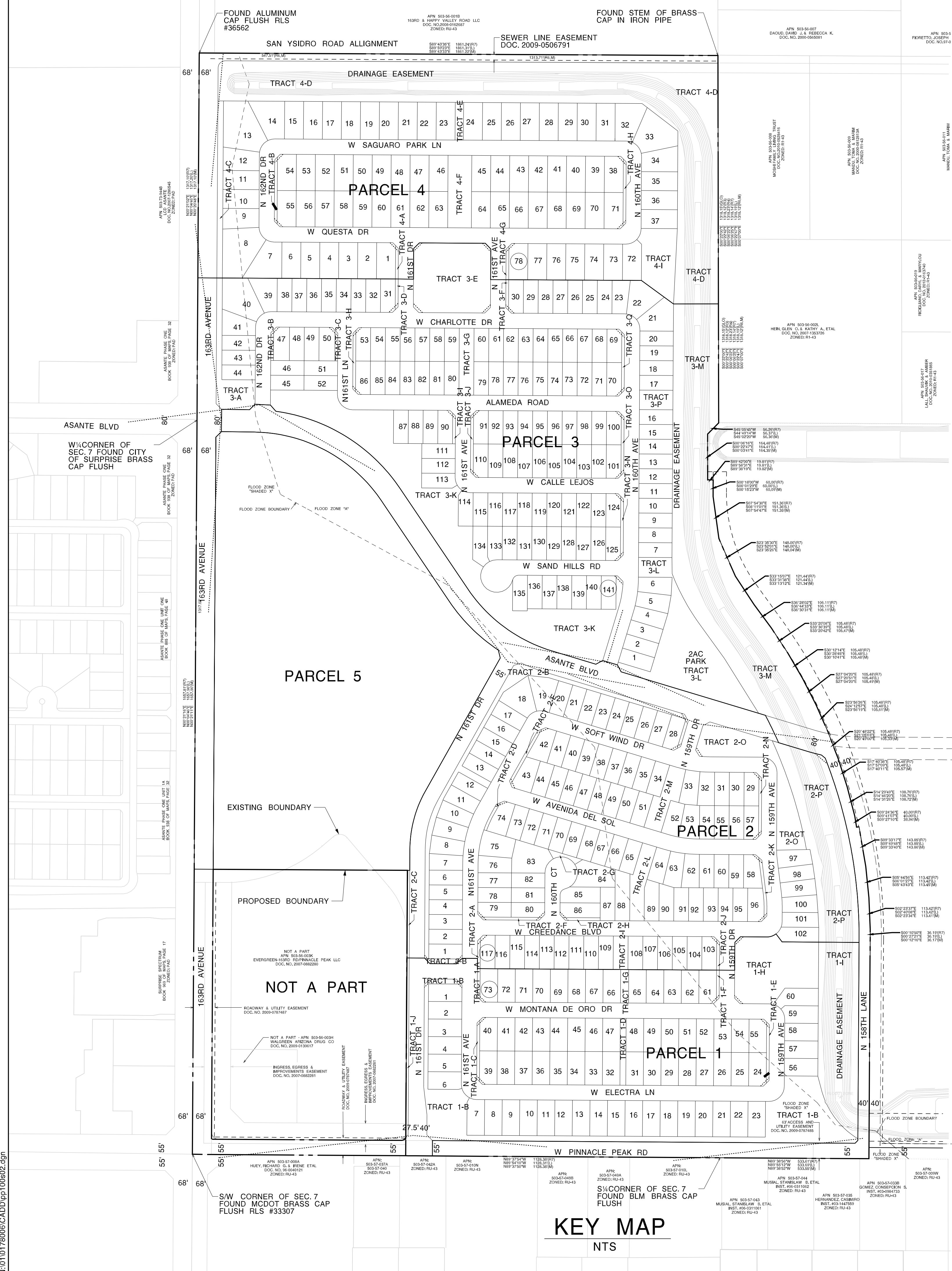
TRACT TABLE PARCEL 1					
TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASSIVE
1-A	0.02	871.20	LANDSCAPE TRACT	0	0.02
1-B	2.49	108,464.40	OPEN SPACE/LANDSCAPE TRACT/RETENTION	1.82	0.67
1-C	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
1-D	0.12	5,227.20	LANDSCAPE TRACT	0	0.12
1-E	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
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



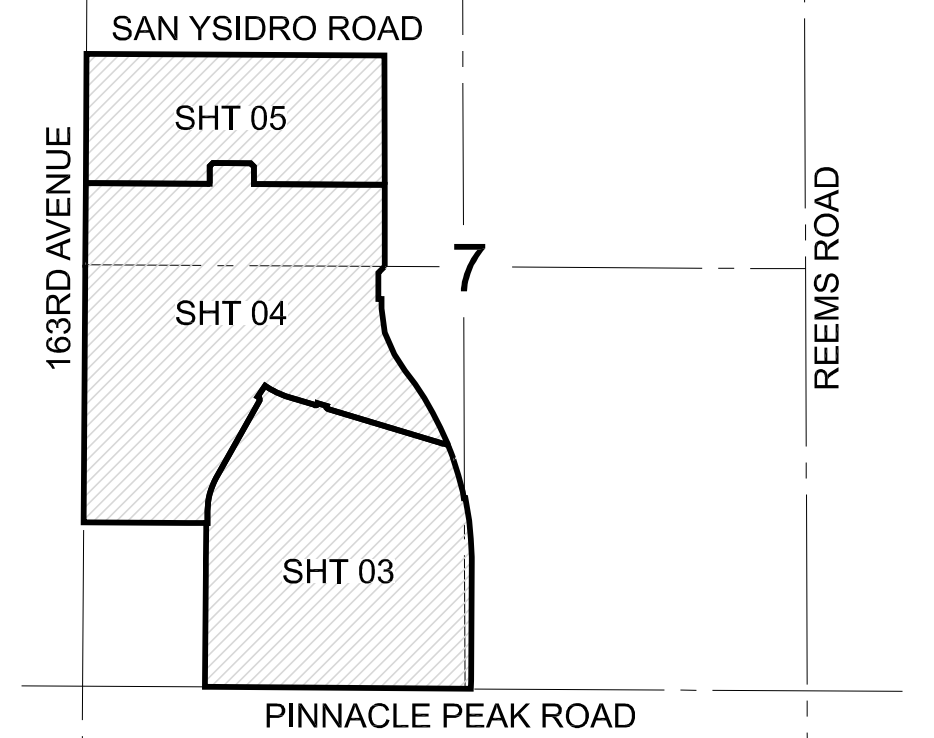
KEY MAP NTS

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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

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

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

DESIGN: GC
DRAWN: AC
CHECK: BD

NOT A PART

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

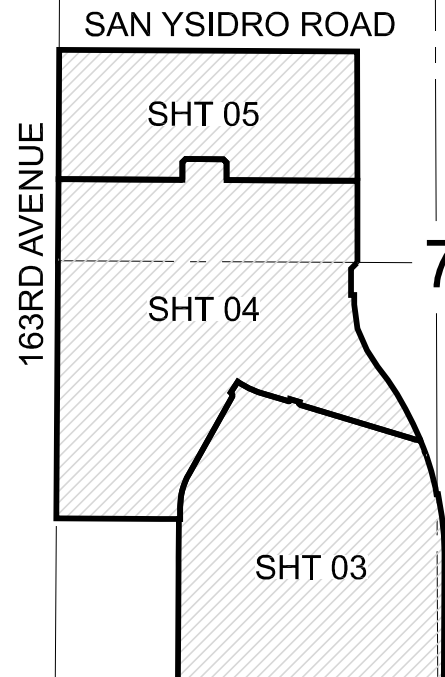
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DATE: 08-28-2015

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:
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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



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

DESIGN: GC
DRAWN: AC
CHECK: BD

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

SHEET NUMBER

04 OF 05

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

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

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

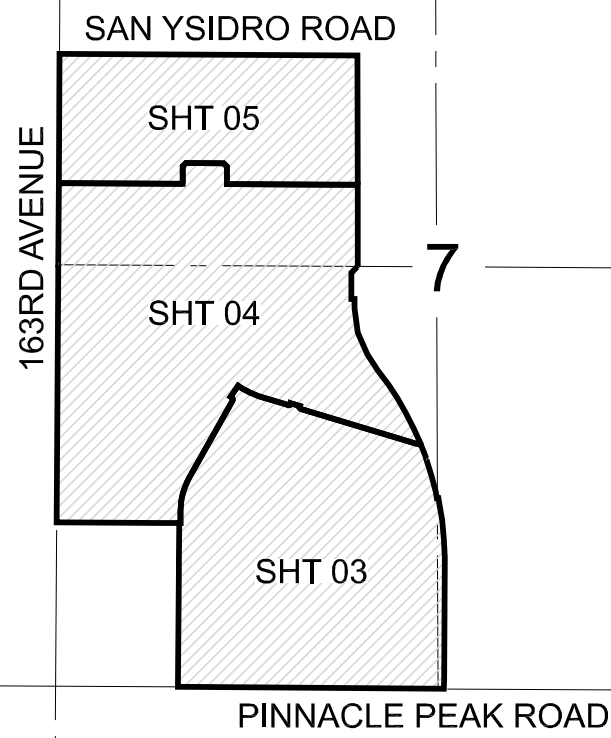
ASANTE PHASE ONE UNIT 1A
BOOK 938 OF MAPS, PAGE 32

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N:\010178006\CADD\p10s04.dgn 8/28/2015 12:25:10 PM Coe & Van Loos Consultants Inc.

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



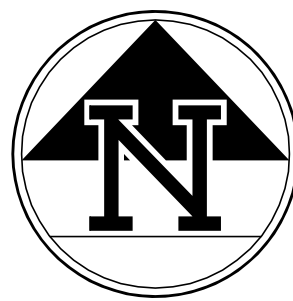
VICINITY MAP
(NOT-TO-SCALE)

OWNER/DEVELOPER:
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C/O SANDBOX DEVELOPMENT CONSULTANTS
2375 E CAMELBACK ROAD, SUIT 600
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CONTACT: ANTHONY SUMNER

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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
	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

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

APN 503-56-002L
HEIN, GLEN O. & KATHY A., ETAL
DOC. NO. 2007-1353726
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
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ASANTE PHASE ONE
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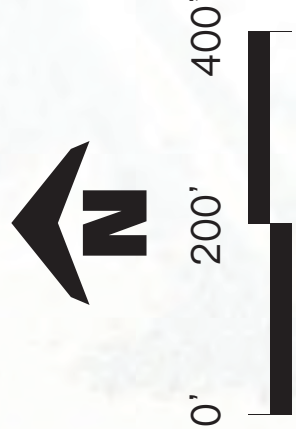
ASANTE PHASE ONE
BOOK 938 OF MAPS, PAGE 32
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Verdugo

Overall Landscape Plan

Exhibit 10



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

FS14-159 Verdugo

Minor General Plan Amendment

Major PAD Amendment

Preliminary Plat

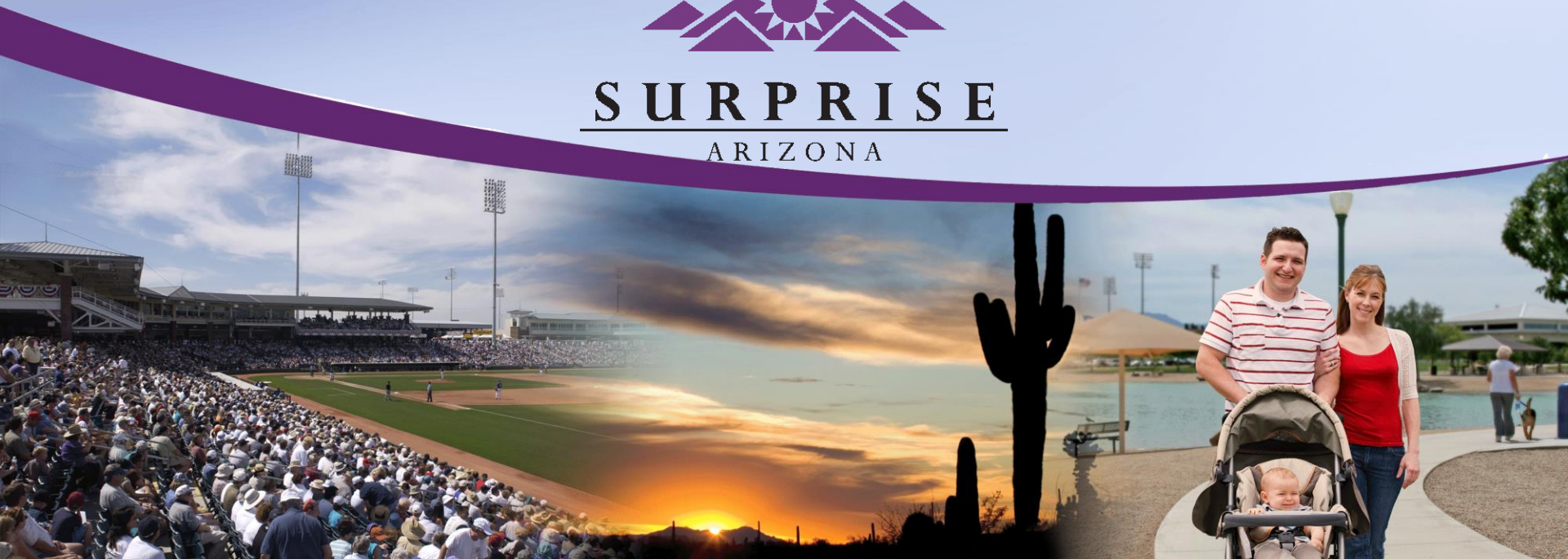
City Council

Regular Session

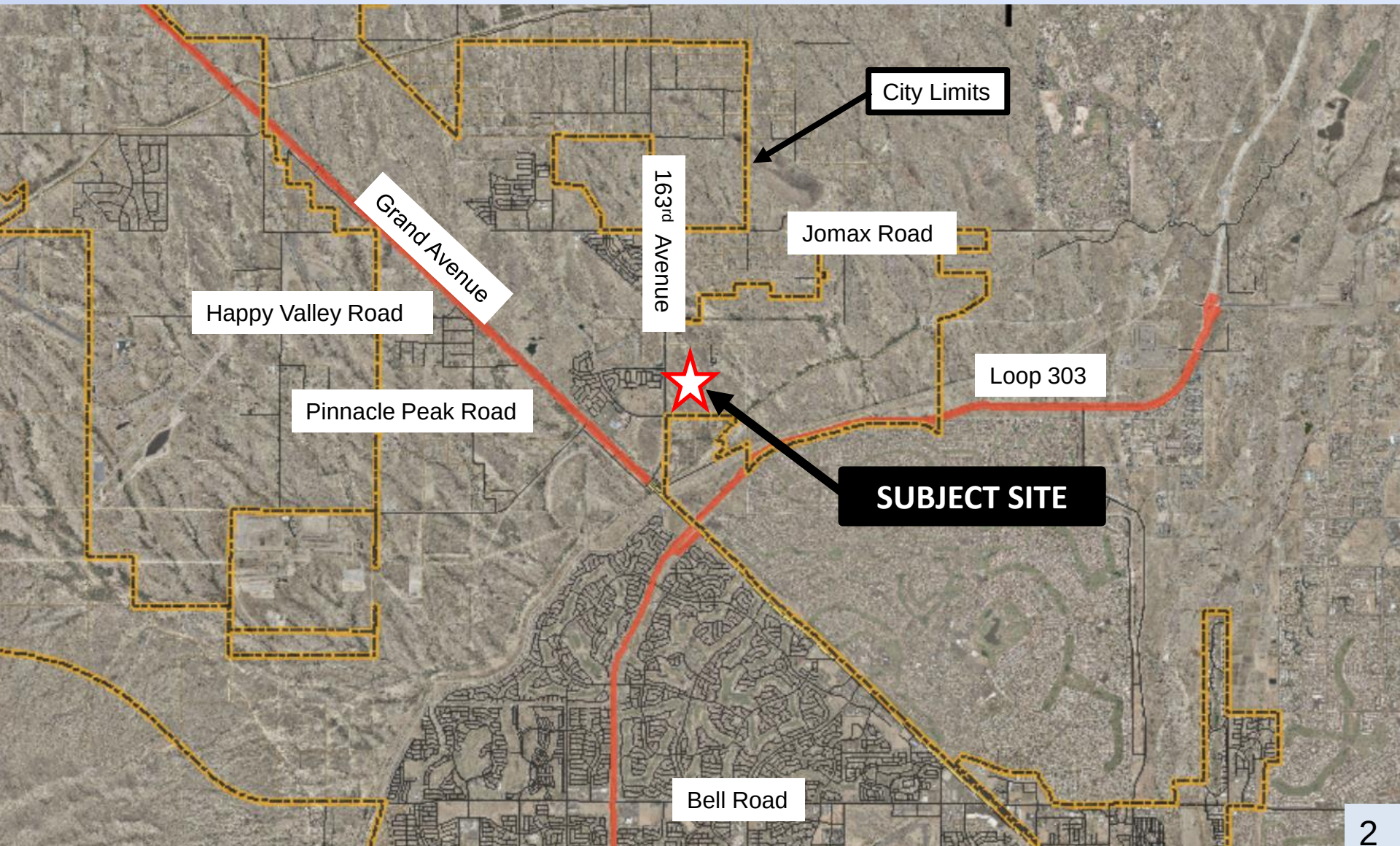
December 15, 2015



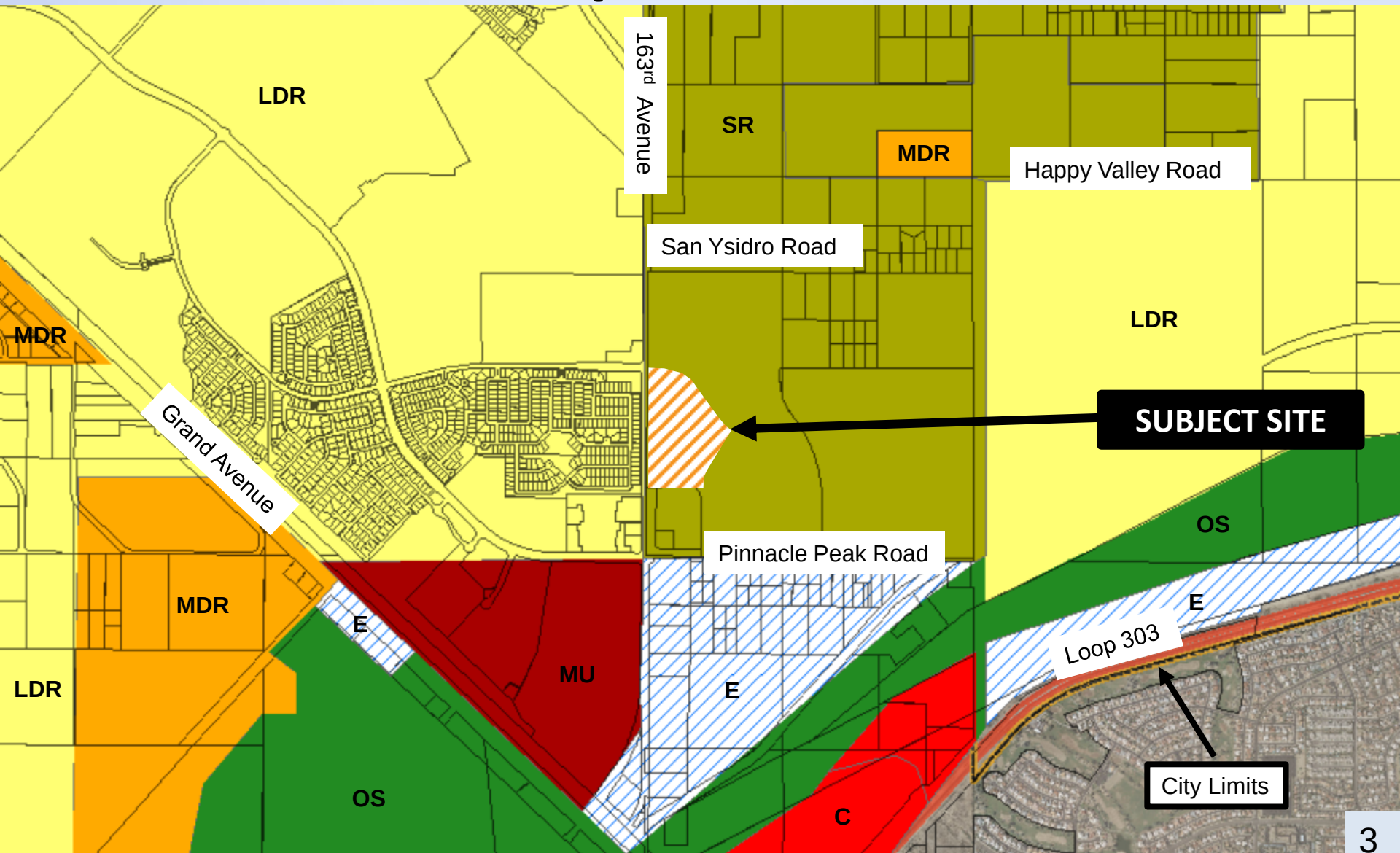
SURPRISE
ARIZONA



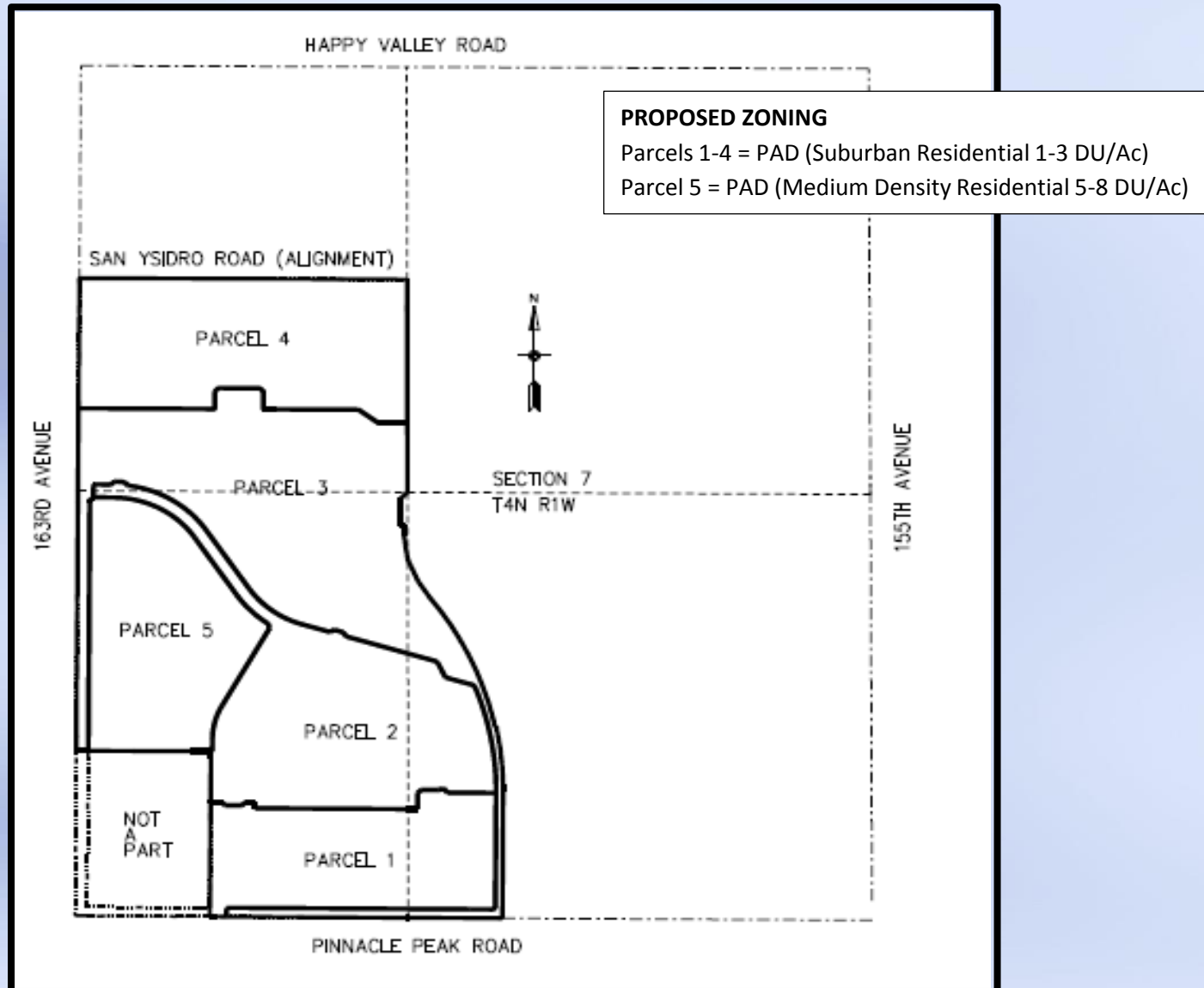
Vicinity Map



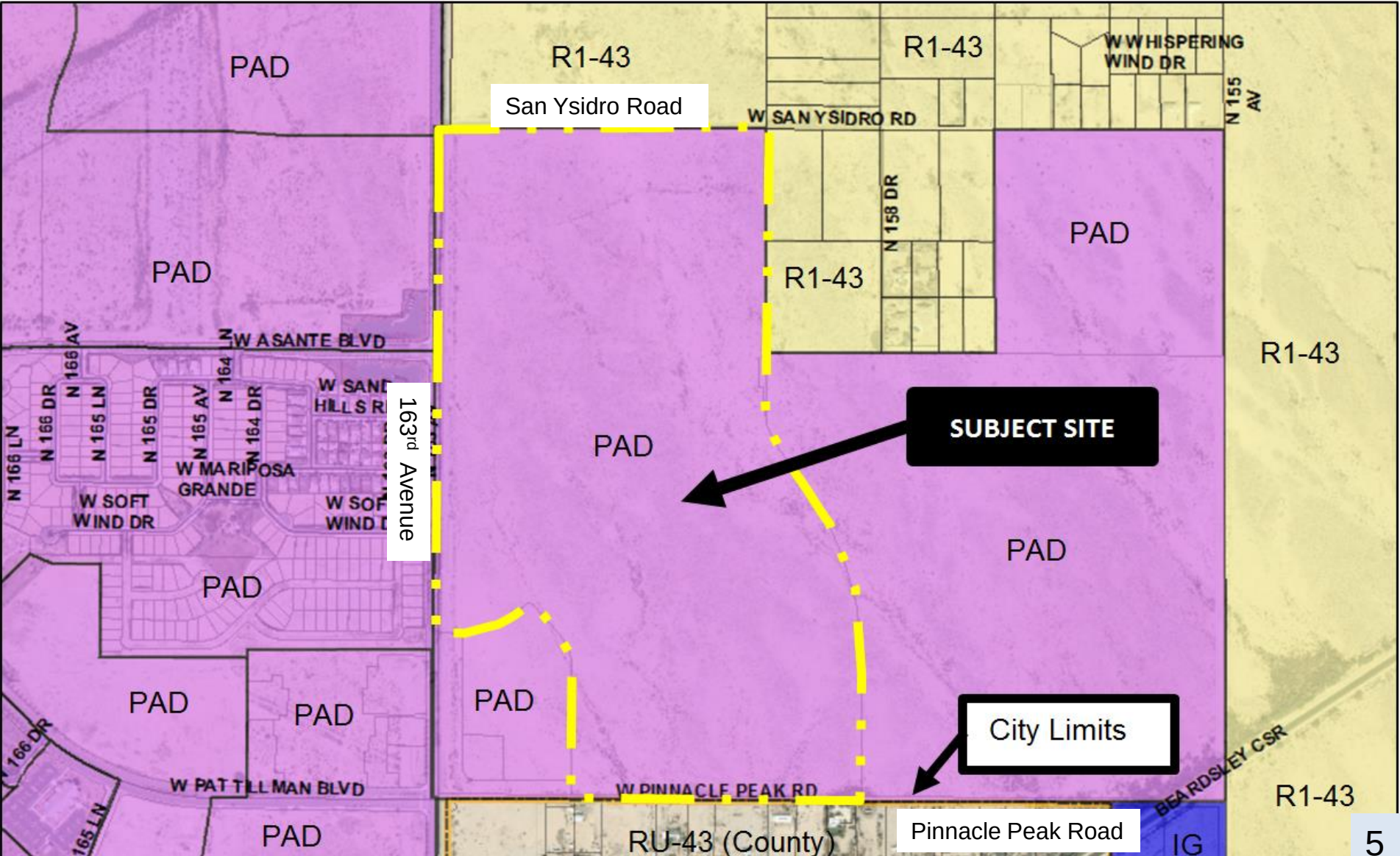
Minor GPA Case Map – SR to MDR



Zoning Case Map



Preliminary Plat Case Map



FS14-159 Verdugo



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 1607.06 FEET TO THE WEST QUARTER 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 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 55.37 FEET;
THENCE SOUTH 00 DEGREES 22 MINUTES 47 SECONDS EAST, A DISTANCE OF 164.41 FEET;
THENCE SOUTH 89 DEGREES 59 MINUTES 23 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 23 DEGREES 52 MINUTES 01 SECONDS EAST, A DISTANCE OF 191.36 FEET;
THENCE SOUTH 00 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 27 DEGREES 20 MINUTES 51 SECONDS EAST, A DISTANCE OF 105.48 FEET;
THENCE SOUTH 24 DEGREES 12 MINUTES 07 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 02 SECONDS EAST, A DISTANCE OF 105.48 FEET;
THENCE SOUTH 14 DEGREES 46 MINUTES 20 SECONDS EAST, A DISTANCE OF 105.48 FEET;
THENCE SOUTH 09 DEGREES 41 MINUTES 41 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 41 SECONDS EAST, THROUGH A CENTRAL ANGLE OF 01 DEGREES 04 MINUTES 36 SECONDS, A DISTANCE OF 9.62 FEET;
THENCE SOUTH 09 DEGREES 49 MINUTES 49 SECONDS EAST, A DISTANCE OF 143.85 FEET;
THENCE SOUTH 06 DEGREES 01 MINUTES 27 SECONDS EAST, A DISTANCE OF 113.42 FEET;
THENCE SOUTH 02 DEGREES 08 MINUTES 40 SECONDS EAST, A DISTANCE OF 113.42 FEET;
THENCE SOUTH 00 DEGREES 27 MINUTES 21 SECONDS WEST, 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 59 MINUTES 23 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 786.66 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 00 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 850.00 FEET, CONCAVE NORTHERLY, THROUGH A CENTRAL ANGLE OF 37 DEGREES 02 MINUTES 09 SECONDS, A DISTANCE OF 363.5 FEET;
THENCE NORTH 89 DEGREES 55 MINUTES 15 SECONDS WEST, A DISTANCE OF 1350.00 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.

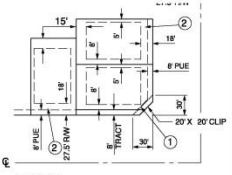
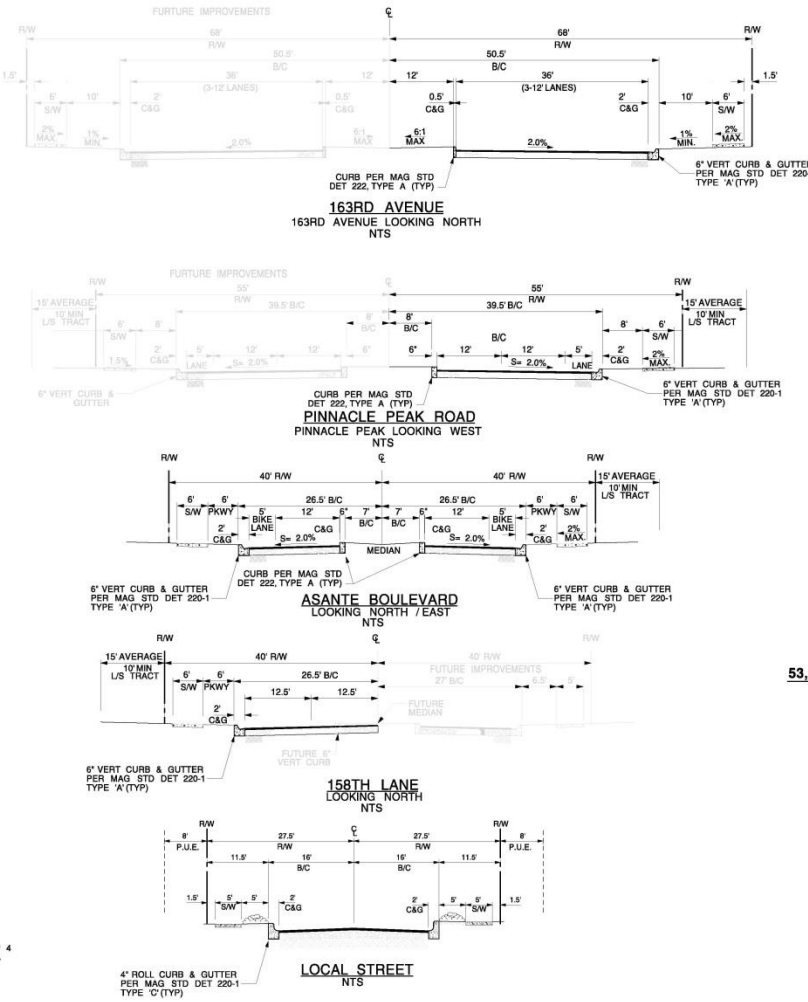
PARCEL 6:
EASEMENT FOR THE PURPOSES SHOWN THEREIN AS CREATED BY THAT CERTAIN ROADWAY AND UTILITY EASEMENT DATED AUGUST 13, 2009 AND RECORDED AUGUST 24, 2009 IN DOCUMENT NO. 20090787490 AND MORE PARTICULARLY DESCRIBED THEREIN.

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 SET IN THE WEST EDGE OF HEADWALL APPROXIMATELY 20' EAST OF THE EDGE OF PAVEMENT OF 163RD AVENUE, APPROXIMATELY 1340' NORTH OF THE ELEVATION OF 1368.63 (NAD83) (NAD 83)

FLOOD ZONE CERTIFICATION
THIS IS TO CERTIFY THAT A PORTION OF THE SURVEYED PROPERTY IS LOCATED WITHIN THE ZONE "A" FLOOD HAZARD AREA DEPICTED ON THE PLAT OF SURVEY AND THAT THE REMAINDER OF THE SURVEYED PROPERTY IS LOCATED WITHIN SHADDED ZONE "X" FLOOD HAZARD AREA PER FIRM MAP PANEL NUMBER 04013C1210L, 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 FLOODED BY THE 1% ANNUAL CHANCE FLOOD, NO BASE FLOOD ELEVATIONS DETERMINED.

SHADDED ZONE "X" AS DEFINED BY FEMA IS:
AREAS OF 0.1% 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.



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

DEVELOPMENT STANDARDS			
IF THESE DEVELOPMENT STANDARDS SHOULD CONFLICT WITH RC BUILDING CODES, THE MORE RESTRICTIVE WILL APPLY.			
MIN LOT AREA (SQ FT)	5000	6900	7450
MIN LOT WIDTH	53	63	68
MIN LOT DEPTH	110	110	112
BUILDING SETBACKS**			
FRONT	1812' FOR LIVING AREA OR SIDE ENTRY GARAGE		
REAR	12'		
STREET SIDE**	12'		
REAR	ONE-STORY	12'	
REAR ADJACENT	TWO-STORY	20'	
TO ADJACENT***	ONE-STORY	20'	
TO ADJACENT***	TWO-STORY	25'	
MIN DISTANCE BETWEEN HOMES	10	25'	
BUILDING HEIGHT	30'		
ACCESSORY STRUCTURE SETBACKS			
REAR	5'		
SIDE	5'		
FROM PRIMARY STRUCTURE	5'		
* FIREPLACES, BAY WINDOWS, POP-UPS, OR PATIO COVERS MAY ENCHORD 12.5' 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.			
*** PINNACLE PEAK ROAD & 163RD AVENUE			

PUBLIC UTILITIES

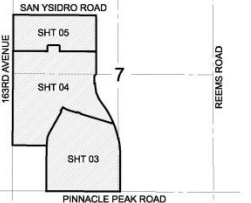
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CITY OF SURPRISE
CITY OF SURPRISE
CITY OF SURPRISE
ARIZONA PUBLIC SERVICE
TELEPHONE
SOUTHWEST GAS
CENTURY LINK
CABLE

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
2975 E CAMERON ROAD, SUITE 600
PHOENIX, AZ 85016
PHONE: (602) 275-5445
CONTACT: ANTHONY SUMMER

ENGINEER:
COE & VAN LON CONSULTANTS INC.
4800 N 27th STREET
PHOENIX, AZ 85014
PHONE: (602) 285-4730
FAX: (602) 285-4731
CONTACT: RAY WOOD

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: 602-264-0929
web: www.cvl.com

SHEET NUMBER
01 OF 05

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

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

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



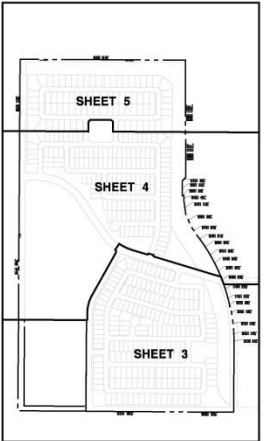
PHASE MAP

VICINITY MAP (NOT-TO-SCALE)

OWNER/DEVELOPER:
VERDUGO LAND LLC
c/o SANDROX DEVELOPMENT CONSULTANTS
2578 E CAMELBACK ROAD, SUITE 600
PHOENIX, AZ 85016
PHONE: (602) 285-4730
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

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 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



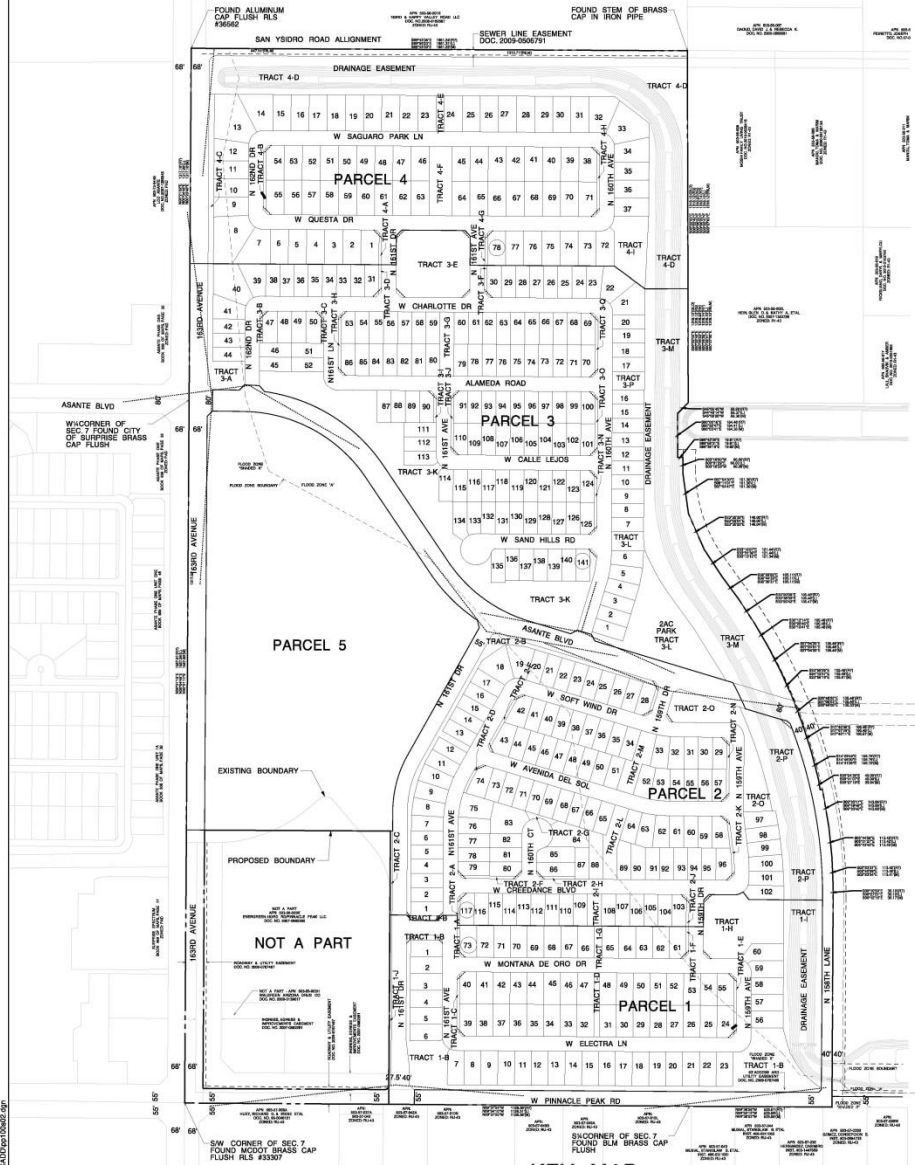
SHEET INDEX

VERDUGO CENTERLINE CURVE DATA

NO	RADIUS	DELTA	LENGTH	TANGENT
1	0.4000	29°31'30"	0.002498	0.010486
2	0.4000	29°31'30"	0.002498	0.010486
3	0.4000	34°34'30"	0.01187	0.005773
4	0.4000	35°31'30"	0.009215	0.002811
5	0.4000	72°01'30"	0.008118	0.008111
6	0.4000	16°39'30"	0.01147	0.005773
7	1800.00	20°43'00"	0.061347	0.039273
8	0.0000	7°49'00"	0.001921	0.001293
9	0.0000	39°12'00"	0.010801	0.013374
10	0.0000	30°45'30"	0.007849	0.013374
11	0.0000	34°33'30"	0.01147	0.005773

ICVL CONSULTANTS
4550 N. 12th Street
Phoenix, AZ 85014
phone 602.264.6831
tel 602.264.0928
web www.icvl.com
SHEET NUMBER
02 OF 05

DESIGN: GC
DRAWN: AC
DATE: 06-28-2015
SCALE: 1" = 200'
DATE: 06-28-2015



KEY MAP

SITE DATA

CROSS AREAS (AC & SF)	170.36	1,050,591
PARCEL 1 (83 X 120)	24.45	1,050,591
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	1,688,476
PARCEL 5 (MEDIUM DENSITY)	27.32	1,180,175
GROSS DENSITY (AC & SF)	3.83	0.04AC
TOTAL YIELD & SF	169	1,026
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	39%
LOCAL ROW AREA & SF	28.54	1,123,000
PARCEL 1 (83 X 120)	4.82	213,009
PARCEL 2 (53 X 120)	7.72	326,303
PARCEL 3 (53 X 120)	10.10	404,691
PARCEL 4 (88 X 130)	5.56	242,194
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	199,498
PARCEL 3 (53 X 120)	1.70	74,052
PARCEL 4 (88 X 130)	0.00	0.00
PARCEL 5 (MEDIUM DENSITY)	0.00	0.00
ARTERIAL ROW	6.77	284,507
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	233,468
PARCEL 4 (88 X 130)	1.26	54,888
PARCEL 5 (MEDIUM DENSITY)	0.00	0.00
TOTAL LOT AREA (AC & SF)	69.55	3,027,420
NET ACRES (MUNICIPAL)	198.07	7,255,607
CURRENT ZONING		PAD
ASSESSORS PARCEL NUMBER (APN)		503-68-0003
MINIMUM LOT AREA (AC & SF)		0.20
MINIMUM LOT AREA (AC & SF)		20,142
AVERAGE LOT AREA (AC & SF)		7,419
OPEN SPACE (PROVIDED) (AC)	38.00	25%
OPEN SPACE (PROVIDED) (AC)	38.00	25%
PASSIVE	19.77	11%

TRACT TABLE PARCEL 1

TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASSIVE
1-A	0.002	873.20	LANDSCAPE TRACT	0	0.02
1-B	2.40	108,464.40	OPEN SPACE/LANDSCAPE	1.82	0.67
1-C	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
1-D	0.12	5,292.00	LANDSCAPE TRACT	0	0.12
1-E	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
1-F	0.00	873.20	LANDSCAPE TRACT	0	0.00
1-G	0.09	4,044.00	LANDSCAPE TRACT	0	0.09
1-H	1.41	61,416.00	OPEN SPACE/LANDSCAPE	1.41	0.00
1-I	2.09	91,040.40	DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT	0.85	1.49
1-J	0.12	5,292.00	LANDSCAPE TRACT	0	0.12
TOTAL	6.45	285,361.00		3.69	2.74

TRACT TABLE PARCEL 2

TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASSIVE
2-A	0.002	873.20	LANDSCAPE TRACT	0	0.02
2-B	0.04	18,880.40	LANDSCAPE TRACT	0	0.04
2-C	0.00	2,178.00	LANDSCAPE TRACT	0	0.00
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	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
2-G	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
2-H	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
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	10,416.00	LANDSCAPE TRACT	0	0.24
2-M	0.28	12,168.00	LANDSCAPE TRACT	0	0.28
2-N	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
2-O	1.10	47,916.00	OPEN SPACE/LANDSCAPE	1.10	0.00
2-P	2.46	107,167.60	DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT	0.85	1.61
TOTAL	6.44	285,676.40		2.95	3.24

OPEN SPACE TRACT TABLE PARCEL 3

TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASSIVE
3-A	0.00	21,780.00	OPEN SPACE/LANDSCAPE	0.03	0.17
3-B	0.02	873.20	LANDSCAPE TRACT	0	0.02
3-C	0.00	873.20	LANDSCAPE TRACT	0	0.00
3-D	0.00	873.20	LANDSCAPE TRACT	0	0.00
3-E	1.07	46,380.00	OPEN SPACE/LANDSCAPE TRACT	0	1.07
3-F	0.02	873.20	LANDSCAPE TRACT	0	0.02
3-G	0.02	873.20	LANDSCAPE TRACT	0	0.02
3-H	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
3-I	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
3-J	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
3-K	4.33	188,614.80	OPEN SPACE/LANDSCAPE TRACT	0	4.33
3-L	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
3-M	4.40	190,080.00	DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT	1.15	4.40
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	8,274.40	OPEN SPACE/LANDSCAPE TRACT	0.19	0.00
3-Q	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
TOTAL	15.64	655,728.00		8.39	7.28

TRACT TABLE PARCEL 4

TRACTS	AREA ACRES	S.F.	DESCRIPTION	ACTIVE	PASSIVE
4-A	0.00	3,000.00	LANDSCAPE TRACT	0	0.00
4-B	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
4-C	0.28	12,168.00	DRAINAGE CHANNEL/OPEN SPACE/LANDSCAPE TRACT	0	0.28
4-D	4.47	193,944.00	OPEN SPACE/LANDSCAPE TRACT	2.28	6.41
4-E	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
4-F	0.05	2,178.00	LANDSCAPE TRACT	0	0.05
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	647,367.00		19.23	19.77

VERDUGO TRACT TABLE GRAND TOTALS

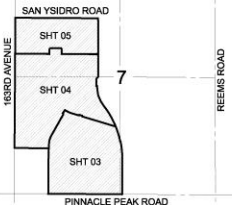
TOTAL	38.00	1,600,288.00		19.23	19.77
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FS14-159 Verdugo



PRELIMINARY PLAT FOR VERDUGO

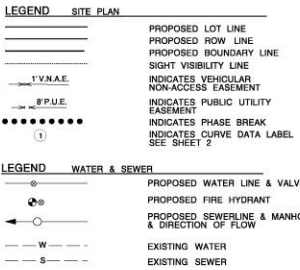
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RANGE 1 WEST OF THE GILA AND SALT
RIVER MERIDIAN, SURPRISE,
MARICOPA COUNTY, ARIZONA



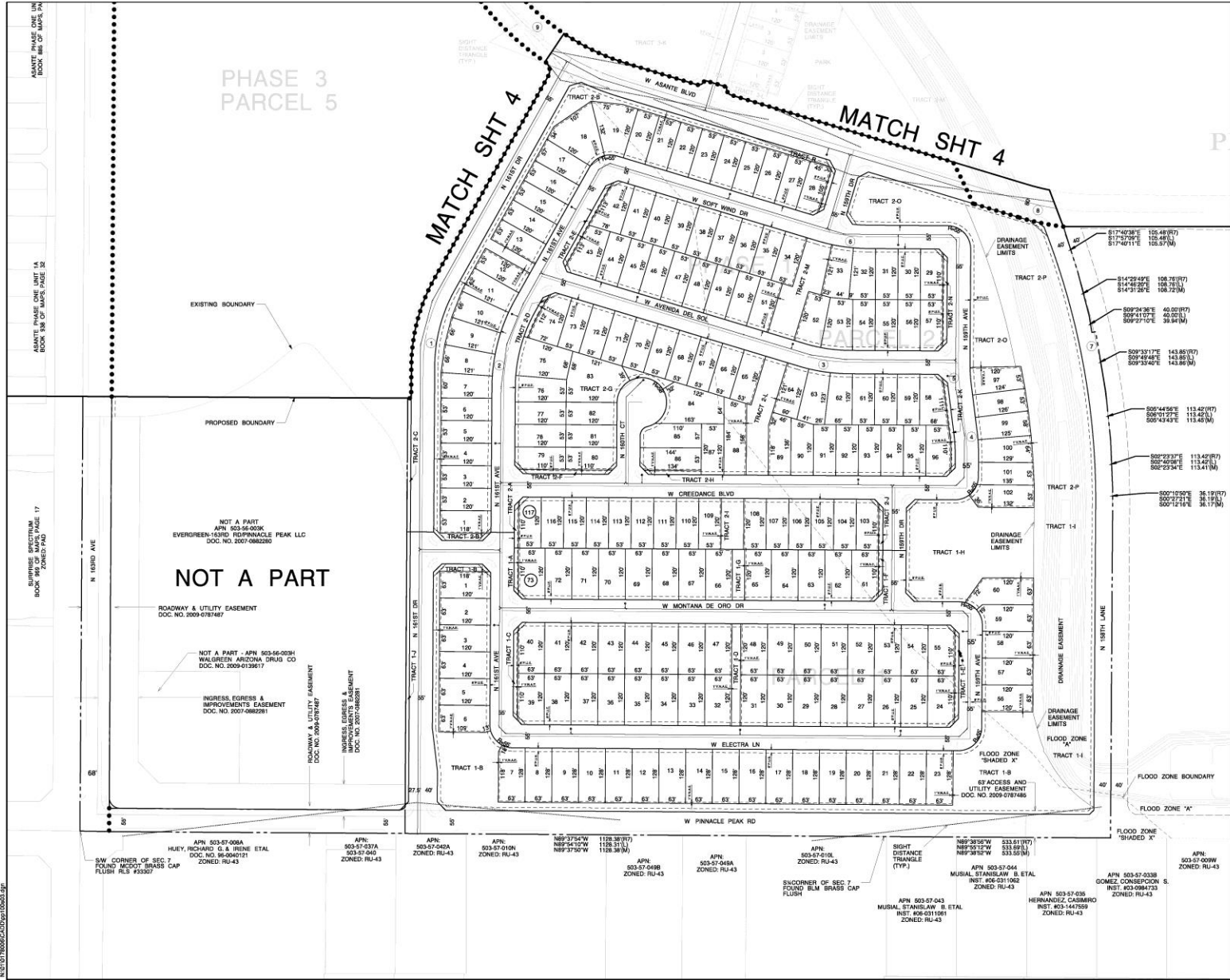
VICINITY MAP (NOT-TO-SCALE)

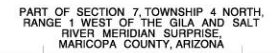
OWNER/DEVELOPER:
VERDUGO LAND LLC
c/o SANDBOX DEVELOPMENT CONSULTANTS
2375 E CAMELBACK ROAD, SUITE 600
PHOENIX, AZ 85016
PHONE: (602) 275-5445
CONTACT: ANTHONY SUMMER

ENGINEER:
COE & VAN LOO CONSULTANTS INC.
4550 N. 12TH STREET
PHOENIX, AZ 85014
PHONE: (602) 254-0928
FAX: (602) 254-4731
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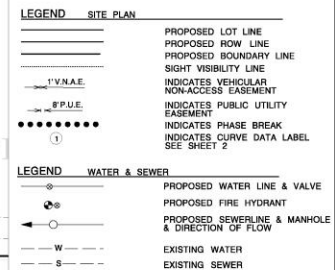
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CVL Department
CVL Project # 1-
Case No: FS14-
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CHECK: RD

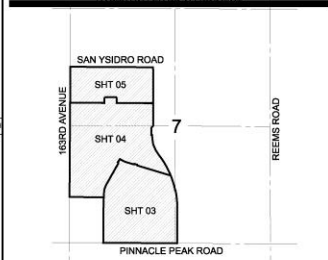
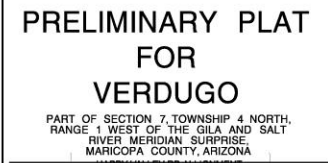




VERDUGO LAND,LLC
c/o SANDBOX DEVELOPMENT CONSULTANTS
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PHOENIX,AZ 85016
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PHOENIX, AZ 85014
PHONE: (602) 285-4730
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CONTACT: RYAN WEED





VICINITY MAP
(NOT-TO-SCALE)

OWNER/DEVELOPER:
VERDUGO LAND, LLC
C/O SANDBOX DEVELOPMENT CONSULTANTS
2375 E. CAMELBACK ROAD, SUITE 600
PHOENIX, AZ 85016
PHONE: (602) 275-5445
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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 NO-ACCESS EASEMENT
	INDICATES PUBLIC UTILITY EASEMENT
	INDICATES PHASE BREAK
	INDICATES CURVE DATA LABEL
	SEE SHEET 2
LEGEND	WATER & SEWER
	PROPOSED WATER LINE & VALVE
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	EXISTING WATER
	EXISTING SEWER

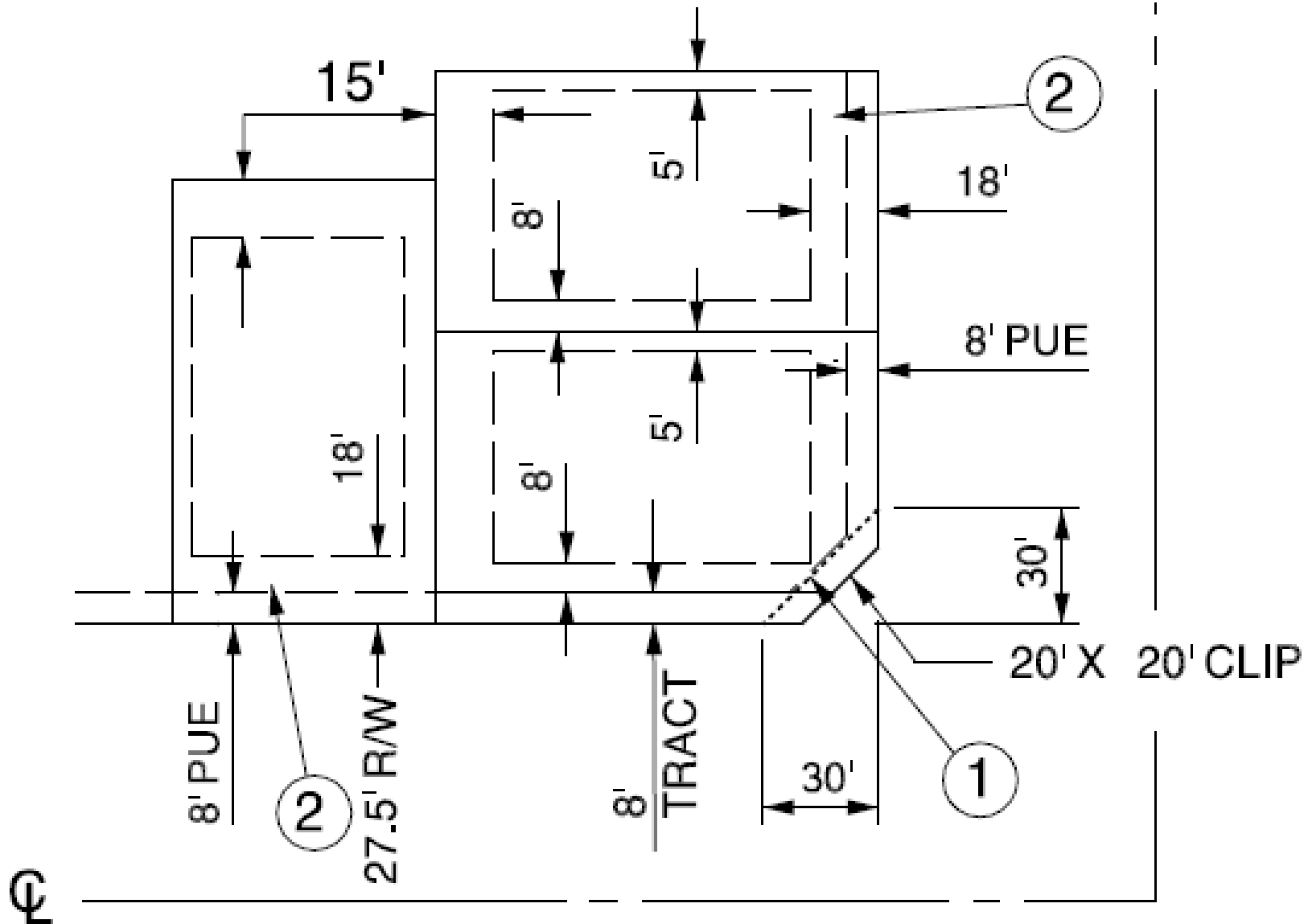
		 4550 N. 12th Street Phoenix, AZ 85014 phone 602.264.6831 fax 602.264.0928 web www.cvlci.com
		SHEET NUMBER OK OF 05
SCALE: 1" = 200' DATE: 08-28-2015		CVL Dept. _____ CVL Proj. _____ Case No. _____
DESIGN: GC DRAWN: AC CHECK: BD		10

Development Standards – Single Family

RESIDENTIAL MINIMUM STANDARDS				
If these development standards should conflict with IRC building codes, the more restrictive will apply.				
Min Lot Area		5,800 sf	6900 sf	7450 sf
Min. Lot Width		53'	63'	68'
Min. Lot Depth		110'	110'	110'
*Bldg. 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 Adj. to Arterial	one-story	20'		
	two-story	25'		
Min. Distance between Houses		10'		
Bldg. Height		30		
Accessory Structure Setbacks				
Rear		5'		
Side		5'		
From Primary Structure		5'		



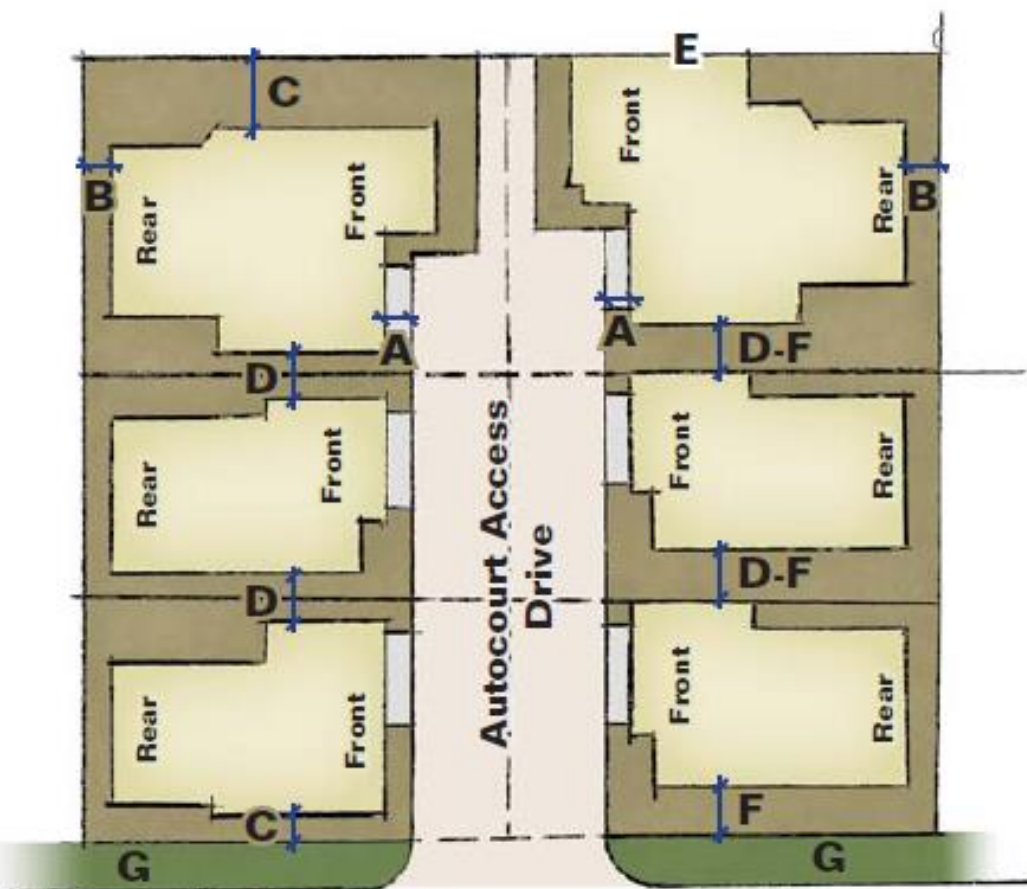
Development Standards – Single Family



Development Standards – Cluster/Court

MDR – COURT HOME DEVELOPMENT STANDARDS	
If there is a conflict with these standards and the IRC building codes, the more restrictive will apply	
Min Lot Area	2,000 SF
Min Lot Width – Interior Lot	25'
Min Lot Depth	55'
Max Building Height	30' – 2 STY
Max Lot Coverage	65%
BUILDING SETBACKS	
Min Front - Porch Or Liveable – Street (1) (2)	10'
Min Front/Rear – Garage – Street	18'
Min Front/Rear – Garage – Auto Court/ Alley/Greenbelt	5'
Min Side (2) (3) (4)	0'
Min Side Aggregate (4)	10'
Min Street Side (5)	10'
Min Rear (2)	5'
Min Separation Of Buildings On Adjacent Lots (4)	10'
LANDSCAPE TRACTS	
Arterial Streets	15'
Collector Streets	10'

Development Standards – Cluster/Court



Legend

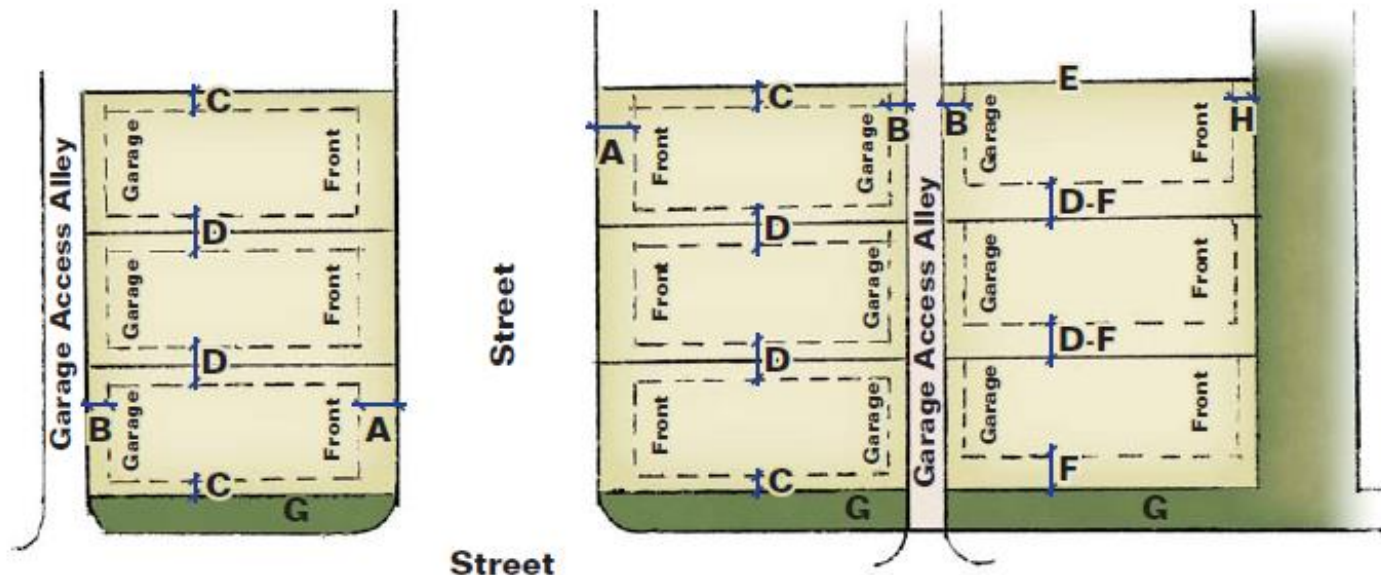
- A Typical Front- Garage. Min 5' setback on autocourt drive (measured to shared driveway)
- B Typical Rear. Min 5' setback
- C Typical Side. Min 5' setback.
- D Typical Side. Min 10' separation of buildings on adjacent lots.
- E Typical side. Min 0' setback
- F Typical side. Min 10' setback provided on one side of zero-lot-line configuration
- G 10' Landscape Tract

Street

Cluster Homes

Typical Front-Garage Auto-Court Access

Development Standards – Cluster/Court



Court Home

Typical Rear-Garage Alley-Access Product

Legend

- | | |
|--|---|
| A Typical Front-Porch or Liveable. Min 10' setback on public street. | E Typical Side. Min 0' setback |
| B Typical Rear-Garage. Min 5' setback on Access-Alley. | F Typical Side. Min 10' setback provided on one side of zero-lot-line configuration |
| C Typical Side. Min 5' setback. | G 10' Landscape Tract |
| D Typical Side. Min 10' separation of buildings on adjacent lots. | H Typical Front-Porch or Liveable. Min 5' setback on landscape tract |

Verdugo

Overall Landscape Plan

Exhibit 10



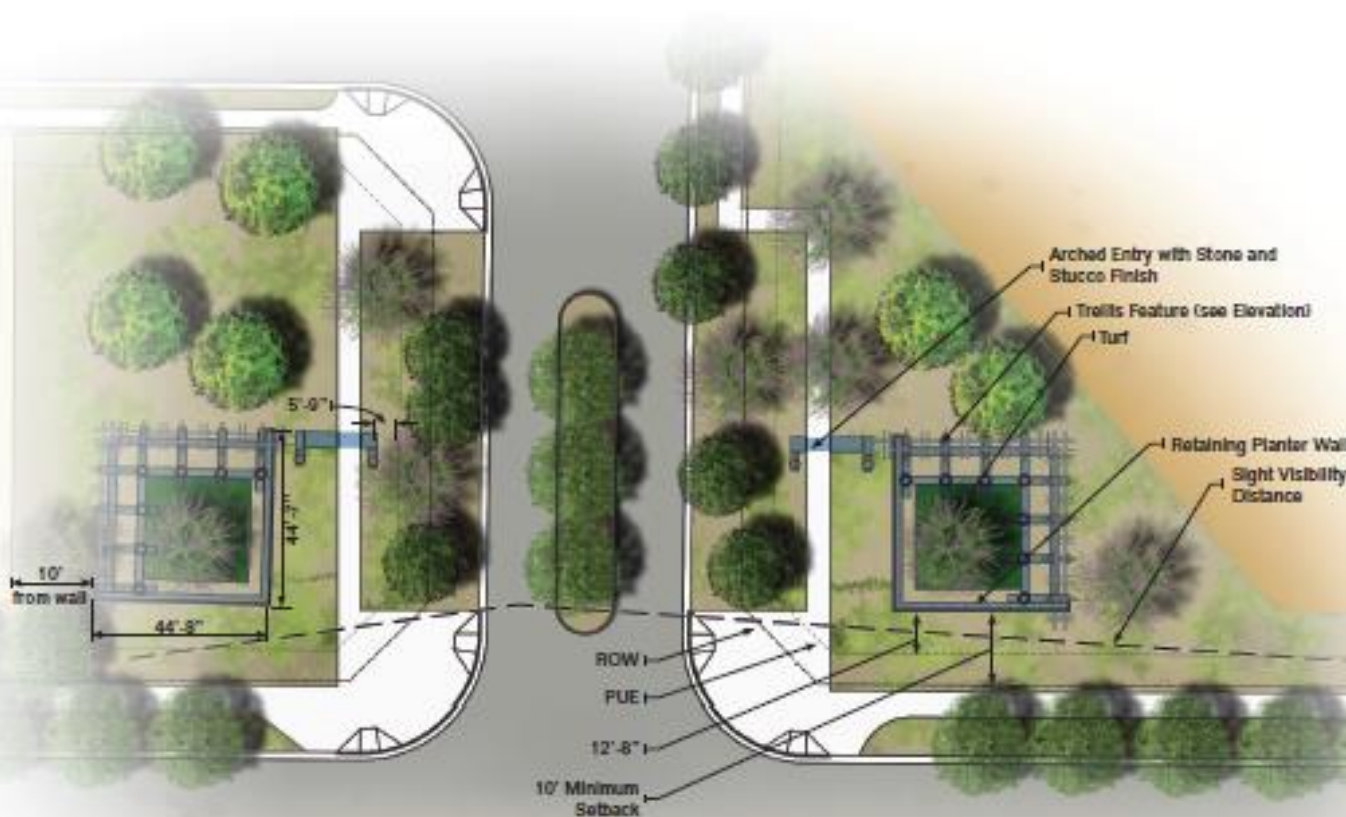
Verdugo

Entry Monument Plan View

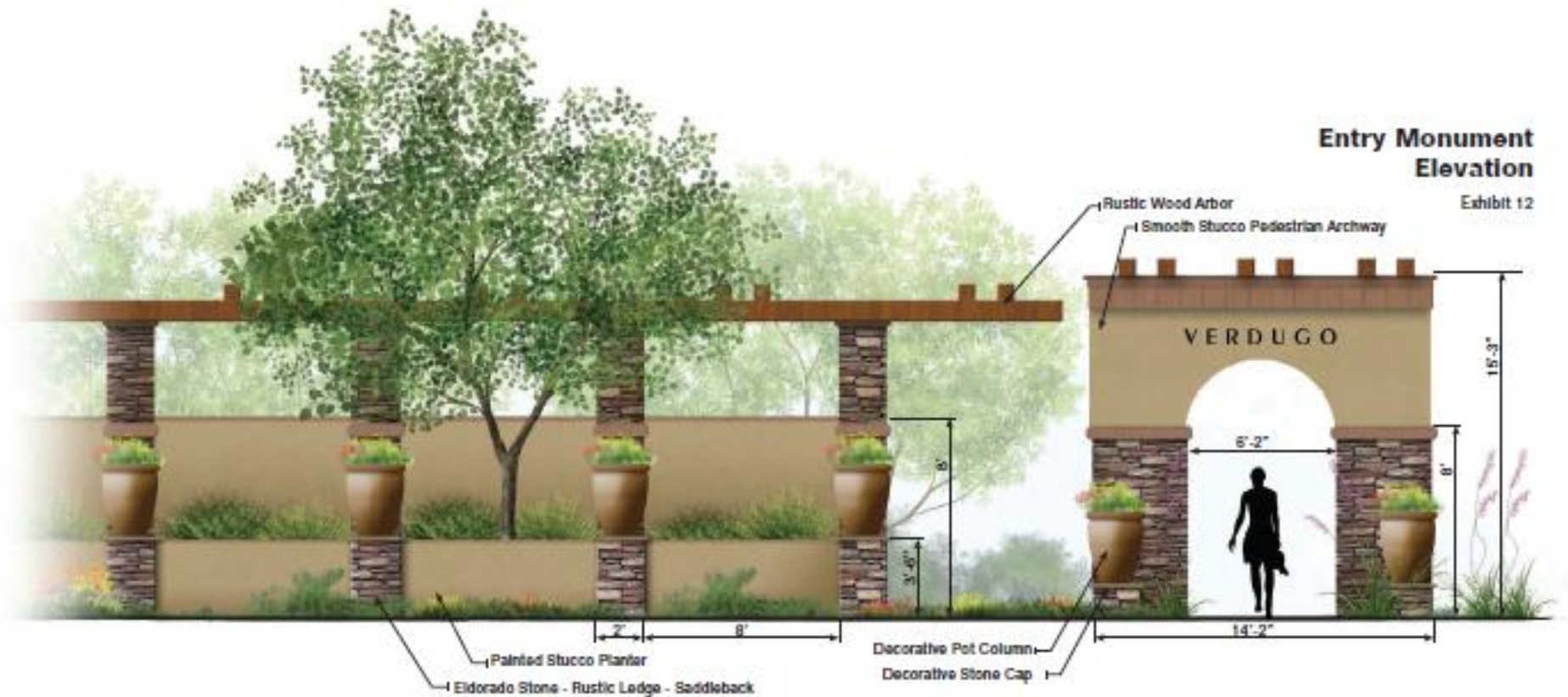
Exhibit 11

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.



Verdugo



Verdugo

Bridge Concept Exhibit 13

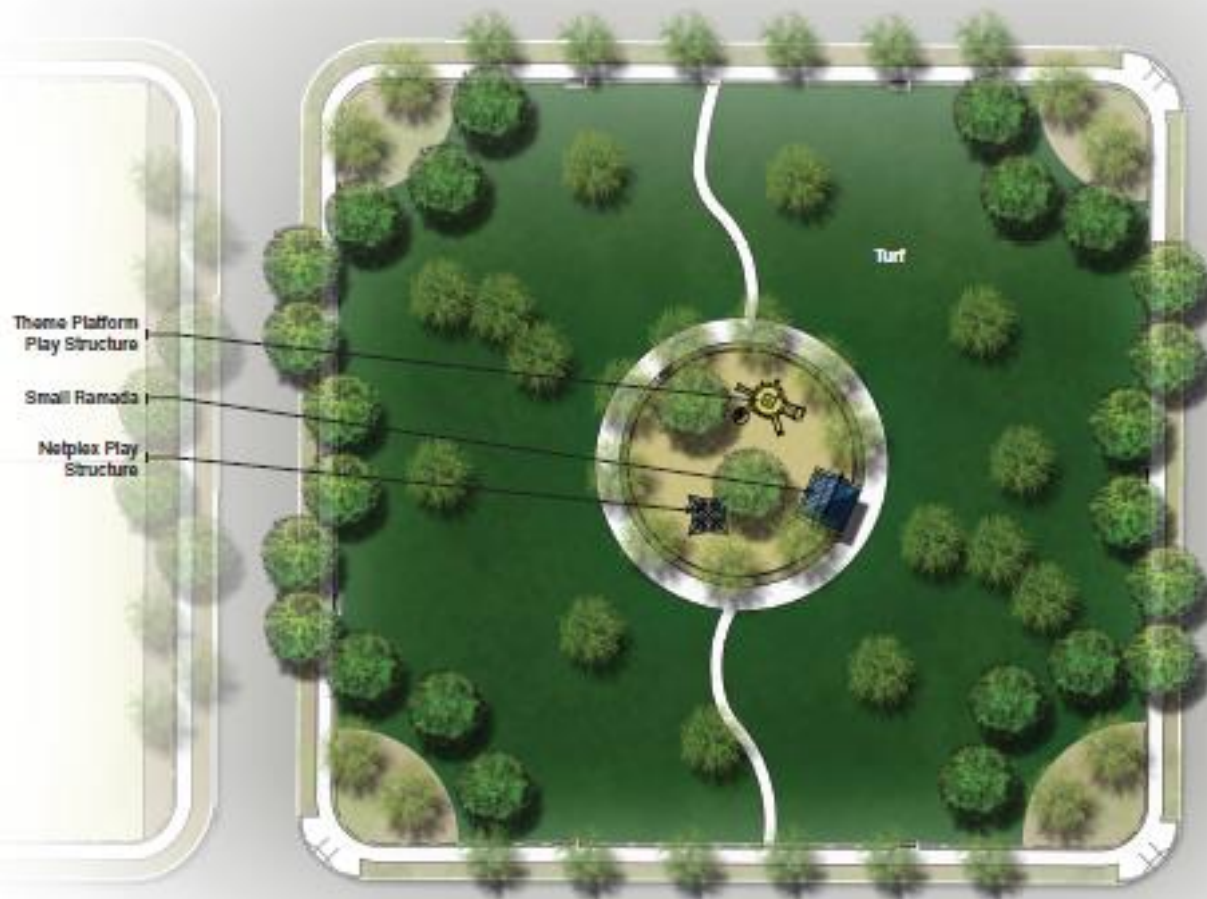


**Neighborhood Park
with Basketball Court**

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

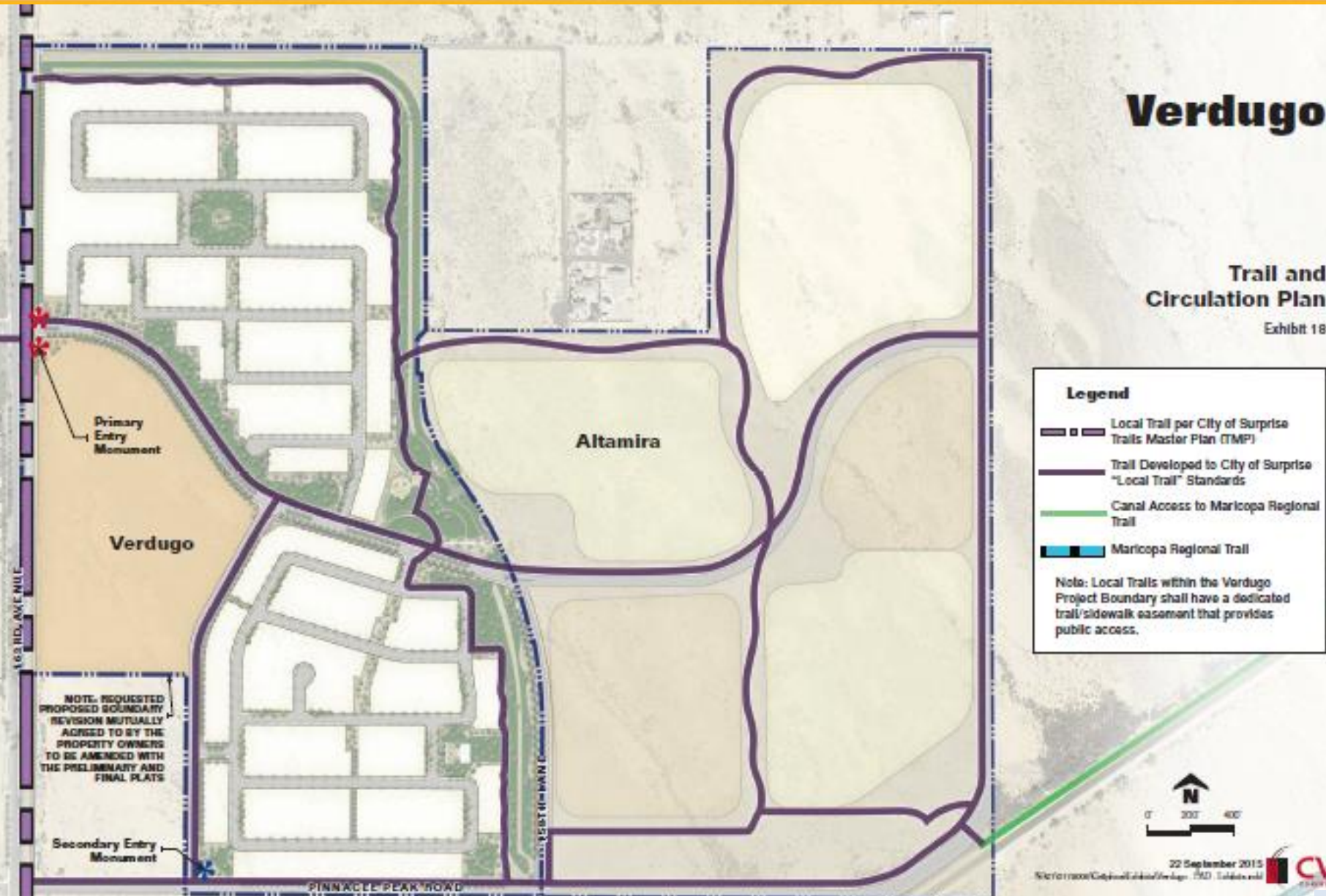
Theme Wall

FS14-159 Verdugo

Verdugo

Trail and Circulation Plan

Exhibit 18



FS14-159 Verdugo

Verdugo

Street Sections

Exhibit 19

163th Avenue (Half Street)
Looking North
NTS

Pinnacle Peak Road (Half Street)
Looking West
NTS

Asante Boulevard
Looking North / East
NTS

Local Street
NTS

158th Lane (Half Street)
Looking North
NTS

Citizen Outreach

- Notification
- Citizen Review meeting August 26, 2015

Commission Recommendations:

Minor GPA:

✓ **Approve**

Rezone (Major PAD Amendment):

✓ **Approve** subject to stipulations “a” through “e”

Preliminary Plat:

✓ **Approve**

Questions or Comments?





CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

Back Print

Council Meeting Date:	December 15, 2015	Contact Person:	Joshua Mike, Community Development
Submitting Department:		District:	Citywide
Staff Recommendations:	None		

Consent	Regular	Public Hearing	x	Report/Discussion
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Agenda Wording:

Consideration and action on a major amendment to the Surprise General Plan 2035, re-writing the land use element; changing from a village planning to a character area planning concept; updating all other elements of the General Plan 2035 to conform; modifying the reporting and amendment processes in the implementation section; and repealing the existing village plans; Resolution # 2015-120.

Motion:

I move to approve Resolution #2015-120, a major amendment to Surprise General Plan 2035, in the form:

- * presented by the Planning & Zoning Commission; or
 - * presented by the city staff; or
 - * presented by _____ and further amended by Council.
-

Background:

In lieu of the development of Village Plans, a holistic approach to developing a 'One Surprise', while respecting the city's unique character areas, requires an update to the General Plan 2035. 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.

Pursuant to State Law, "The adoption ... of a major amendment to the general plan shall be approved by affirmative vote of at least two-thirds of the members of the governing body of the municipality. All major amendments to the general plan proposed for adoption by the governing body of a municipality shall be presented at a single public hearing during the calendar year the proposal is made." A.R.S. Sec. 9-461.06H

Objective Analysis:

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.

Policy Compliant:

In accordance with state statutes, this Major Amendment conducted a 60-day review, held the 2 off-site public hearings with the Planning and Zoning Commission, and will be considered in a single year by City Council in the same year as the application received.

Financial Impact:

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

Budget Impact:

There is no anticipated budget impact related to this item.

FTE Impact:

This item does not have an impact on current staff levels.

ATTACHMENTS:

Click to download

- ☐ [00 FS15173 MGPA - STAFF REPORT](#)
- ☐ [01 FS15173 MGPA - ELEMENT REVISION SUMMARY TABLE](#)
- ☐ [02 FS15173 MGPA - LAND USE ELEMENT](#)
- ☐ [03 FS15173 MGPA - REVISED LAND USE ELEMENT](#)
- ☐ [04 FS15173 MGPA - 60 DAY DRAFT GROWTH ELEMENT](#)
- ☐ [05 FS15173 MGPA - 60 DAY DRAFT ECONOMIC VITALITY ELEMENT](#)
- ☐ [06 FS15173 MGPA - 60 DAY DRAFT HOUSING ELEMENT](#)
- ☐ [07 FS15173 MGPA - REVISED HOUSING ELEMENT](#)
- ☐ [08 FS15173 MGPA - 60 DAY DRAFT REC AND OPEN SPACE ELEMENT](#)
- ☐ [09 FS15173MGPA - REVISED REC AND OPEN SPACE ELEMENT](#)
- ☐ [10 FS15173 MGPA - 60-day draft Ch 3 Intro and Execu Summary](#)
- ☐ [11 FS15173 MGPA - Revised Ch 3 Intro and Execu Summary](#)
- ☐ [12 FS15173 MGPA - 60-day draft Roadway Systems Element](#)
- ☐ [13 FS15173 MGPA - Revised Roadway Systems Element](#)
- ☐ [14 FS15173 MGPA - 60-day draft Transit Element](#)
- ☐ [15 FS15173 MGPA - 60-day draft Alternate Modes Element](#)
- ☐ [16 FS15173 MGPA - Revised Alternate Modes Element](#)
- ☐ [16 FS15173 MGPA - 60-day draft Water Resources Element](#)
- ☐ [17 FS15173 MGPA - 60-day draft Water Resources Element](#)
- ☐ [18 FS15173 MGPA - Water Resources Element 60-day redlines](#)
- ☐ [19 FS15173 MGPA - 60-day draft Public Utilities Element](#)
- ☐ [20 FS15173 MGPA - Revised Public Utilities Element](#)
- ☐ [21 FS15173 MGPA - 60-day draft Ch 6-Implementation](#)
- ☐ [22 FS15173 MGPA - Appendices - Records and Dates](#)
- ☐ [23 FS15173 MGPA - Additional Maps Packet](#)
- ☐ [24 FS15173 MGPA - Letter from Glendale- GP boundary](#)
- ☐ [25 FS15173 MGPA - Public Outreach Summary](#)
- ☐ [26 FS15173 MGPA - Stakeholder Summary](#)
- ☐ [27 FS15173 MGPA - Letter from AGFD](#)
- ☐ [28 FS15173 MGPA - Letter from County Parks Dept](#)

- ☐ [29 FS15173 MGPA - Letter from SPA 3 Coalition](#)
 - ☐ [30 FS15173 MGPA - Letter from AZ State Land Dept](#)
 - ☐ [31 FS15173 MGPA - Letter from Gammage & Burnham](#)
 - ☐ [32 FS15173 MGPA - PRESENTATION](#)
 - ☐ [RESO 2015-120](#)
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GENERAL PLAN AMENDMENT

REPORT TO CITY COUNCIL

Case: FS15-173

Project Name: Major General Plan Amendment

Council District: City Wide

Meeting Date: December 15, 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” concept and removing 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: Recommend **approval** of Resolution 2015-120

P&Z Recommendation: Recommend **approval** of Resolution 2015-120 with revisions to the proposed Land Use Element and proposed Land Use Map

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).

November 18-19, 2015: Consecutive public hearings for the Planning and Zoning Commission held off-site at the AZ TechCelerator (12425 West Bell Road, Surprise, AZ). Presented the Staff Report and summary of the Major Amendment to the General Plan 2035. The Planning and Zoning Commission received comments from a Surprise resident and listened to a presentation of parcels impacted by the existing Wildlife Linkages Map and proposed Wildlife Linkages Corridor sub area.

December 3, 2015: Presented the complete Major Amendment to Surprise General Plan 2035 at a public hearing, with input heard from private property representatives and Arizona Game and Fish Department. The Planning and Zoning Commission voted to recommend approval of staff’s presentation to City Council with the following changes:

1. Remove the Wildlife Linkages Corridor sub area from the proposed Land Use Element
2. Remove the increased Open Space designation from the proposed Land Use Map, retaining the approved Open Space areas in the current General Plan 2035

Citizen Outreach and Stakeholder Engagement:

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

126 throughout the city. This provided input from citizens and stakeholders on what successes there
127 have been and possible areas of improvement for development within Surprise.

128
129 The second round of stakeholder meetings and community workshops was to provide information
130 about the direction from the Planning and Zoning Commission and City Council to develop the
131 “Character Area” planning approach, which includes removing policy requiring a Village Plan prior
132 to development and repealing the Village Plans.

133
134 The final stakeholder meeting and community workshop was a presentation of the Land Use
135 Element, which is the foundation piece for the “Character Area” planning approach. Excerpts from
136 the various design guidance and aesthetic descriptions were illustrated to provide context to the
137 vision, implementation, and developer expectations of this planning approach.

138
139 A limited number of property owners and representatives have expressed concern with the impact
140 this Major Amendment to the General Plan 2035 will have on their property. Comments have been
141 received about current development rights, the increase of Open Space on the Land Use Map, and
142 identifying the Wildlife Linkages Corridor sub area. The summary of this concern is that these new
143 features on the Land Use Map will cause undue restrictions and overregulate the possibility to
144 develop the properties directly impacted. Staff met with, received emails from, and had phone
145 conversations with representatives of some of these properties.

146
147 Staff provided the background of the Open Space geographies and the history of the existing
148 Wildlife Linkages map. These lands have both geographic and external agency restrictions that led
149 the identification process. The goal of the Land Use Map is to inform the public, through the
150 character areas and sub areas, that there are additional factors to consider when evaluating and
151 researching any given parcel. Current entitlements are not being removed by this amendment to
152 the General Plan 2035. Parcels of land with entitlements (i.e. zoning, platting, or design approval,
153 etc.) will be allowed to develop according to their existing approvals. Effort will be made to work
154 with each land owner and developer to meet the needs of the property and achieve the vision of
155 Surprise.

156
157 After the two off-site public hearings with the Planning and Zoning Commission, staff met with
158 stakeholders that represent land owners in the southwest region of the Surprise Planning Area, Jeff
159 Bliley of Beus Gilbert and Mike Schwab of Land Advisors Organization. Their intentions were to
160 illustrate the parcel level impact of the proposed Land Use Map, which is designed as with a holistic
161 view over the complete Surprise Planning Area. They also expressed concern over the existing
162 restrictions identified on the adopted Wildlife Linkages Map and the uncertainty of future “Wildlife
163 Friendly Regulations” that have not been developed. The summary of their request was to remove
164 the Open Space from the Land Use Map, arguing that it is a development restriction on the
165 property owner, and to remove the cross-hashing for the Wildlife Linkages Corridor sub area.

Representatives of a property within Maricopa County, known as Lake Pleasant 5000, submitted a formal letter in regards to their approved development plans and how it aligns with the proposed amendment to the General Plan 2053. The overarching request is to acknowledge the property and planning efforts while referencing the City's history of support for the project by specifically listing the Lake Pleasant 5000 development plan as part of the "Existing Conditions" subsection. The request also included revisions to the Scenic Lands Development sub area descriptions, and the proposed restrictions on hillside development above 20% slope, as well as clarifying the "Character Area Compatibility Table" for the vast undeveloped land in the western and northern regions of the planning area.

Revisions were made to the "Existing Conditions" subsection within the Land Use Element to reference all levels of existing entitlements, including those under County jurisdiction. However, language did not include identifying any specific development. Staff did not revise the guidance for hillside development above 20% since this is a broad expectation for natural preservation. Opportunities to deviate will be evaluated according to the Surprise Unified Development Code.

The Arizona State Lands Department (ASLD) submitted a letter that identified similar concerns with the Wildlife Linkages Corridor sub area, extending also to the Scenic Lands Development sub area. While asking to clarify the protection for state and privately held lands to be allowed at least 1 dwelling unit per acre, or an alternatively economically viable land use, ASLD would also prefer to see the cross-hatching removed from the Land Use Map, and revise the text descriptions.

Staff reiterated that the Open Space character area on the Land Use Map complies with state statutes by allowing residential development, up to 1 dwelling unit per acre, as stated in the proposed Land Use Element. This identification within the Land Use Element does not prevent any property owner from developing within the legal entitlements of any property.

The specific locations of the Open Space character area represent multiple levels of coordination within the entire General Plan 2035 and vital governmental departments. Identifying Open Space on the Land Use Map achieves two objectives; illustrate the comprehensive vision of Surprise and provide the reader with necessary information about development within that specific geographic location.

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.

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.

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.

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. In order to create a functional use of the Open Space character area identified in the Land Use Element, CRS aligned the future trails system in the proposed Parks and Recreation Master Plan along the adopted Wildlife Linkages Map.

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.

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.***
 - 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.***
 - It does not.
- ***Whether development resulting from the proposed change would create an undue adverse impact on surrounding neighborhoods.***
 - 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.***
 - 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.***
 - 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.***
 - 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).

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.

338 *Items Retained*

339 Base Information

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

344 *Items Revised*

345 Land Use Map

- 346 • The existing, approved map is not a reflection of the vision of future
- 347 development, as it represents existing/entitled conditions.
- 348 • Updating maps as a visual, geographic representation of the vision of
- 349 Surprise

350 Land Use Definitions

- 351 • Definitions and density ranges are updated to match the Character Area
- 352 planning approach
- 353 • Appropriate language for Uses and Definitions are moved into the
- 354 “Character Areas” and the “Development Types”

355 *Items Added*

356 Character Area Approach

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

362 Development Types

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

368 Sub-Areas

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

375 Compatibility Tables

- 376 • Character Area Table: tool to identify encouraged Character Areas and
- 377 Development Types based on adjacent uses
- 378 • Zoning Table: tool to identify the required zoning for the proposed use
- 379 within a Character Area and Development Types

381 *Items Removed*

382 Goals and Policies

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

385
386 **Growth Element** – This Element requires a complete revision since the Village Planning
387 approach, originally defined in this element, will be removed from the General Plan 2035.

388 *Items Retained*

389 Growth Areas

- 390 • This Element must retain a focus on Growth Areas and identify tools for
391 more efficient coordination of land use, transportation, and
392 infrastructure development

393 Growth Strategies

- 394 • While the planning approach is changing, the purpose and strategies for
395 smart growth are still applicable

396 *Items Revised*

397 General Information

- 398 • Updated data and statistics
- 399 • Background info regarding recent growth and development patterns

400 Growth Areas

401 Growth Areas

- 402 • Too many growth areas, overextends the focus and tools beyond the
403 scope of the General Plan 2035

404 Village Planning Strategy

- 405 • Strategies to protect desired characteristics within neighborhoods,
406 consistent pedestrian connectivity, and preserve natural resources and
407 open space were moved into the Land Use Element

408 *Items Added*

409 General Information

- 410 • Subsections of Residential, Employment, and Special Districts provide
411 descriptions of existing and future development characteristics
- 412 • Areas were relabeled with a priority towards a regional identity as any
413 expected growth is prone to change due to outside influences and
414 market conditions.

415 Growth Map

- 416 • Utilizing updated information, and focusing on growth within the
417 timeframe of the General Plan 2035, a simplified visual representation is
418 proposed.

419 *Items Removed*

420 Village Planning Strategy

- 421 • Developed reactive policy docs
- 422 • Implementation resulted in different design standards within the city
- 423 • Impeded development if a Village Plan was not yet adopted

Urban Design Element – This Element is not required by state statute and will be removed, while important details, descriptions, and strategies are moved into the Land Use Element.

Items Retained

General Info

- The retained language is consistent with the Character Area approach and better suited within the Land Use Element

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

467 • Adds more detailed information about Skilled Strategic Employment
 468 Centers, Jobs to Housing Balance
 469 Goals and Policies
 470 • Additional policies have been added to each of the 4 goals to provide
 471 improved guidance and direction
 472 *Items Removed*
 473 Discussion
 474 • Insufficient in the tools and direction in how to achieve economic
 475 strength and sustainability
 476
 477 **Housing Element**
 478 *Items Retained*
 479 General Info, Subsections and Definitions
 480 • Definitions are retained and expanded
 481 • Housing Stock
 482 • Housing Resources
 483 • Market Forces
 484 • Housing Strategies
 485 • Future Needs
 486 Goals and Policies
 487 • Many Goals and Policies are still applicable
 488 • Many policies are retained
 489 *Items Revised*
 490 General Information
 491 • Outdated statistics
 492 • Updated data
 493 Special Needs Populations
 494 • The existing draft underserves the variety of populations with special
 495 housing needs
 496 • Identifies the tools available for Surprise to serve all the unique needs of
 497 our community
 498 *Items Added*
 499 Household Tenure and Composition: Stability
 500 • Expand on the statistics and needs of the various phases of traditional
 501 single family homes, and common phases
 502 • Each phase of the residential cycle offers something unique to the
 503 housing stock/demand
 504 *Items Removed*
 505 General Information
 506 • Vague language; simple definitions
 507 • Outdated statistics
 508

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

Items Retained

Strategies, Goals and Policies

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

Items Revised

General Info

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

Items Added

Subcategories

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

Goals and Policies

- Adds policies to enhance tools to achieve recreation targets
- Strengthens the language in certain policies to better reflect the efforts to update the Parks and Recreation Master Plan

Maps

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

Items Removed

Village Planning

- Simple language that referenced the village plans

Maps

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

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

Items Retained

General Info and Definitions

- Data and statistics

Items Revised

General Info, Subsections and Definitions

- Definitions are retained and expanded
- Complete Streets
- Parking

- 552
 - Levels of Service
- 553
 - Movement of goods/freight
- 554 Transportation Map
- 555
 - Roadway alignments are updated based on cited studies
- 556
 - Includes recognized Truck Routes and NEV Corridor
- 557 Goals and Policies
- 558
 - Many Goals and Policies are still applicable
- 559
 - Many policies are retained

560 *Items Added*

561 General Info and Definitions

- 562
 - Table that enhances the descriptions of Levels of Service

563 Functional Classification System

- 564
 - Table is added to properly expand the definitions and provide guidance on how “type” is to be implemented and designed

566 Transportation Studies

- 567
 - Table with information about previous and ongoing studies that have influenced the planning and design of existing and planned roadways.

569 Goals and Policies

- 570
 - Additional policies are added to each of the 4 goals to provide improved guidance and direction

572 *Items Removed*

573 General Information

- 574
 - Vague language; simple definitions

576 **Transit Element**

577 *Items Retained*

578 Strategies, Goals and Policies

- 579
 - Even while removing the phrasing “village plan” the strategies in place are applicable towards planning for the whole city

581 *Items Revised*

582 General Info and Definitions

- 583
 - Update data and statistics

584 Public Transit Map

- 585
 - Correct roadway alignments to be consistent with existing studies

586 *Items Added*

587 General Info and Definitions

- 588
 - Provide more specific references to Northwest Valley Local Transit System Study produced by MAG

590 *Items Removed*

591 Village Planning

- 592
 - Simple language that referenced the village plans

Alternate Modes Element

Items Retained

Strategies, Goals and Policies

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

Items Revised

General Info and Definitions

- Update data and statistics

Non-Motorized Transportation Map

- Adjustment to trail alignments near Luke Aux 1
- Correct roadway alignments to be consistent with existing studies

Items Added

General Info and Definitions

- Add language referencing the NEV corridor

Items Removed

Village Planning

- Simple language that referenced the village plans

Water Resources Element

Items Retained

Strategies, Goals and Policies

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

Items Revised

General Info and Definitions

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

Items Added

Goals and Policies

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

Items Removed

Village Planning

- Simple language that referenced the village plans

General Info

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

Public Utilities Element

Items Retained

General Info

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

Items Revised

Discussion

- Corrected language to emphasize the strategies of our Water Resources Department and provides consistency with the Integrated Water Resources Master Plan

Items Added

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.

Land Use Element – A statement was added to the “Existing Conditions” subsection of the proposed Land Use Element to acknowledge approved development plans that currently fall under the County jurisdiction.

After receiving comments from Arizona State Lands Department (ASLD), revisions were made to the subsection for the Open Space character area to address readability and better define the intent of state statutes that protect Open Space lands held by ASLD or private ownership. A paragraph was also added to ensure Open Space within the Luke Compatibility District supports Luke's mission.

Under the description of Scenic Lands Development sub area, a paragraph was added to acknowledge that boundaries are aligned with scenic roadways, as labeled by the County. Specific boundaries will be refined as part of the process to develop the future planning documents.

The Wildlife Linkages Corridor sub area was a primary topic during the Planning and Zoning Commission public hearing on December 3, 2015. Prior to that public hearing, staff revised the subsection of text to address conversations with stakeholders. In addition to addressing the general readability, text that mirrored the dimensions on a map that is currently adopted in the Conservation Element of the General Plan 2035 was removed. An additional paragraph was added to recognize existing entitlements and alert land owners that may experience particular hardships that they would be allowed an appeal procedure through the regulatory process.

Within the public hearing on December 3, 2015, The Planning Zoning Commission recommends removing this Wildlife Linkages Corridor Sub Area from the Land Use Element.

Discussion at the public hearing also included removing the increased Open Space character area designations from the proposed Land Use Map. The Planning and Zoning Commission recommends that the proposed Land Use Map should only include the existing Open Space designations within the current General Plan 2035 and not include the staff proposed increase of Open Space designations.

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 243rd Avenue alignment.

Housing Element – Text was revised to address general readability within the Supply and the Income subsections.

Chapter 3: Introduction and Executive Summary - Text was revised to address general readability within due to errors in formatting.

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.

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 243rd 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 current resource policies and Integrated Water Master Plan. There are no suggested changes to the Goals and Policies section.

Appendices: Records and Dates – A page is being added to the Appendices to identify any amendments and resolutions associated the General Plan 2035.

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.

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.

Attachments:

1. Element Revisions Summary Table (4 page)
2. 60-day draft Land Use Element (46 pages)
3. Revised Land Use Element (46 pages)
4. 60-day draft Growth Element (7 pages)
5. 60-day draft Economic Vitality Element (11 pages)
6. 60-day draft Housing Element (10 pages)
7. Revised Housing Element (10 pages)
8. 60-day draft Recreation and Open Space Element (15 pages)
9. Revised Recreation and Open Space Element (14 pages)
10. 60-day draft Chapter 3 Introduction and Executive Summary (8 pages)
11. Revised Chapter 3 Introduction and Executive Summary (8 pages)
12. 60-day draft Roadway Systems Element (19 pages)
13. Revised Roadway Systems Element (19 pages)
14. 60-day draft Transit Element (5 pages)
15. 60-day draft Alternate Modes Element (7 pages)
16. Revised Alternate Modes Element (8 pages)
17. 60-day draft Water Resources Element (7 pages)
18. Revised Water Resources Element (7 pages)
19. 60-day draft Public Utilities Element (9 pages)
20. Revised Public Utilities Element (10 pages)

- 851 21. 60-day draft Chapter 6: Implementation (6 pages)
- 852 22. Appendices: Records and Date (1 page)
- 853 23. Additional Map Packet (4 pages)
- 854 24. Letter From Glendale City Manager (1 page)
- 855 25. Public Outreach Packet (13 pages)
- 856 26. Stakeholder Packet (23 pages)
- 857 27. Letter from AZ Game and Fish (7 pages)
- 858 28. Letter from Maricopa County Parks and Recreation (3 pages)
- 859 29. Letter from SPA 3 Coalition (3 pages)
- 860 30. Letter from Arizona State Lands Department (3 pages)
- 861 31. Letter from Gammage & Burnham (3 pages)
- 862 32. Power Point Presentation

Element Revisions Summary Table

Element	Land Use Element <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>	Growth Element <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> - 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)	<u>Growth Areas</u> - This Element must retain a focus on Growth Areas and identify tools for more efficient coordination of land use, transportation, and infrastructure development <u>Growth Strategies</u> - While the planning approach is changing, the purpose and strategies for smart growth are still applicable
Items Revised	<u>Land Use Map</u> - The existing, approved Land Use Map is not a reflection of the vision of future development, as it represents existing/entitled conditions. - Updating maps as a visual, geographic representation of the vision of Surprise <u>Land Use Definitions</u> - Definitions, density ranges, and definitions are updated to match the Character Area planning approach - Appropriate language for Uses and definitions are moved in the “Character Areas” and the “Development Types”	<u>Growth Areas</u> - Too many growth areas, overextends the focus and tools beyond the scope of the General Plan 2035 <u>Village Planning Strategy</u> - Strategies to protect desired characteristics within neighborhoods, consistent pedestrian connectivity, and preserve natural resources and open space were moved into the Land Use Element.
Items Added	<u>Character Area Approach</u> - Unifies the city with a holistic view to achieve the “One Surprise” philosophy - Instead of geographic separation, 4 Character Areas “combine form, density, intensity, and development pattern of a defined area that gives it an identifiable character” - Each Character Area is further defined by Development Types <u>Development Types</u> - These preserve existing special features, establish a desired future state, or respond to specific, unique development issues. - 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 <u>Sub-Areas</u> - 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. - Expressly identifies the city’s vision and design expectations for each individual Sub-Area - Precursor to additional planning documents for identified Sub-Areas. <u>Compatibility Tables</u> - Character Area Table: tool to identify encouraged Character Areas and Development Types based on adjacent uses - Zoning Table: tool to identify the required zoning for the proposed use within a Character Area and Development Types	<u>General Information</u> - Updated data and statistics - Background info regarding recent growth and development patterns <u>Growth Areas</u> - Subsections of Residential, Employment, and Special Districts provide descriptions of existing and future development characteristics - 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. <u>Growth Map</u> - Utilizing updated information, and focusing on growth within the timeframe of the General Plan 2035, a simplified visual representation is proposed.
Items Removed	<u>Goals and Policies</u> - Some goals/policies directly relating to Village Planning will be removed - Language that was too vague or could not be enforced.	<u>Village Planning Strategy</u> - Developed reactive policy docs - Implementation resulted in segregated sections of the city - Impeded development if a Village Plan was not yet adopted

Element Revisions Summary Table

Element	Urban Design Element <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 <i>A paradigm shift within the city’s ED department includes efforts towards updating the Strategic Action Plan. The new Economic Vitality Element is the first step in that process.</i>	Housing Element
Items Retained	<u>General Info</u> - The retained language is consistent with the Character Area approach and better suited within the Land Use Element <u>Goals and Policies</u> - 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	<u>Goals and Policies</u> - All 4 Goals are still applicable - Many policies are retained	<u>General Info, Subsections and Definitions</u> - Definitions are retained and expanded - Housing Stock - Housing Resources - Market Forces - Housing Strategies - Future Needs <u>Goals and Policies</u> - Many Goals and Policies are still applicable - Many policies are retained
Items Revised	<u>“Character Zoning”</u> - Intent of this sections is compatible Character Area and/or Development Type - Descriptions about intensity and transitioning were the incorporated into the Land Use Element	<u>General Information</u> - Update data and statistics - Background info regarding recent business growth and employment information <u>Discussion</u> - Vague language; lacking guidance - Much of the subsections are just definitions and descriptions	<u>General Information</u> - Outdated statistics - Updated data <u>Special Needs Populations</u> - The existing draft underserves the variety of populations with special housing needs - Identifies the tools available for Surprise to serve all the unique needs of our community
Items Added		<u>Sections and Subsections</u> - Adds more detailed information about Skilled Strategic Employment Centers, Jobs to Housing Balance, <u>Goals and Policies</u> - Additional policies have been added to each of the 4 goals to provide improved guidance and direction	<u>Household Tenure and Composition: Stability</u> - Expands on the statistics and needs of the various phases of traditional single family homes, and common phases - Each phase of the residential cycle offers something unique to the housing stock/demand
Items Removed	<u>“Character Zoning”</u> - 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. <u>Goals and Policies</u> - Direction towards Village Planning will be removed	<u>Discussion</u> Insufficient in the tools and direction in how to achieve economic strength and sustainability	<u>General Information</u> - Vague language; simple definitions - Outdated statistics

Element Revisions Summary Table

Element	Recreation and Open Space Element <i>Updating this Element is the first step in the process to support the efforts in updating Parks and Recreation Master Plan.</i>	Roadway Systems Element <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> Even while removing the phrasing “village plan” the strategies in place are applicable towards planning for the whole city	<u>General Info and Definitions</u> Data and statistics	<u>Strategies, Goals and Policies</u> Even while removing the phrasing “village plan” the strategies in place are applicable towards planning for the whole city	<u>Strategies, Goals and Policies</u> Even while removing the phrasing “village plan” the strategies in place are applicable towards planning for the whole city
Items Revised	<u>General Info</u> Increase language within the “Discussion” section as a better precursor of the efforts of Community Recreation Services	<u>General Info, Subsections and Definitions</u> - Definitions are retained and expanded - Complete Streets - Parking - Levels of Service - Movement of goods/freight <u>Transportation Map</u> - Roadway alignments are updated based on cited studies <u>Goals and Policies</u> - Many Goals and Policies are still applicable - Many policies are retained	<u>General Info and Definitions</u> - Update data and statistics <u>Public Transit Map</u> - Correct roadway alignments to be consistent with existing studies	<u>General Info and Definitions</u> - Updated data and statistics <u>Non-Motorized Transportation Map</u> - Adjustment to trail alignments near Luke Aux 1 - Correct roadway alignments to be consistent with existing studies
Items Added	<u>Subcategories</u> - Provided more information for clear descriptions to demonstrate the strategies and areas of focus in the proposed Parks and Recreation Master Plan - Added language that emphasizes the opportunities/acquisitions for Community Parks (25+ acres) - Added subsections of Conservation Areas, Greenbelts, and Natural Resources <u>Goals and Policies</u> - Adds policies to enhance tools to achieve recreation targets - Strengthen the language in certain policies to better reflect the efforts to update the Parks and Recreation Master Plan <u>Maps</u> - Adds new maps to reflect the efforts to update the Parks and Recreation Master Plan	<u>General Info and Definitions</u> - Table that enhances the descriptions of Levels of Service <u>Functional Classification System</u> - Table is added to properly expand the definitions and provide guidance on how is “type” is to be implemented and designed <u>Transportation Studies</u> - Table with information about previous and ongoing studies that have influenced the planning and design of existing and planned roadways. <u>Goals and Policies</u> - Additional policies are added to each of the 4 goals to provide improved guidance and direction	<u>General Info and Definitions</u> Provide more specific references to Northwest Valley Local Transit System Study produced by MAG	<u>General Info and Definitions</u> Added language referencing the NEV corridor
Items Removed	<u>Village Planning</u> - Simple language that referenced the village plans <u>Maps</u> 3 maps, not consistent with the updated Parks Master Plan	<u>General Information</u> Vague language; simple definitions	<u>Village Planning</u> Simple language that referenced the village plans	<u>Village Planning</u> Simple language that referenced the village plans

Element Revisions Summary Table

Element	Water Resources Element <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 <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> Even while removing the phrasing “village plan” the strategies in place are applicable towards planning for the whole city	<u>General Info</u> All other language, strategies, goals, and policies are retained	<u>General Plan Summary Report</u> - 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	<u>General Info and Definitions</u> - Update data and statistics - Add language that emphasizes the strategies by our Water Resources Department - Provide more specific references to the adopted Water Resource Management Policies	<u>Discussion</u> Corrected language to emphasize the strategies of our Water Resources Department and provides consistency with the Integrated Water Resources Master Plan	<u>General Plan Summary Report</u> - Details the efforts of the General Plan for the previous and upcoming year <u>Amendment Procedures</u> - 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	<u>Goals and Policies</u> - Amend language of certain Goals to better reflect the ambitions for sustainable water management - Add policies that allow staff to hold future developers accountable for water rights - Establish a variety of tools to obtain and manage the city’s water portfolio	<u>Map</u> Added a Power Corridor Map to illustrate and identify the various power corridors within the Surprise Planning Area.	<u>Major Amendments - defined</u> - 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.” <u>Minor Amendments - defined</u> - All amendments that are not defined as Major Amendments are considered Minor Amendments <u>Development proposal review criteria</u> - Depending on the project’s size, location, and use, the review may address the project’s impacts in a variety of areas
Items Removed	<u>Village Planning</u> - Simple language that referenced the village plans <u>General Info</u> - Language that is inconsistent with the new Water Resources Management Polices	<u>Village Planning</u> Simple language that referenced the village plans	<u>Village Planning Strategy</u> - By removing the village planning approach throughout the General Plan, the template will be removed from the Implementation chapter <u>Restrictive language to future development</u> - Certain development projects have been hindered or been setback since the current General Plan 2035 was ratified

DRAFT





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.

ly 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 163rd 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

CONTENT

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- Goal 1: Integrated decisions
- Goal 2: Access
- Goal 3: Financing
- Goal 4: Aesthetics and environment
- Goal 5: Regional partnerships

Transit Element.....95

- Goal 1: Balanced multi-modal system
- Goal 2: Access and alternatives

Alternate Modes Element.....100

- Goal 1: Bicycles and pedestrians
- Goal 2: Neighborhood electric vehicles

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.



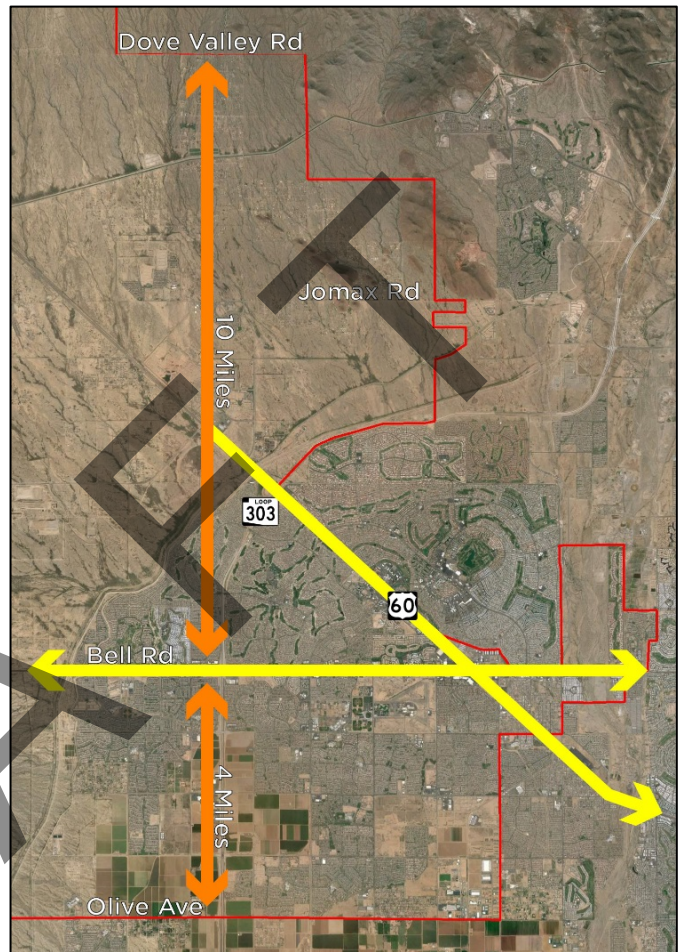
Key Transportation Issues in Surprise

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

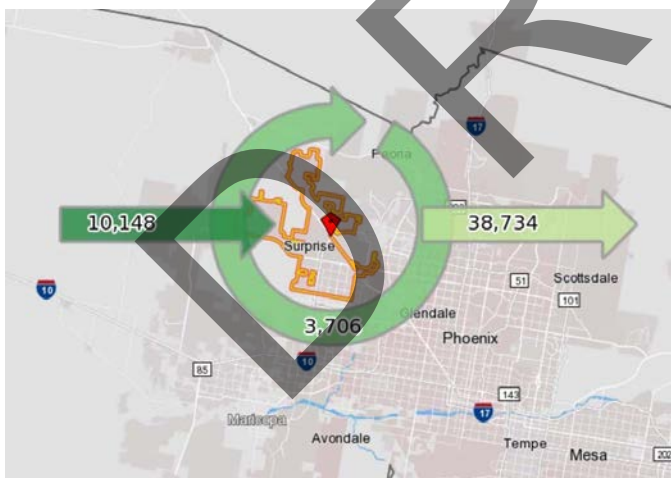
next two decades.

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.



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 163rd 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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- Goal 2: Access
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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.

Introduction



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 land parcels, but then tapers back to a two lane roadway past the development. This negatively impedes the flow of traffic and compromises the safety and efficiency of travel for all modes of transportation.

Surprise General Plan 2035: Foundation for the Future

Incomplete internal circulation facilities also represent those areas that lack neighborhood to neighborhood local or collector roadway street connections, common throughout most of Maricopa County.



Lack of roadway connection between two residential communities

Surprise has been proactive in already having 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.

The previously noted lack of east-west arterial roadways in Surprise creates well-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

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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.

The City will continue regional collaboration with MAG and adjacent communities in the investment and development of Intelligent Transportation Systems (ITS). It is necessary 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.

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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.

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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.

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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

Alternate Modes 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.

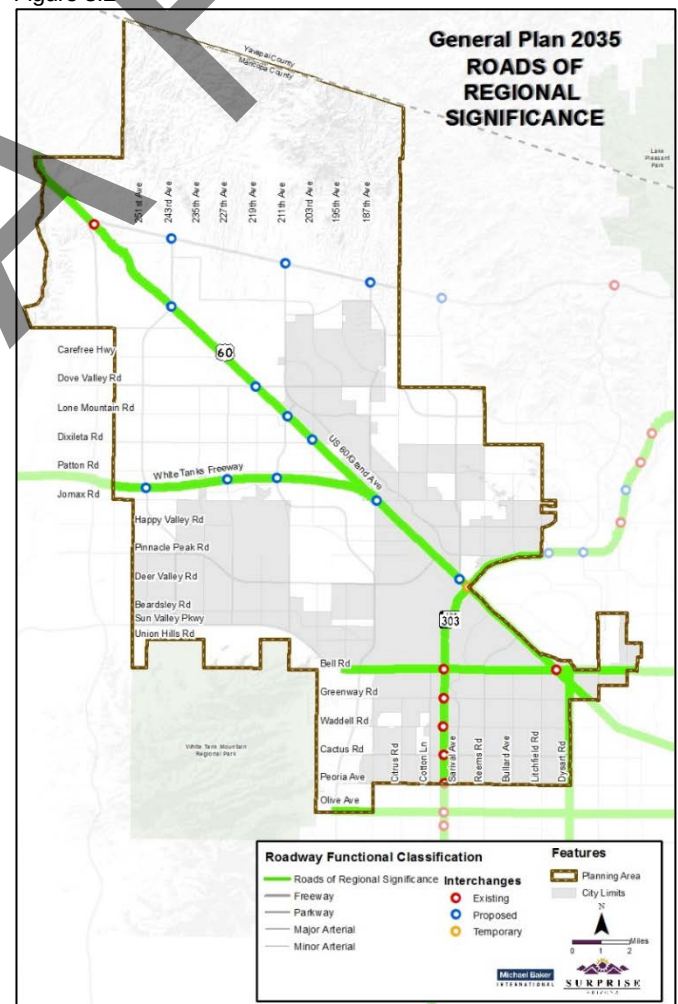
While US-60 and Loop 303 are important facilities to promote regional connectivity, east to west mobility is challenged with the existing roadway infrastructure in Surprise. Bell Road is also a primary community gateway. It is heavily traveled by Surprise residents and Sun City residents that travel 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



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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), Author	Purpose	Findings/Key Points
US-60/Grand Ave. Access Management Plan: SR -303L/Estrella Freeway to SR-74 (2010)	The study provides a clear vision for the corridor development to guide the actions of the various agencies in the corridor. The study recommends an Arizona Parkway section for the entire corridor length along with access management guidelines. 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.	- US-60/Grand Avenue will connect with several key high-capacity, region serving facilities. - 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. - 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). - Future BNSF operations potentially will impact traffic operations and truck traffic levels in the Study Corridor. - The presence of the parallel BNSF corridor will affect options for a future regional arterial grid system.
North Peoria Traffic Study (2014)	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.	- There are 19 roadway improvements ranging in cost from \$1.6 million to \$22.8 million. - There are 15 intersection improvements ranging from operations only to \$1.2 million in costs. - 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. - There are 10 non-motorized improvements ranging in cost from \$50,000 to \$1.5 million.
Peoria Multi-modal Transportation Study (2011) Nelson/Nygaard	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.	- It is more important to extend Valley Metro services into Peoria than to develop purely local circulator services. - It is important to provide full rather than limited service. - Peoria Dial-A-Ride service needs to be maintained. - Bus stop facilities should be improved. - An Old Town Transit Center should be developed at the 83rd/Peoria/Grand

Alternate Modes Element



Table 3.1: Previous and Ongoing Studies

Study (Year), Author	Purpose	Findings/Key Points
		intersection. Projected population and employment levels and densities for the foreseeable future will not support High Capacity Transit.
Access Management Plan, Draft (2014) Surprise	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.	- The plan defines roadway functional classification for urban and rural roads. - The plan defines access management strategies for driveways and intersections, number of access points, auxiliary lanes and internal site circulation. - The plan defines bicycle and pedestrian access and mobility and shared use paths for bicycle and pedestrian access.
Maricopa County Department of Transportation (MCDOT) Planning Studies 163rd Avenue Corridor Improvement Study - El Mirage Road Corridor Improvement Study - Jackrabbit Trail Parkway Corridor Improvement Study - Jomax Road East Corridor Improvement Study - Patton-Jomax Corridor Improvement Study - Sun Valley Parkway Corridor Improvement Study - Turner Parkway Corridor Feasibility Study - State Route 74 Access Management Study - Deer Valley Parkway Feasibility Study - Dove Valley Parkway Feasibility Study	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.	- Many of the studies recommend a preferred or feasible roadway alignment for potential Arizona Parkway facilities. - 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. - 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.
MAG Regional Transit Framework (2010)	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	- Scenario II assumes the existing transit revenues sources and services continue through 2030. - Scenario II expands funding to \$11.05 billion that is consistent with peer regions in 2006. This addresses many service deficiencies.

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.	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.
Interstate 10 – Hassayampa Valley Roadway Framework Study (2007) Figure 3.3	The study develops a multi-modal transportation network for the build-out population and employment in the study area bounded by Loop 303, 459th Ave, the Gila River and SR 74. The 3,000,000 person population is derived from the more than 100 entitled master-planned communities.	The project established a transportation framework that: - Identifies a network of freeways, parkways and arterials - Recommends a new arterial facility entitled the “Arizona Parkway” for providing a higher capacity and safer roadway - Includes recommendations for transit connections - Provides a transportation planning framework for making land use decisions
2035 Regional Transportation Plan (2014) MAG	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).	- 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. - Arterial street projects include R.O.W. preservation for Jomax Rd and El Mirage Rd improvements between Grand Ave and Bell Road. - Transit projects local bus, regional super grid bus and regional Express/LINK bus service on select routes in Surprise. - Improvements are funded by a combination of federal, regional transportation sales tax and local revenue sources.
US-60/Grand Avenue Corridor Optimization and Access Management Plan, and System Study (COMPASS) (in process)	The project goals are to: - Create an overall vision for the corridor - Enhance economic development, maintain accessibility, improve traffic operations and reduce highway and rail conflicts. - Establish an access management system - Develop guidelines for signage, landscaping and aesthetic treatments	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.

Functional Classification System

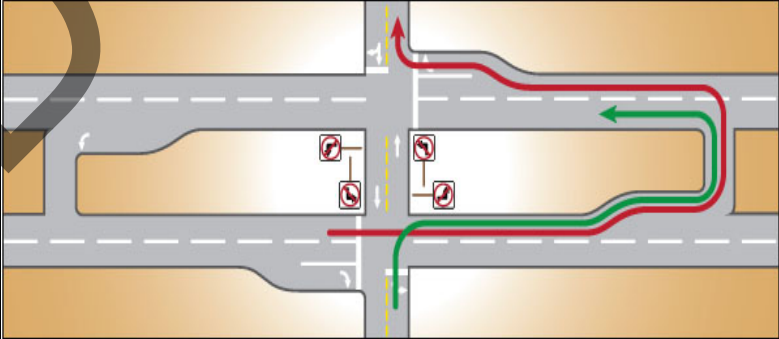
Alternate Modes Element



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
Freeway/Highway	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).	4 or more	45-65 mph
Parkway	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. 	6 lanes	45 mph
Major Arterial	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	6 lanes	45 mph

Surprise General Plan 2035: Foundation for the Future

Table 3.2: Functional Classification System

Roadway Type	Description	Through Lanes	Target Operating Speed
Minor Arterial	Minor arterials are similar to major arterials but with somewhat lower design requirements.	4 lanes	35-45 mph
Commercial Collector	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.	2-4 lanes	25-35 mph
Residential Collector	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.	2 lanes	25 – 35 mph
Local Street	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	2 lanes	25 mph

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

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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

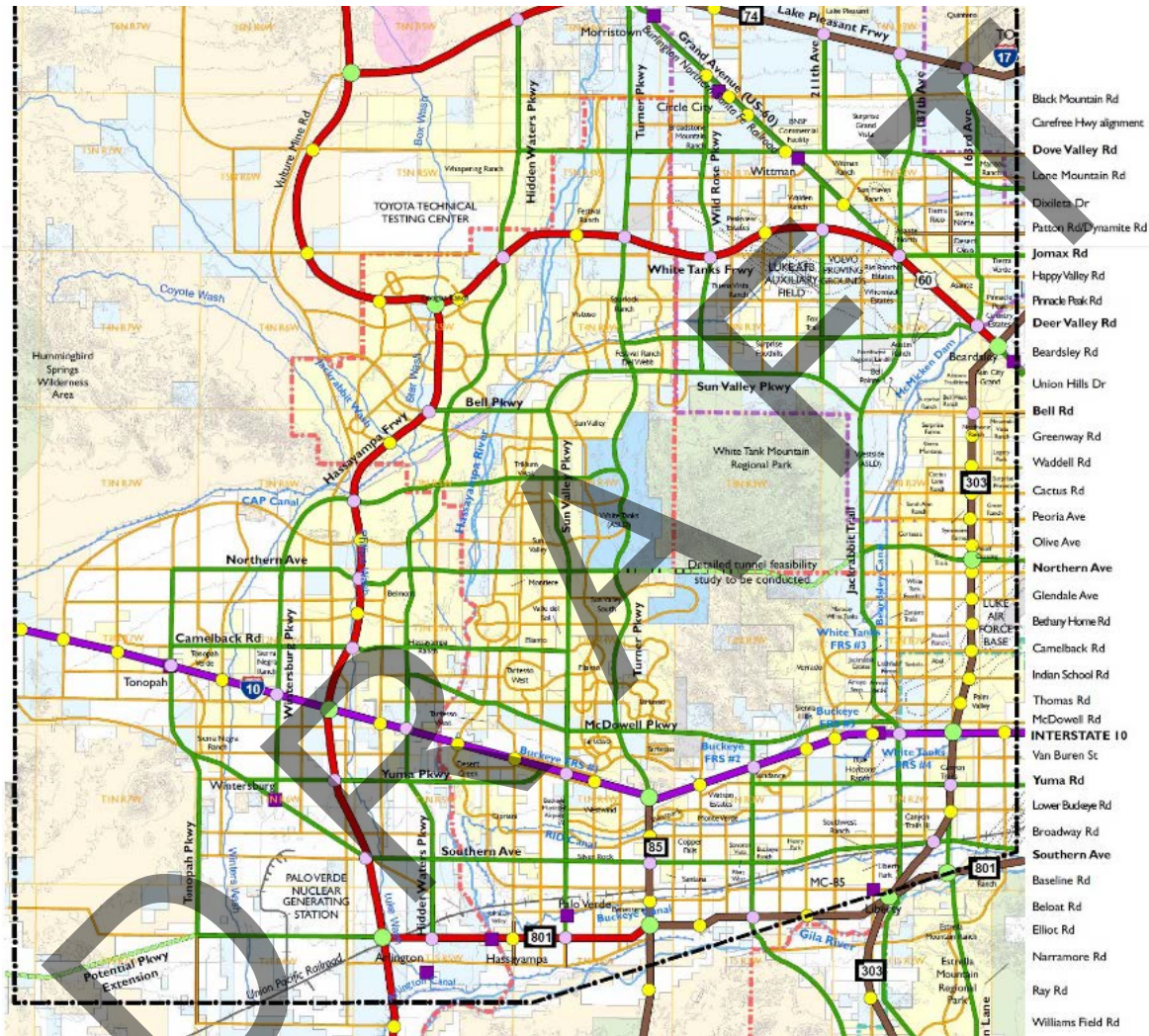


Table 3.3 below shows a breakdown of the total length of existing and planned roadways by type under build out condition in Surprise.

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%
TOTAL	404.2	100%

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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.

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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

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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

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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

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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

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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, 8th 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: Bicycles and Pedestrians

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

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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.

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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 for the coordination and extension of Jomax Road, for a future traffic interchange and Happy Valley Parkway and Lone Mountain Road to provide for connection to existing traffic interchanges 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.

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3. Continually update the CIP for priority roadway projects to make investment 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.

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

Goal 5: Roadway Designs

Promote roadway designs, operations, and

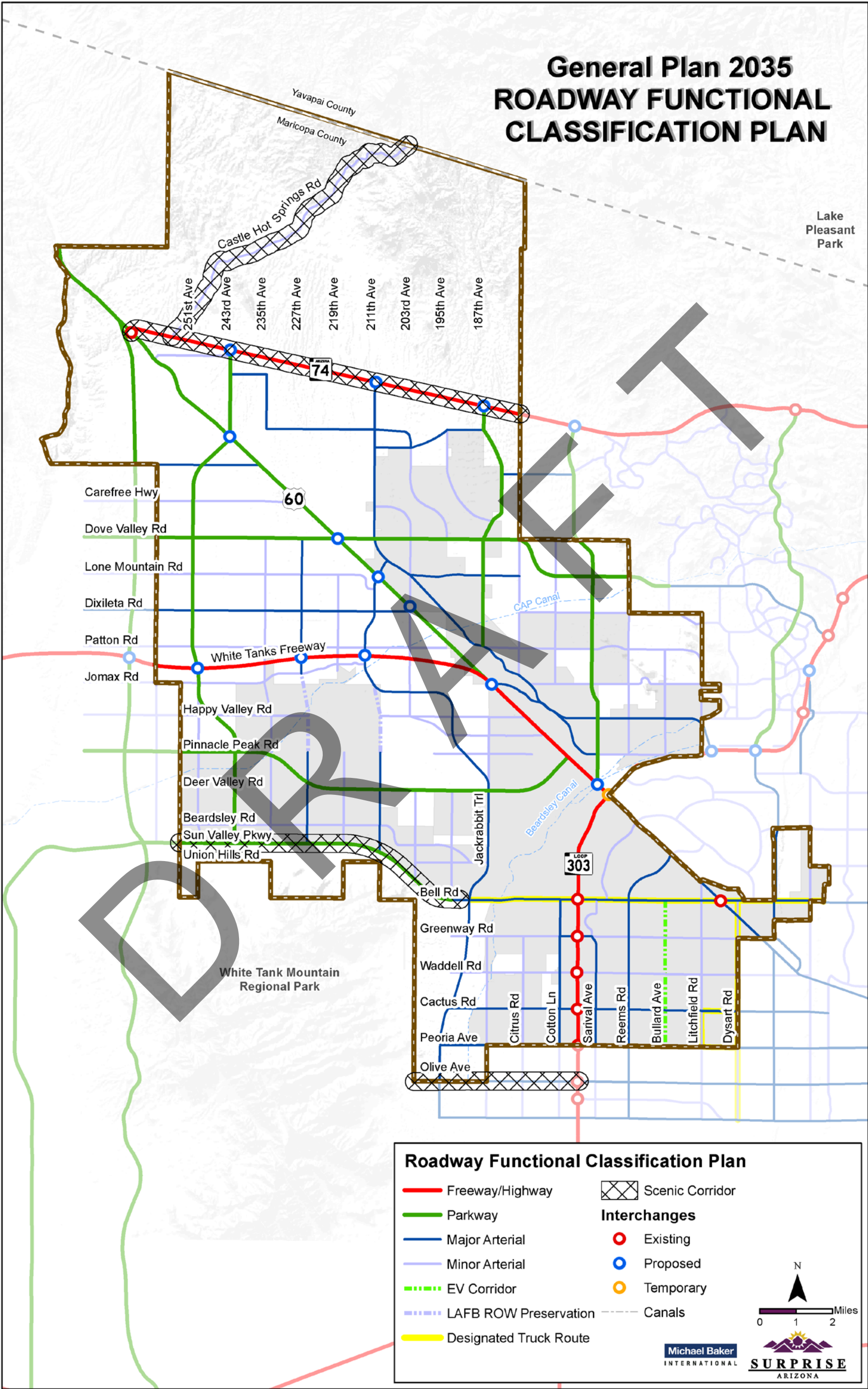
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planned residential communities is a priority. Partner with ADOT to identify coordinated access management and turning movements onto US 60.

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



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. Surprise's 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

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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 3.2), 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 3.1 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



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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), Author	Purpose	Findings/Key Points
US-60/Grand Ave. Access Management Plan: SR -303L/Estrella Freeway to SR-74 (2010)	The study provides a clear vision for the corridor development to guide the actions of the various agencies in the corridor. The study recommends an Arizona Parkway section for the entire corridor length along with access management guidelines. 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.	- US-60/Grand Avenue will connect with several key high-capacity, region serving facilities. - 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. - 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). - Future BNSF operations potentially will impact traffic operations and truck traffic levels in the Study Corridor. - The presence of the parallel BNSF corridor will affect options for a future regional arterial grid system.
North Peoria Traffic Study (2014)	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.	- There are 19 roadway improvements ranging in cost from \$1.6 million to \$22.8 million. - There are 15 intersection improvements ranging from operations only to \$1.2 million in costs. - 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. - There are 10 non-motorized improvements ranging in cost from \$50,000 to \$1.5 million.
Peoria Multi-modal Transportation Study (2011) Nelson/Nygaard	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.	- It is more important to extend Valley Metro services into Peoria than to develop purely local circulator services. - It is important to provide full rather than limited service. - Peoria Dial-A-Ride service needs to be maintained. - Bus stop facilities should be improved. - An Old Town Transit Center should be developed at the 83rd/Peoria/Grand

Roadway Systems Element



Table 3.1: Previous and Ongoing Studies

Study (Year), Author	Purpose	Findings/Key Points
		intersection. Projected population and employment levels and densities for the foreseeable future will not support High Capacity Transit.
Access Management Plan, Draft (2014) Surprise	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.	- The plan defines roadway functional classification for urban and rural roads. - The plan defines access management strategies for driveways and intersections, number of access points, auxiliary lanes and internal site circulation. - The plan defines bicycle and pedestrian access and mobility and shared use paths for bicycle and pedestrian access.
Maricopa County Department of Transportation (MCDOT) Planning Studies 163rd Avenue Corridor Improvement Study - El Mirage Road Corridor Improvement Study - Jackrabbit Trail Parkway Corridor Improvement Study - Jomax Road East Corridor Improvement Study - Patton-Jomax Corridor Improvement Study - Sun Valley Parkway Corridor Improvement Study - Turner Parkway Corridor Feasibility Study - State Route 74 Access Management Study - Deer Valley Parkway Feasibility Study - Dove Valley Parkway Feasibility Study	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.	- Many of the studies recommend a preferred or feasible roadway alignment for potential Arizona Parkway facilities. - 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. - 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.
MAG Regional Transit Framework (2010)	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	- Scenario II assumes the existing transit revenues sources and services continue through 2030. - Scenario II expands funding to \$11.05 billion that is consistent with peer regions in 2006. This addresses many service deficiencies.

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Table 3.1: Previous and Ongoing Studies

Study (Year), Author	Purpose	Findings/Key Points
	while improving existing transit service.	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.
Interstate 10 – Hassayampa Valley Roadway Framework Study (2007) Figure 3.3	The study develops a multi-modal transportation network for the build-out population and employment in the study area bounded by Loop 303, 459th Ave, the Gila River and SR 74. The 3,000,000 person population is derived from the more than 100 entitled master-planned communities.	The project established a transportation framework that: - Identifies a network of freeways, parkways and arterials - Recommends a new arterial facility entitled the “Arizona Parkway” for providing a higher capacity and safer roadway - Includes recommendations for transit connections - Provides a transportation planning framework for making land use decisions
2035 Regional Transportation Plan (2014) MAG	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).	- 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. - Arterial street projects include R.O.W. preservation for Jomax Rd and El Mirage Rd improvements between Grand Ave and Bell Road. - Transit projects local bus, regional super grid bus and regional Express/LINK bus service on select routes in Surprise. - Improvements are funded by a combination of federal, regional transportation sales tax and local revenue sources.
US-60/Grand Avenue Corridor Optimization and Access Management Plan, and System Study (COMPASS) (in process)	The project goals are to: - Create an overall vision for the corridor - Enhance economic development, maintain accessibility, improve traffic operations and reduce highway and rail conflicts. - Establish an access management system - Develop guidelines for signage, landscaping and aesthetic treatments	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.

Functional Classification System

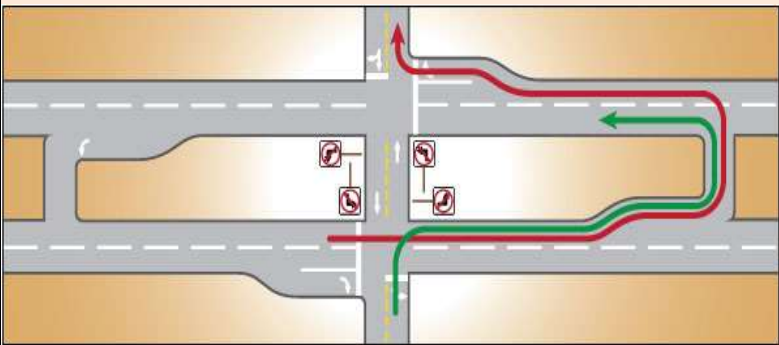
Roadway Systems Element



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
Freeway/Highway	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).	4 or more	45-65 mph
Parkway	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. 	6 lanes	45 mph
Major Arterial	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	6 lanes	45 mph

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Table 3.2: Functional Classification System

Roadway Type	Description	Through Lanes	Target Operating Speed
Minor Arterial	Minor arterials are similar to major arterials but with somewhat lower design requirements.	4 lanes	35-45 mph
Commercial Collector	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.	2-4 lanes	25-35 mph
Residential Collector	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.	2 lanes	25 – 35 mph
Local Street	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	2 lanes	25 mph

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 3.2). 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 3.2: Interstate 10/Hassayampa Valley Transportation Framework Study

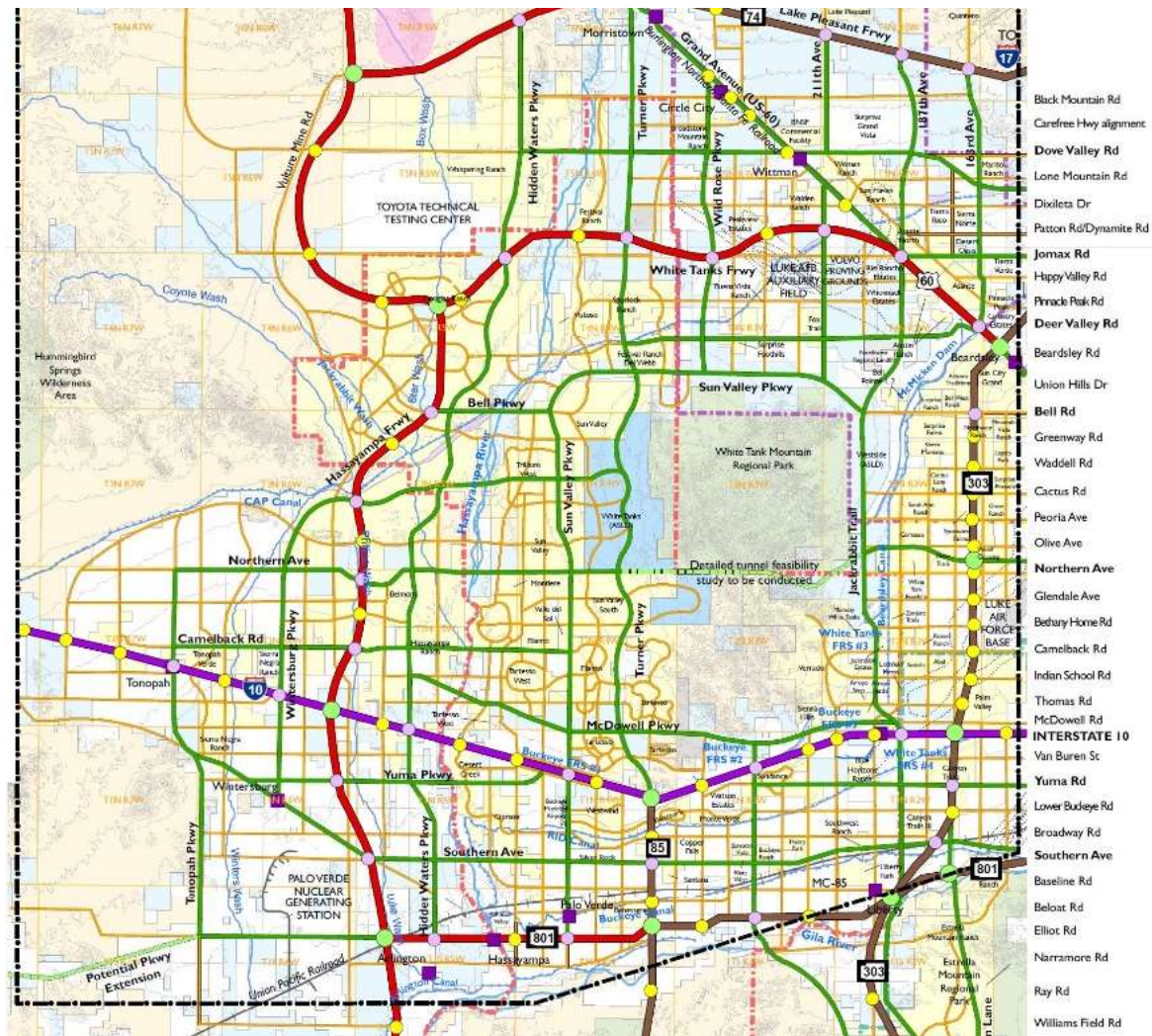


Table 3.3 below shows a breakdown of the total length of existing and planned roadways by type under build out condition in Surprise.

Table 3.3 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%
TOTAL	404.2	100%

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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.

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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

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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 3.4 – 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

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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

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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

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many different land use types and is referenced and utilized in the creation of Table 3.5.

Table 3.5: 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, 8th 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

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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.

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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, and ADOT for the coordination and extension of Jomax Road, ~~for a future traffic interchange and Happy Valley Parkway and Lone Mountain Road to provide for connection to existing 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

Surprise General Plan 2035: Foundation for the Future

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 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

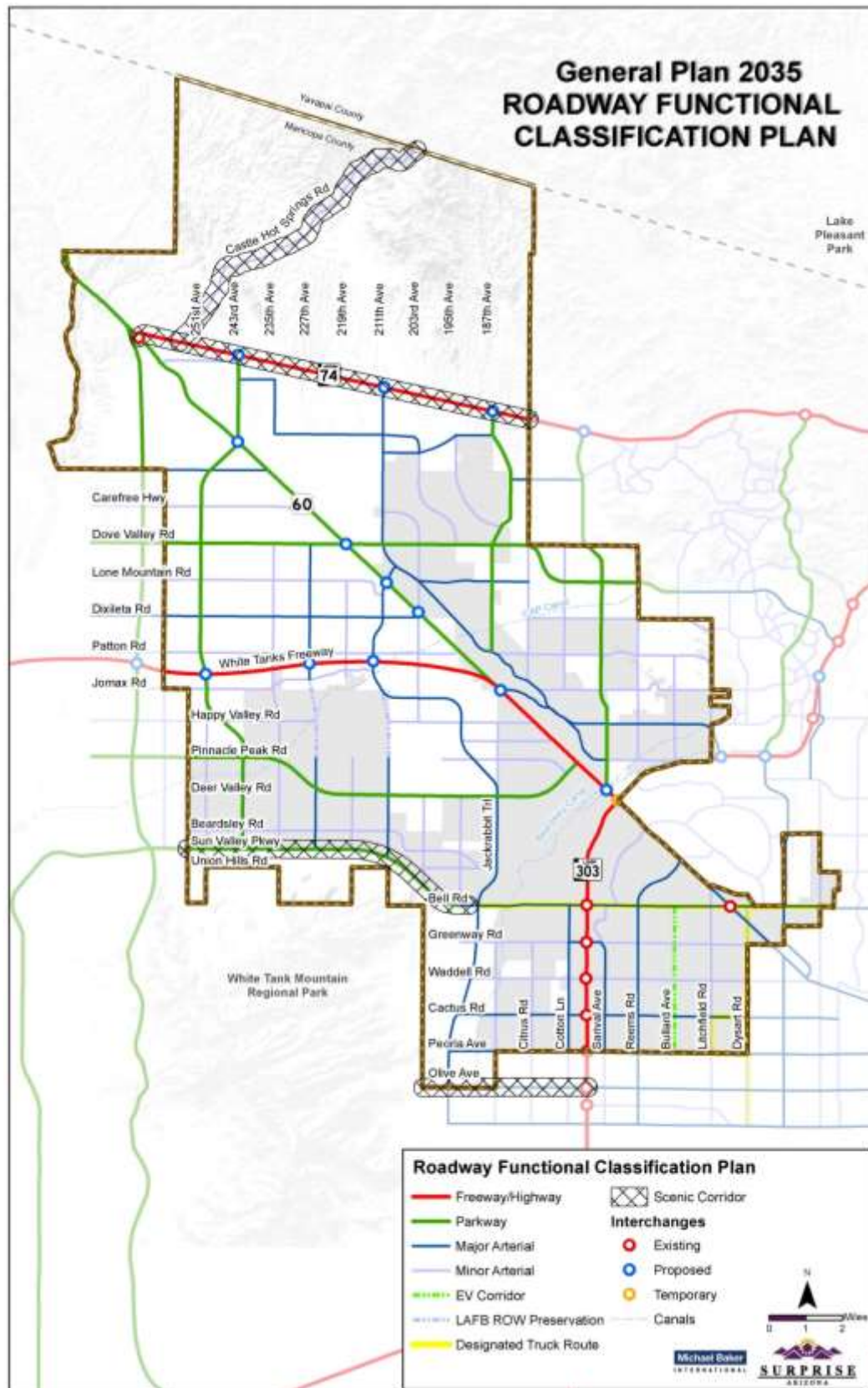
Roadway Systems Element



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 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 3.4~~12~~¹²: 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

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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

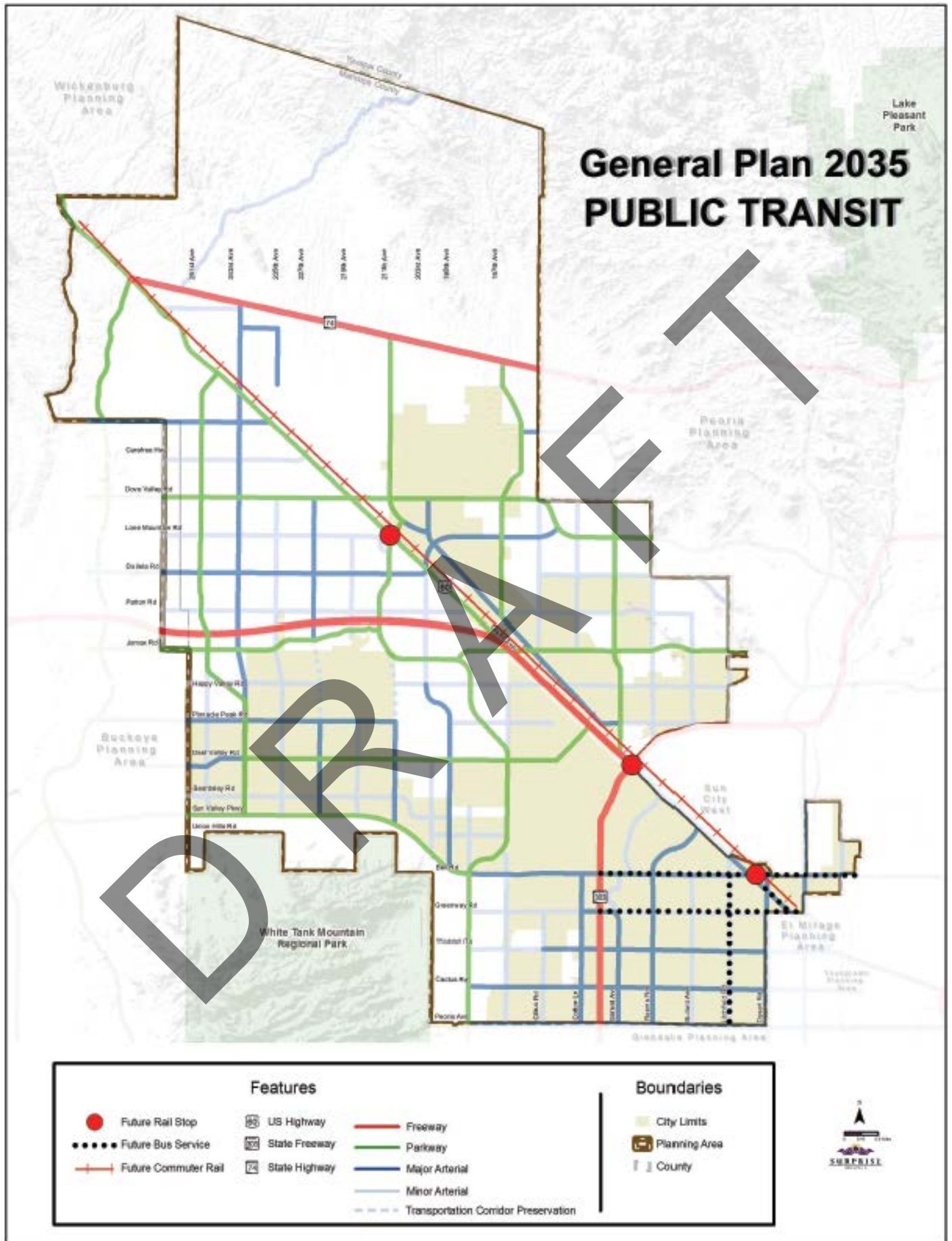
1. Provide and expand transportation demand management strategies to help reduce traffic congestion and encourage alternative modes of travel.
2. Consider the needs of the entire community and the special needs of the elderly and people with impaired mobility in the planning, design, construction and 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.



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 significant

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.

Surprise General Plan 2035: Foundation for the Future

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. The NEV Corridor provides a dedicated lane in each direction for the exclusive use of NEVs. At several intersection approaches, the NEV lane may be occupied by motor vehicles attempting to make a right turn at the intersection. NEV drivers should be especially cautious at these junctions. NEV lanes also provide an extra buffer between bicyclists and moving vehicles. 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.

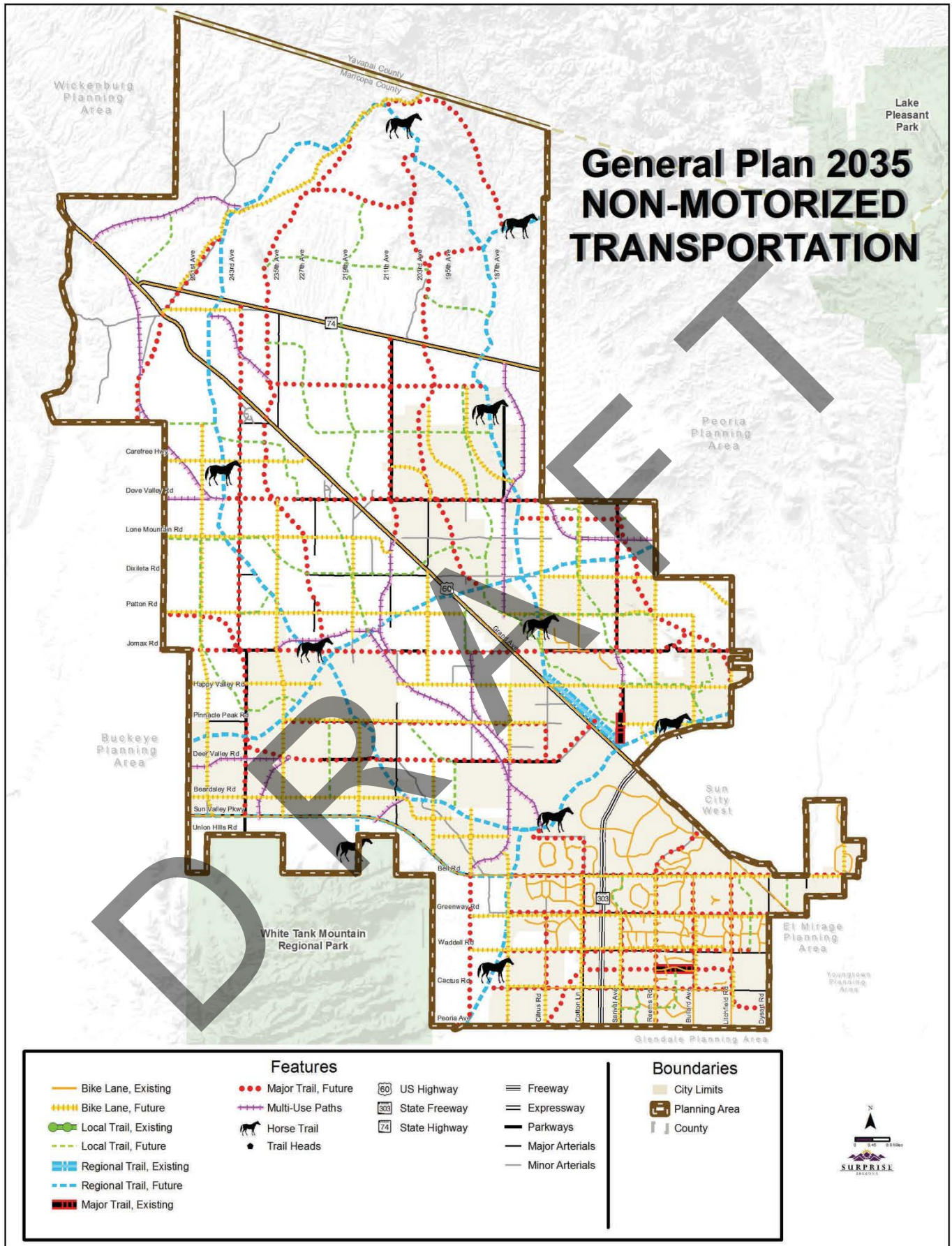
2. Develop a safe and convenient network of sidewalks, crossings and paths for walking and bicycling that provides connections between schools, recreation facilities, residential areas, transit stops and business centers.
3. Develop, monitor and update a Citywide Bicycle Development Plan.
4. Promote 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.



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

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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-

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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. The NEV Corridor provides a dedicated lane in each direction for the exclusive use of NEVs. At several intersection approaches, the NEV lane may be occupied by motor vehicles attempting to make a right turn at the intersection. NEV drivers should be especially cautious at major street intersections as motor vehicle drivers may not see them due

to their smaller size. these junctions. NEV lanes also provide an extra buffer between bicyclists and moving vehicles. 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

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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.

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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 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.

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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 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 through the near future, all of the water pumped by the City's wells shall be recovered recharged water. This recharged water consists of both 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 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 both groundwater and surface water supplies. Ten other water companies have rights to serve within the Surprise Planning Area; including EP- COR Water Company, Beardsley Water Company, Circle City Water Company, Chaparral Water Company, the City of El Mirage, Morris- town 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 for drinking purposes, the City water system is

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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 under-ground 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 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 non-point source pollution requirements. 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 lines and groundwater cumulatively has been

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affected by low density development relying on septic tanks and domestic wells. 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 confining layers of the aquifers from recharge areas, including recharge from natural stormwater runoff, to the point of use of the well. 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.

In 1974, the United States Environmental 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 following contaminants: microorganisms, disinfectants, disinfection byproducts, inorganic chemicals, organic chemicals, and radionuclides.

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Stormwater

Meanwhile 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) rule, adopted by the EPA and administered by the Arizona Department of Environmental Quality (ADEQ), requires operators of small municipal separate storm sewer systems to obtain a NPDES 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:

- Public education and outreach.
- Public Participation/Involvement.

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- 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) participates 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
6. Standardize data collection and methods for economic comparison of alternative

Water Resources Element



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 insure 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 Area.
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 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 to 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 surface 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.

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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 non-point source pollution requirements. 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 lines and groundwater cumulatively has been

Water Resources Element



affected by low density development relying on septic tanks and domestic wells. 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 confining layers of the aquifers from recharge areas, including recharge from natural stormwater runoff, to the point of use of the well. 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.

In 1974, the United States Environmental 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 following contaminants: microorganisms, disinfectants, disinfection byproducts, inorganic chemicals, organic chemicals, and radionuclides.

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Stormwater

Meanwhile 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) rule, adopted by the EPA and administered by the Arizona Department of Environmental Quality (ADEQ), requires operators of small municipal separate storm sewer systems to obtain a NPDES 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:

- Public education and outreach.
- Public Participation/Involvement.

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- 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) participates 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
6. Standardize data collection and methods for economic comparison of alternative

Water Resources Element



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 insure 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 Area.
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 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 to 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 surface 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.

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 throughin the near future, all of the water pumped by the City's wells shall be recovered recharged water. This recharged water consists of ~~both~~ 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 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 ~~both~~ groundwater and surface water supplies. Ten other water companies have rights to serve within the Surprise Planning Area; including EP-COR Water Company, Beardsley Water Company, Circle City Water Company, Chaparral Water Company, the City of El Mirage, Morris-town 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.

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In addition to providing clean and safe water 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 non-point-source-pollution requirements. 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

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Water Resources Element



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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.

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best management practices, measurable goals, and timetables for implementation of six minimum control measures as follows:

- Public education and outreach.
- Public ~~P~~articipation/~~I~~nvolve~~m~~ent.
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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~~s~~ 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 ~~S~~tate 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 ~~W~~ater ~~P~~ortfolio 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.

Water Resources Element



4. Pursue acquisition of new water supplies.
5. Leverage existing portfolio assets to grow resources.
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 ~~insure~~ 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

Area.

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

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and historic land uses which may pose a threat to water resources.

4. Develop plans, policies, and procedures 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 ~~to~~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 ~~surface~~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.

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.

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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%
Total	193,752.71	302.74	100.00%

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

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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.
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

Land Use Element



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.

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.

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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.

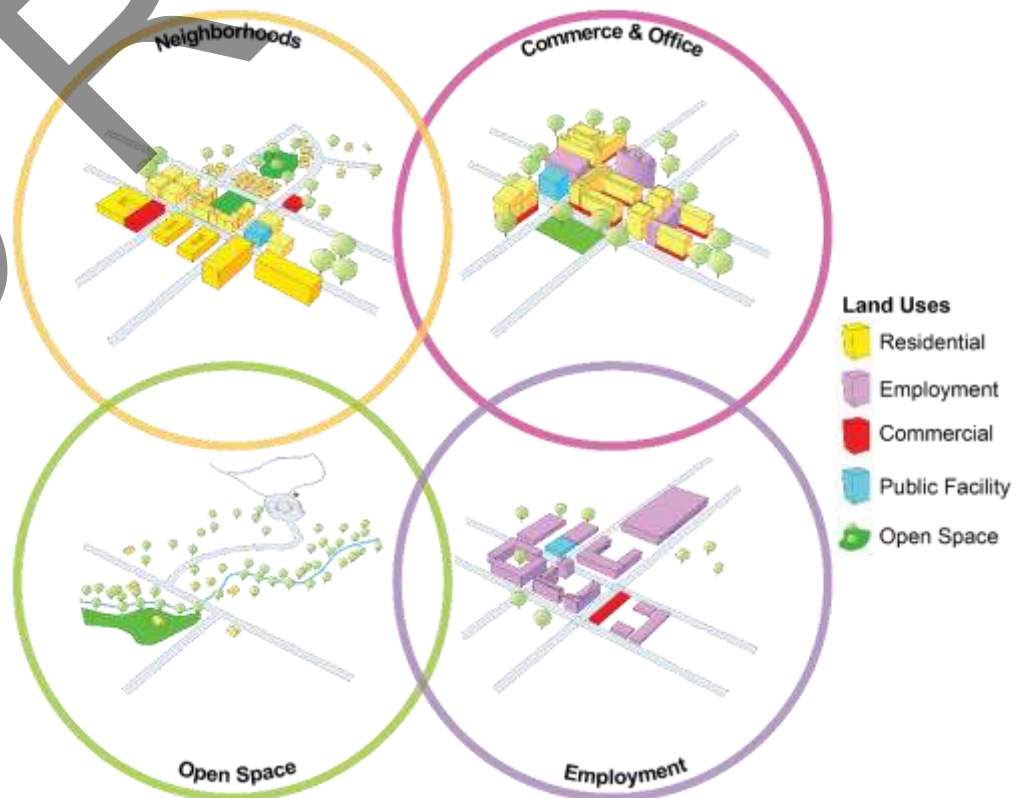
Land Use Character Areas

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:

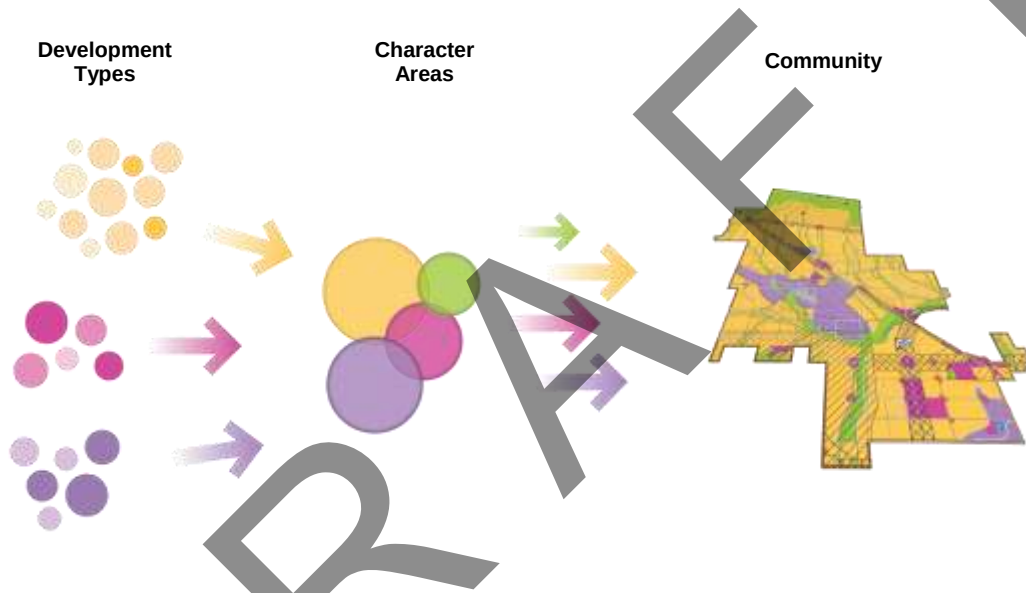
- Neighborhoods
- Commerce & Office
- Employment
- Open Space



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.

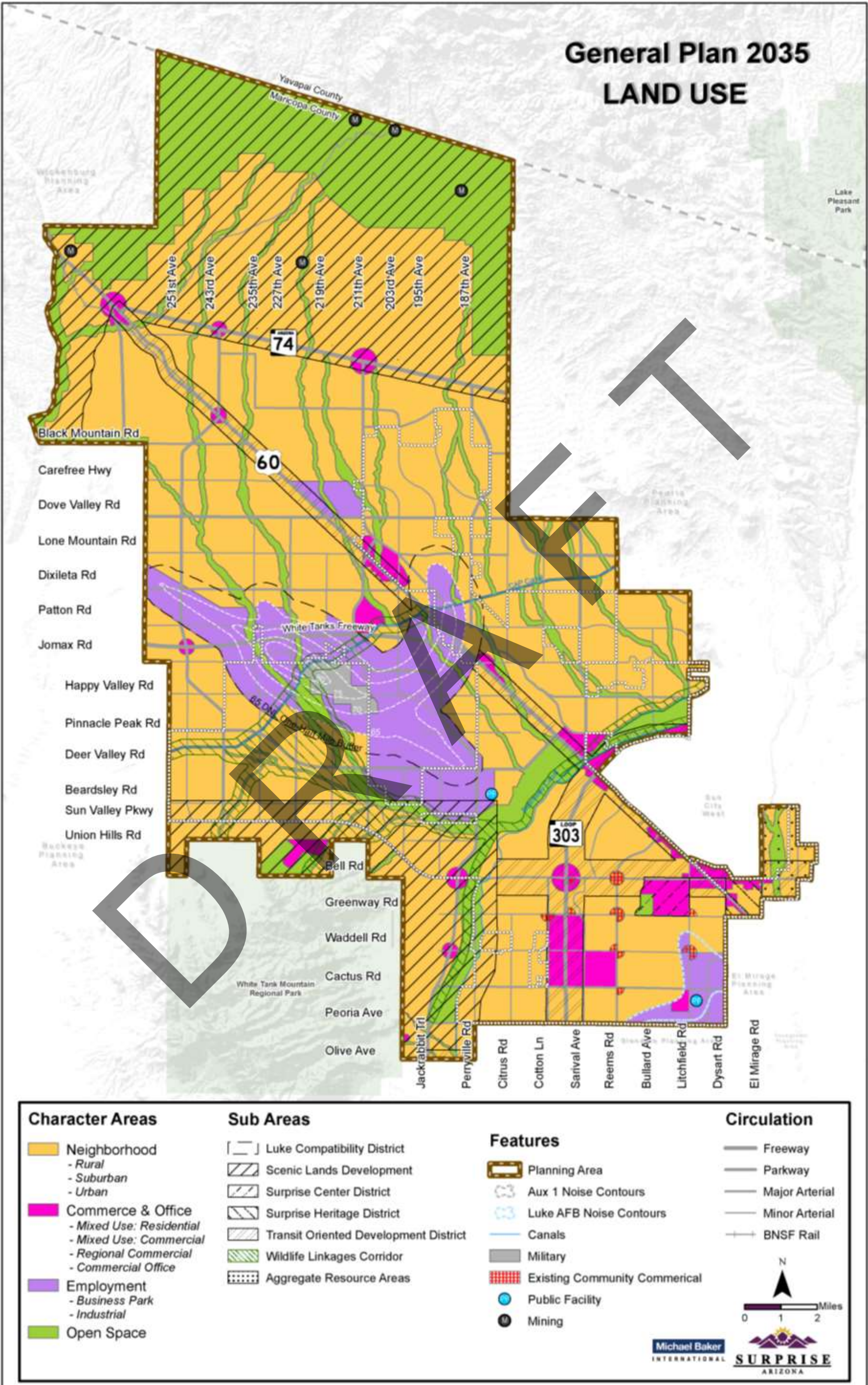
Land Use Element



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 it's Planning Area.

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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

Land Use Element



reserved for use when physical site constraints are present.

- 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.

- Civic benefit uses such as places of worship, schools, municipal parks or preserves, etc.



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

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

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,

Land Use Element



use of shallow front setbacks where appropriate and location of parking at the rear and/or side of buildings.

- 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.



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.

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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 Prasad 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 conduct 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

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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

Land Use Element



and proximate routes to schools on collector roadways

- Landscaping should utilize species on the 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

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 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

Surprise Municipal Planning Area.

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

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

Land Use Element



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 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 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 1) 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

Land Use Element



personal security and safety within the LCD.

the growth of value-added, high wage jobs in 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 to proactively support and promote

- 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

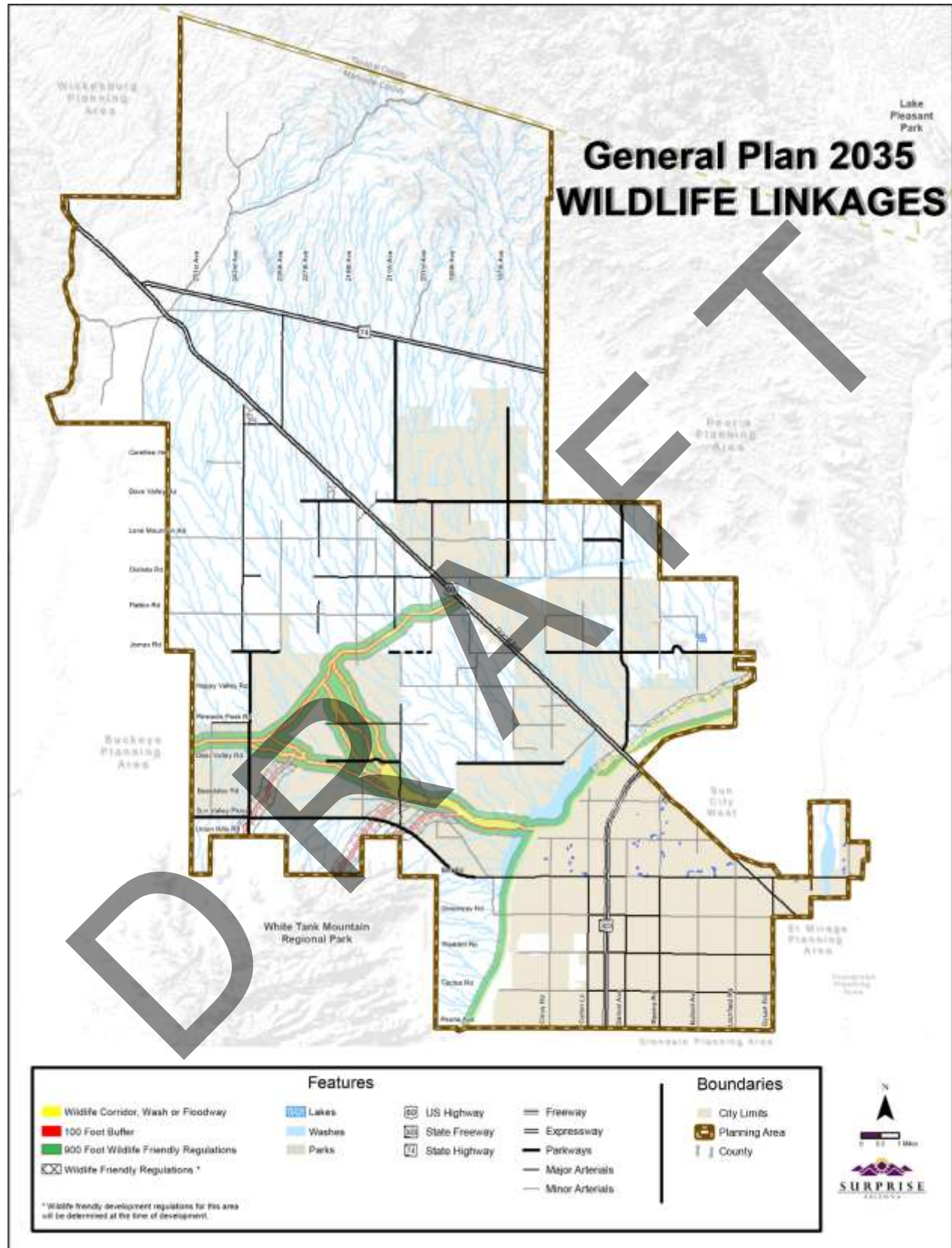
Land Use Element



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.

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Figure 1.1: Wildlife Linkages Map



Land Use Element



CHARACTER AREA COMPATIBILITY

				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			●	○	○	○	○	○	○	○	○	○	○	○	

CHARACTER AREA & ZONING COMPATIBILITY

Permitted		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													
	RE													
	RL-2													
	RL-3													
	RL-4													
	RL-5													
	RM-6													
	RM-9													
	RM-12													
	RH-15													
	RH-18													
	RH-21													
	RH-X													
	RC													
	CS													
	MU													
	CN													
	CC													
	CR													
	C-RS													
	BP													
	IP													
	IG													
	ILM													
	PF													
	OS													

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 be 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.

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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

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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

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easements within and across corridors.

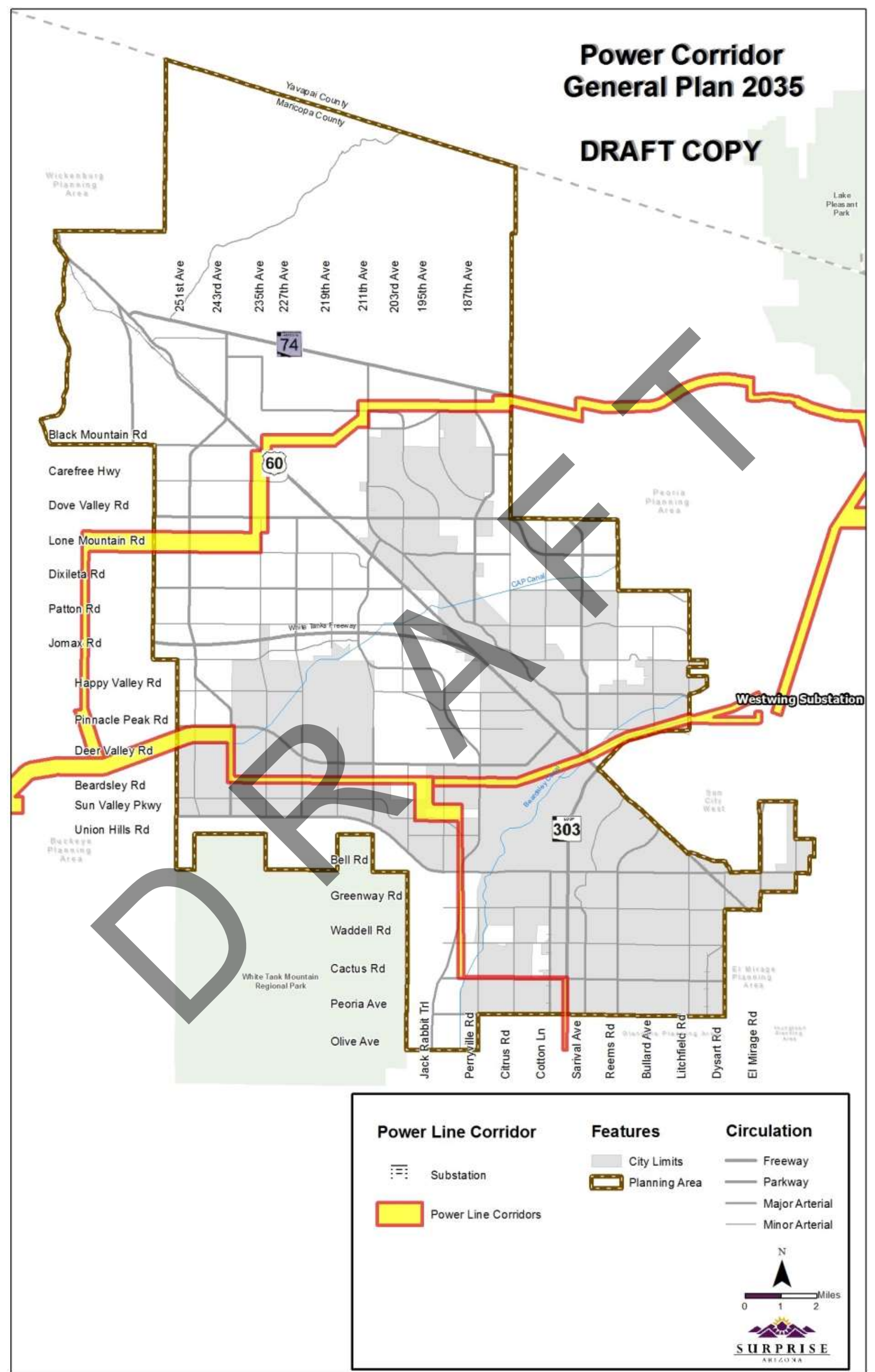
11. Allow for passive and non-motorized recreational use of utility corridors, when practical.
12. Encourage utility providers to minimize corridor width.
13. Promote corridors that are located in areas with lessened visual impact.
14. Allow for residential land use density transfers away from locations 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



Public Utilities Element



Public Utilities Element

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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. ~~will strive to standardize all systems, services, and operations of water resources to ensure a stream-lined process is in place across all agencies. The City's primary role is education and advisory.~~

Standardization—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 to work with service providers provide a level of to standardize all levels of service that meets the needs of to the resident. ~~This process will include updating older systems and the standardization of infrastructure for compatibility. Surprise should strive to ensure residents are being provided a high level of service that is standard throughout the entire City and from all providers. The City will hold such high standards when considering any future service providers, and w~~When practical, the City may seek desires to consolidate services in order to maintain consistent service to its citizens. The City may will also provide educational materials to inform the public of service conditions and goals.

Supply Locations

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Public Utilities Element



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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 Commission 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.

Public Utilities Element



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 information, 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.

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

Public Utilities Element



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 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 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 Innovations

Surprise should be a leader in technological innovation.

Policies

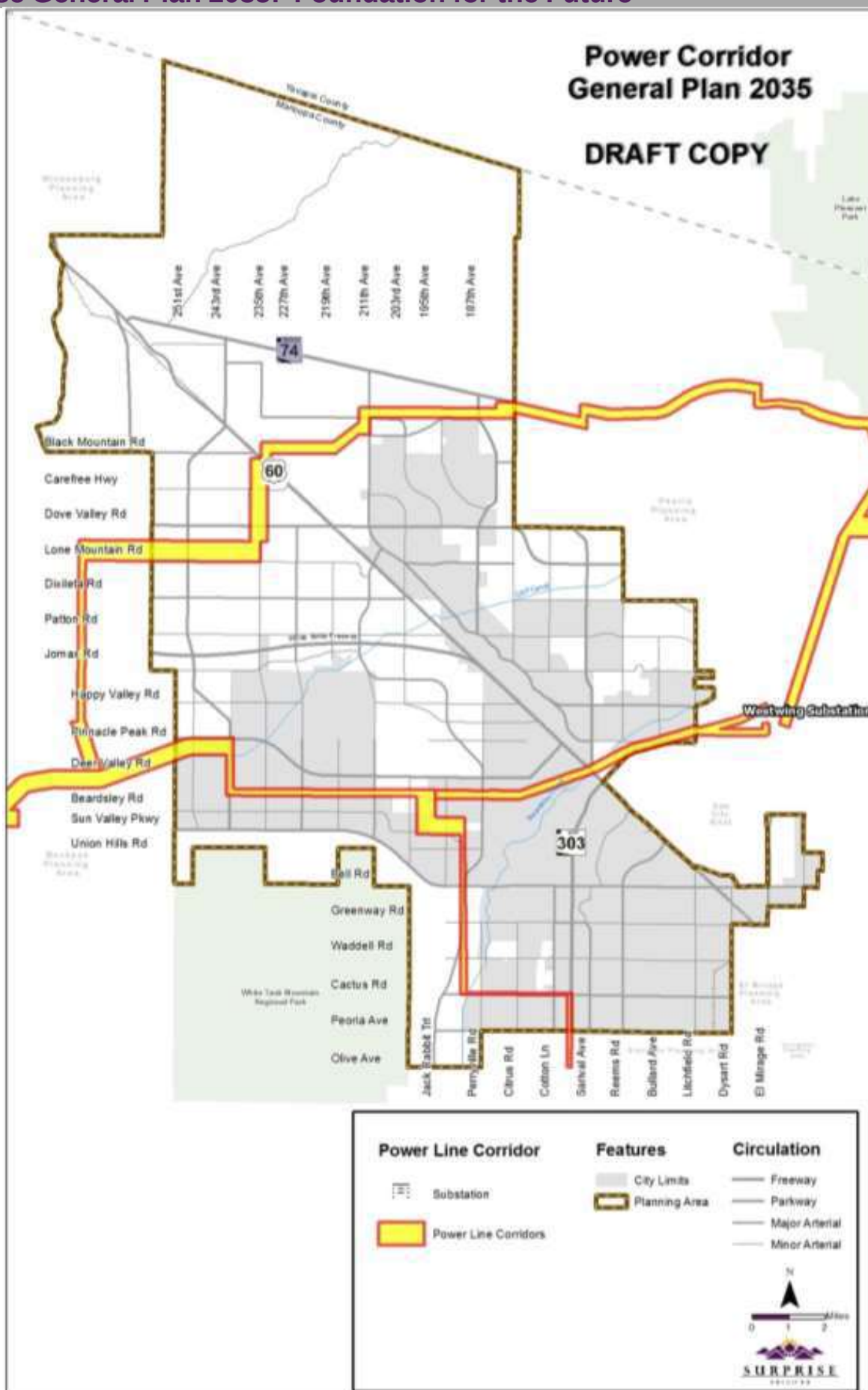
1. Create regulations and incentives to provide resources for advanced technology and

Public Utilities Element



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 public services.



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	•		

APPENDICES

RECORDS AND DATES

May 14, 2013: Resolution 2013-39

City Council adopted General Plan 2035

June 25, 2013: Resolution 2013-59

Minor Text Amendment – Arizona State Assistant Attorney General requested a minor change to provide consistency throughout the region regarding residential development within high noise and accident potential zones.

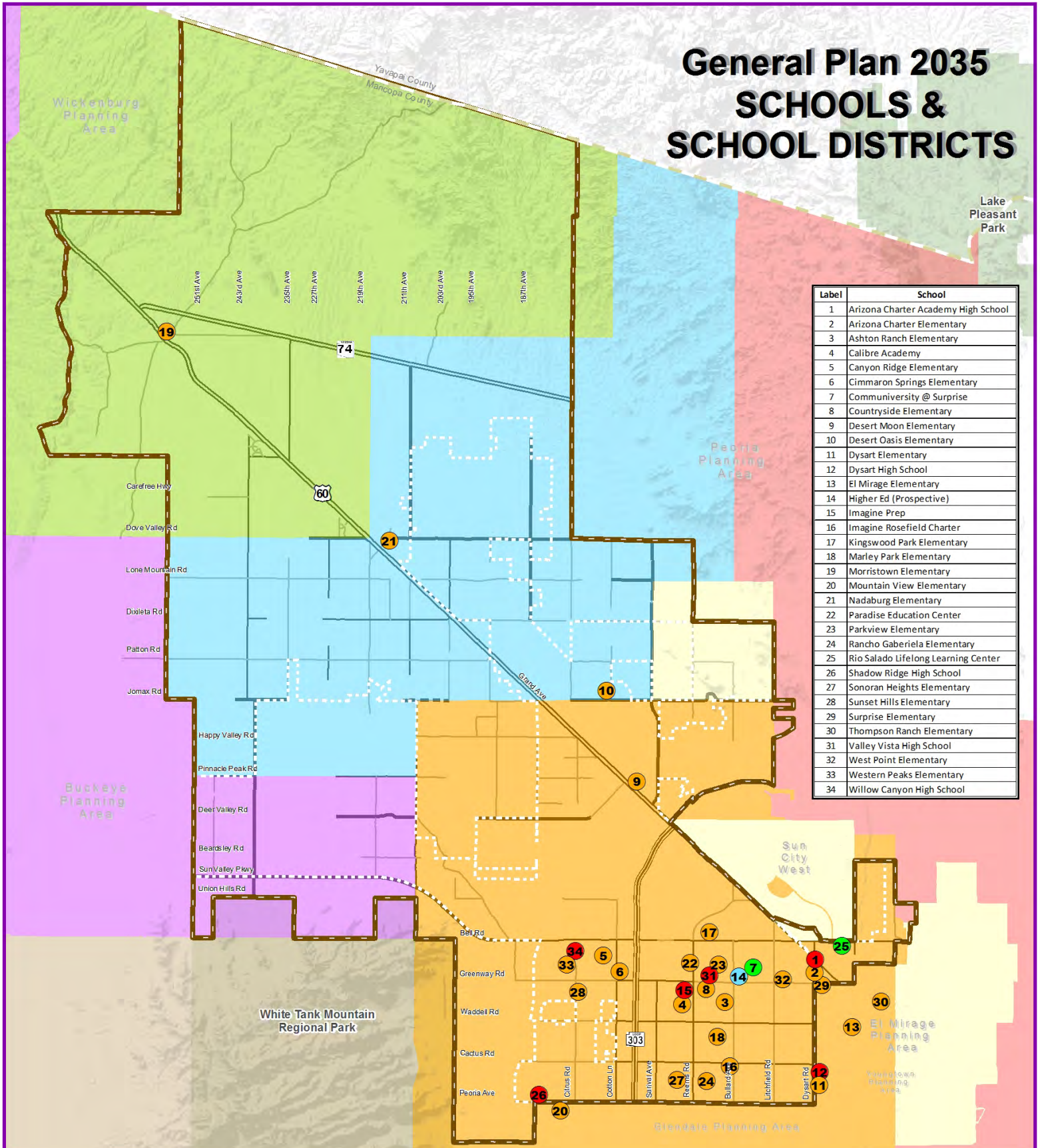
October 7, 2014: Resolution 2014-101

Minor Text Amendment – Revised Implementation chapter

December 15, 2015: Resolution 2015-120

Major Text Amendment – Remove the Village Plan requirements from the development process and adopt the “Character Area” planning concept. Include additional 2 square miles to the south boundary of the Surprise Planning Area.

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

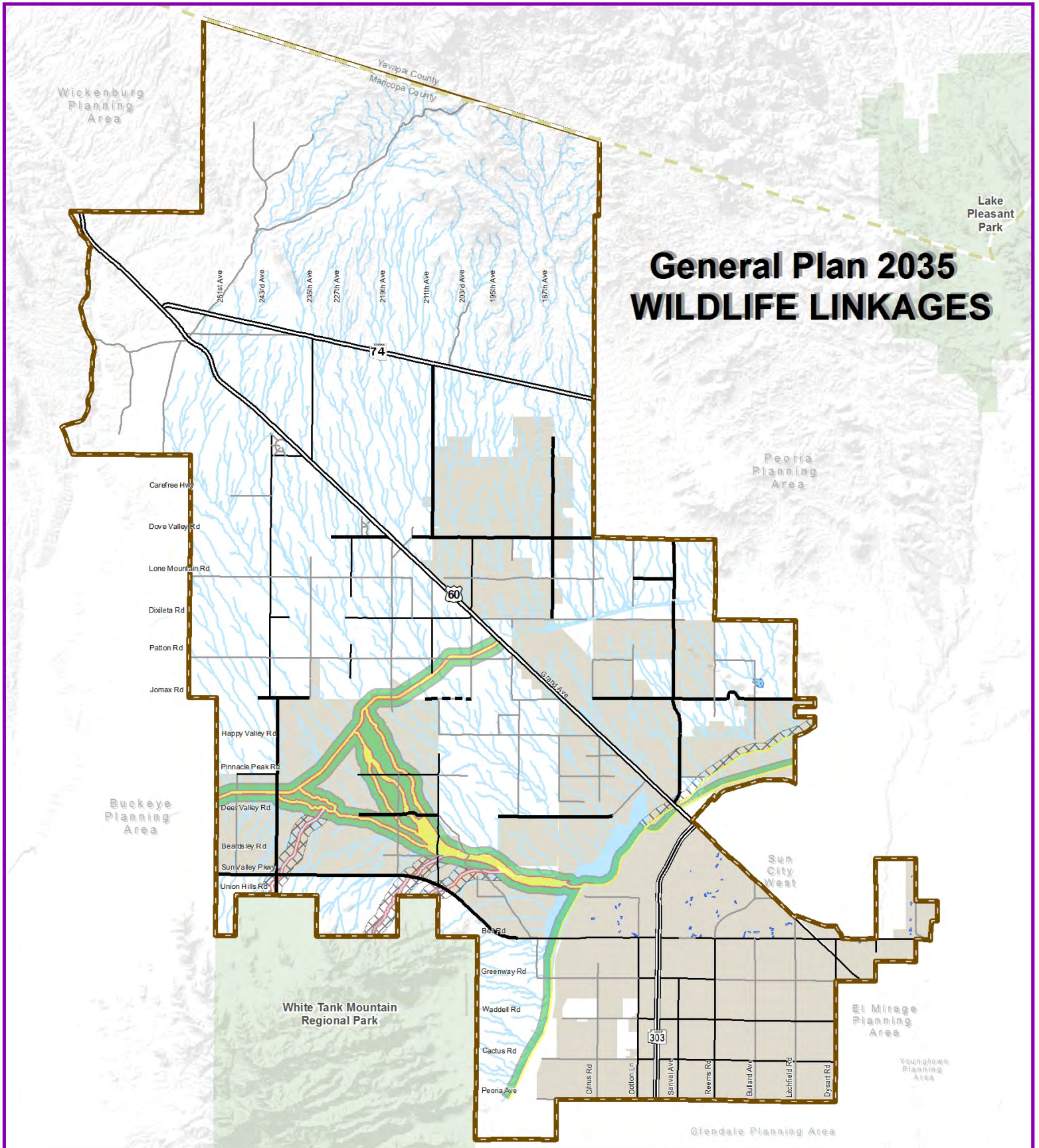
- Elementary
- High School
- Higher Ed Prospective
- Continuing Education
- Dysart (89)
- Nadaburg (81)
- Peoria (11)
- Saddle Mountain (90)
- Unorganized
- Wickenburg (9)
- Morristown (75)
- Freeway
- Expressway
- Parkway
- Major Arterials
- Minor Arterials

Boundaries

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



Last Updated: 10/30/2015



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

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



Last Updated: 10/30/2015

Lake Pleasant
Park

General Plan 2035 FIRE STATIONS

Peoria
Planning
Area

Sun
City
West

El Mirage Planning
Area

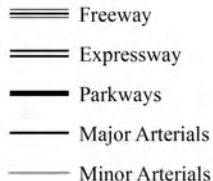
Youngtown
Planning
Area

Glendale Planning Area

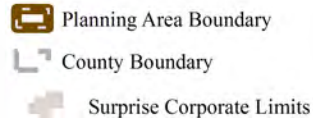
Buckeye
Planning
Area

White Tanks
Regional Park

Features

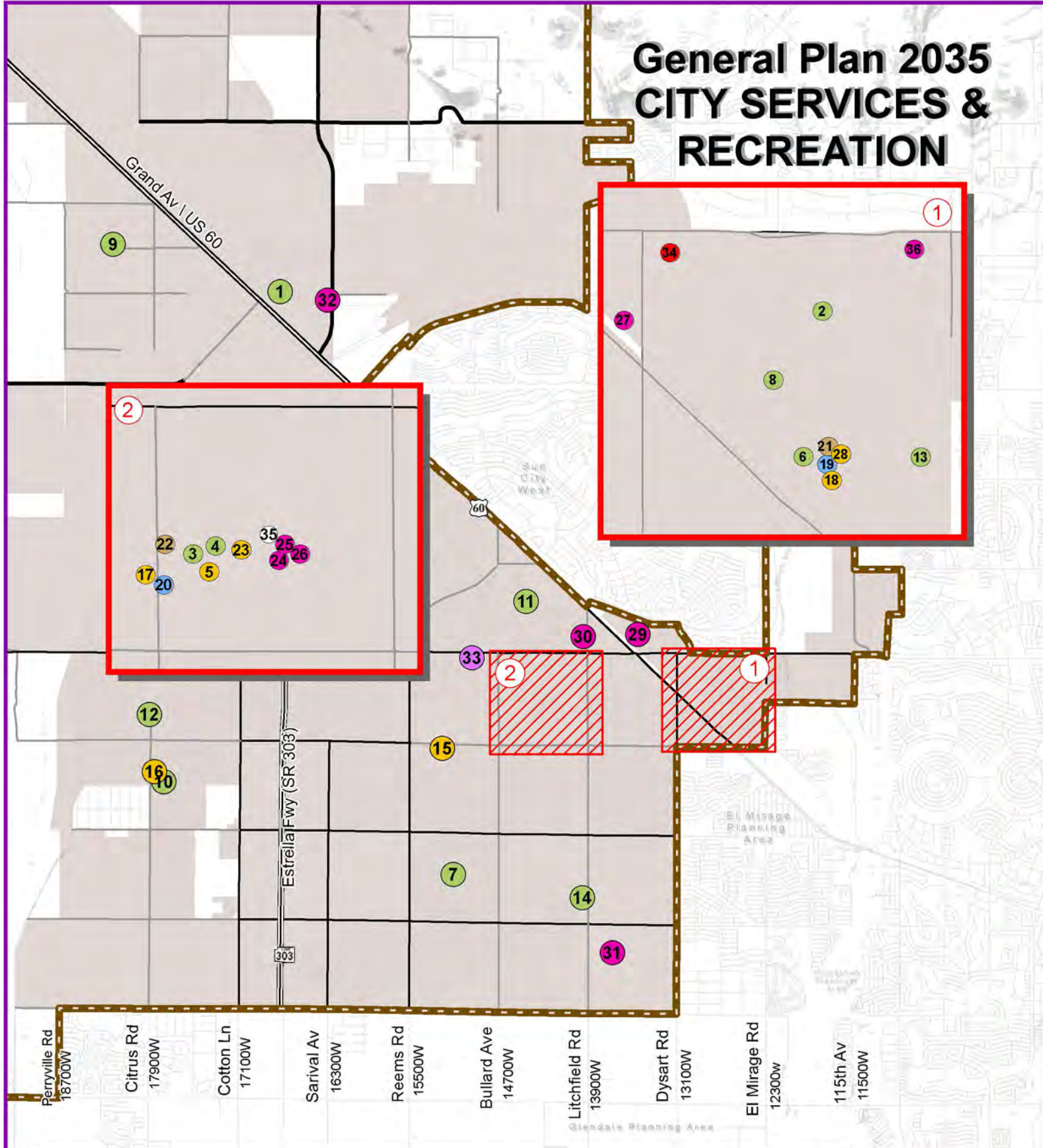


Boundaries



Last Updated: 10/28/2015

General Plan 2035 CITY SERVICES & RECREATION

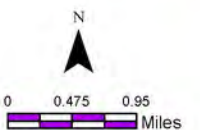


Features

Label	DESCRIPTION	Label	DESCRIPTION	Label	DESCRIPTION	Label	DESCRIPTION
● City Facility	Asante Community Park	1	Vernonville Park	14	Vehicle Maintenance Yard	27	
● Library	Bicentennial Park	2	Countryside Recreation Center	15	Senior Center	28	
● Museum	Surprise Community Park	3	Sierra Montana Recreation Center	16	Public Works Yard	29	
● Park	Surprise Dog Park	4	Surprise Recreation Campus	17	Public Works Facility	30	
● Recreation	Dreamcatcher Park	5	Villanova Recreation Center	18	Waste Water Treatment Plant	31	
● Aquatics	Games Park	6	Hollyhook Pool	19	Desert Oasis Waste Water Treatment Plant	32	
● Post Office	Heritage (Malley Park)	7	Surprise Aquatic Center	20	Post Office	33	
● County Facility	Johnson Townhomes Park/Habitat for Humanity	8	Hollyhook Library	21	Macopa County Sheriff's Department	34	
○ Other	Section 10 / Pocket Park	9	Surprise Regional Library	22	Northwest Valley Chamber of Commerce	35	
	Sierra Montana Park	10	Surprise Tennis and Racquet Complex	23	Techcenter	36	
	Stonemont Park	11	Surprise City Hall	24			
	Surprise Farms Community Park	12	City Courts	25			
	Three Star Park	13	Public Safety Building	26			

Boundaries

- Freeway
- Expressway
- Parkways
- Major Arterials
- Minor Arterials
- US Highway
- State Freeway
- State Highway
- 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,

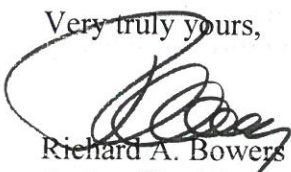
Thank you for your April 15th letter regarding your efforts to expand the general planning area for the City of Surprise by adding two sections.

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.

A flyer for a community workshop titled "Your input is needed! HELP MAKE YOUR COMMUNITY MORE LIVABLE". It includes the Surprise, Arizona logo. The flyer provides details on where and when the workshop is held, a map of the location, and a list of topics to be discussed. It also includes a call to action for residents to attend and provide input.

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:

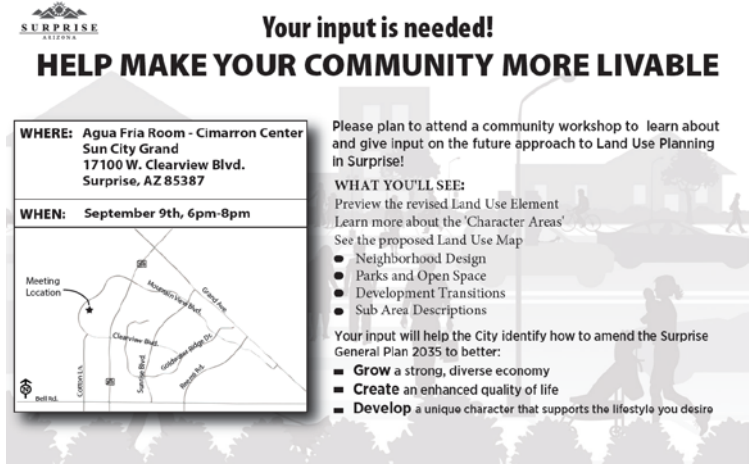
- **Grow** a strong, diverse economy
- **Create** an enhanced quality of life
- **Develop** a unique character that supports the lifestyle you desire

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.

A flyer for a community workshop titled "Your input is needed! HELP MAKE YOUR COMMUNITY MORE LIVABLE". It includes the Surprise, Arizona logo. The flyer provides details on where and when the workshop is held, a map of the location, and a list of topics to be discussed. It also includes a call to action for residents to attend and provide input.

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
Total		227

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 3rd 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 6th 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 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.



Major Amendment – General Plan 2035

Case:	FS15-173
Project Name:	Major General Plan Amendment
Council District:	City Wide
Attachment:	Stakeholder Contact Summary

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 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 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

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); 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

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

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 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
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>>

Your Resource to the Outdoors
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
623.222.3001 f
City Hall offices open at 8 a.m. and close at 5 p.m. Monday through Friday.
More info at 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; Wayne Moretti; 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 219th 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 219th 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

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>
Cc: Lloyd Abrams <Lloyd@surpriseaz.gov>; Eric Fitzer <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

From: Donna Bronski
Sent: Wednesday, December 02, 2015 12:45 PM
To: Heather Donaldson; Eric Fitzer
Cc: Lloyd Abrams; Joshua Mike
Subject: FW: SPA 3 Owners -- Wildlife Linkages/Open Space
Importance: Low

Heather and Eric: would you e-mail all the commissioners this letter and make sure it gets added to the minutes or the record of the case in some manner?

Heather: would you e-mail me and blind copy all of the commissioners so that they cannot inadvertently hit reply to all and unintentionally violate the open meeting law?

Also I need the updated contact list for the commissioners.

Thanks, Donna

Donna Bronski
Deputy City Attorney
x 2-1155 / text: 480-390-4772 / main line x 2 -1120

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From: Jeffrey Blilie [<mailto:jblilie@beusgilbert.com>]
Sent: Wednesday, December 02, 2015 12:26 PM
To: Donna Bronski
Subject: FW: SPA 3 Owners -- Wildlife Linkages/Open Space

Donna,

I tried to send this letter to each P&Z Commissioner individually, but apparently they do not have City email addresses, or they are formatted differently. Can you please see that this letter is sent to each of them prior to the meeting tomorrow.

Thanks.

Jeffrey M. Blilie

BEUS GILBERT PLLC
701 North 44th Street | Phoenix, AZ 85008
Direct: 480.429.3030 | Main: 480.429.3000 | Cell: 623.606.0532
Email: jblilie@beusgilbert.com

From: Jeffrey Blilie
Sent: Wednesday, December 02, 2015 11:14 AM
To: 'robert.wingo@surpriseaz.gov'

Cc: Bob Wingenroth (Bob.Wingenroth@surpriseaz.gov); Donna Bronski; Rick Buss (Rick.Buss@surpriseaz.gov); Eric Fitzer (Eric.Fitzer@surpriseaz.gov); 'Mike Schwab'
Subject: SPA 3 Owners -- Wildlife Linkages/Open Space

Robert,

Attached please find a letter describing some of issues my clients have with the proposed City of Surprise initiated General Plan Amendment, most important being the negative impact/diminished property value this will have on the properties owned by my clients.

We welcome a resolution that doesn't cause my clients to lose millions of dollars in property values and to solely bear the cost of preserving regional wildlife corridors sought by the City of Surprise, presumably for the benefit of the City of Surprise (and the State of Arizona). The preservation of these wildlife corridors provides NO benefit to my clients, who are being asked to essentially give up their land for this regional cause without any compensation.

Jeffrey M. Blilie

BEUS GILBERT PLLC

701 North 44th Street | Phoenix, AZ 85008

Direct: 480.429.3030 | Main: 480.429.3000 | Cell: 623.606.0532

Email: jblilie@beusgilbert.com

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-----Original Message-----

From: MITCHELL, JAMES R GS-14 USAF AETC 56 FW/CIT [mailto:james.mitchell.1@us.af.mil]

Sent: Wednesday, December 02, 2015 2:46 PM

To: Mike Schwab

Cc: Eric Fitzer; loyd@surpriseaz.gov; Joshua Mike; Jeffrey Blilie

Subject: RE: Subject Property between washes

Mike

It is my understanding that the City will protect the noise lines associated with the F-35 as defined by the Environment Impact Study. You are correct that the noise lines captured in state statute are F-16 noise lines.

During the legislative efforts in 2003-4 Spencer Camps and I went round and round about which lines should be captured and at the end of the day it was decided that "current mission (F-16) lines would be statutorily codified and that any future mission would be addressed by the appropriate city with city zoning ordinances (Jeff Blilie may have even been part of those discussions). I pointed out at the time that this would eventually come back to the table as an issue, but the homebuilders, cattlemen assoc. and AZ real estate assoc., all agreed that they would leave the future mission (F-35) up to the city with jurisdiction. This was briefed and discussed in detail at the four public hearings that were held at the conclusion of the EIS for the F-35. I don't recall seeing you at those meetings so this is probably news to you.

James "Rusty" Mitchell
Director, Community Initiatives Team
Executive Director, IEMT
Luke AFB AZ 85086

(Office): 623-856-6169
(DSN): 896-6169
(Cell): 623-826-0424
E-mail: James.Mitchell.1@us.af.mil
Alt E-mail: MitchellNArizona@aol.com

"Beware the Thunderbolt"

"Play to Win"

"Audentes Fortuna Juvat"

Do NOT forward this email without the expressed permission of the author (me).

-----Original Message-----

From: Mike Schwab [mailto:MSchwab@landadvisors.com]

Sent: Wednesday, December 02, 2015 2:05 PM

To: Joshua Mike; Jeffrey Blilie; MITCHELL, JAMES R GS-14 USAF AETC 56 FW/CIT

Cc: Eric Fitzer; loyd@surpriseaz.gov

Subject: FW: Subject Property between washes

Joshua:

Please provide your basis / mapping for the noise contour lines as shown on your attachment

The noise contour lines on the attached map DO NOT correspond with the statutorily recognized noise contour lines for LAFB Aux Field #1 (per A.R.S. 28-8481). ARS 28-8481 is specifically referenced your Land Use Element text (Chapter 1, page 1) in the "Luke Air Force Base" section.

Mike Schwab
Principal
Land Advisors Organization
4900 North Scottsdale Road
Suite 3000
Scottsdale, AZ 85251
480.483.8100 | 800.888.0998

602.625.7686 Mobile

480.483.0000 Fax

www.landadvisors.com <<http://www.landadvisors.com/>>

From: Joshua Mike [<mailto:Joshua.Mike@surpriseaz.gov>]
Sent: Wednesday, December 02, 2015 12:08 PM
To: Mike Schwab <MSchwab@landadvisors.com>
Cc: Eric Fitzer <Eric.Fitzer@surpriseaz.gov>; Lloyd Abrams <Lloyd@surpriseaz.gov>
Subject: Subject Property between washes

Good Afternoon M. Schwab,

Here is the zoomed in representation of the property that lies between the washes, south of Luke Aux 1.

Joshua J Mike
Planner II
City of Surprise | Community Development
16000 N. Civic Center Plaza | Surprise AZ | 85374
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02 Dec 2015 19:08:05 -0000

From: Mike Schwab [mailto:MSchwab@landadvisors.com]
Sent: Friday, November 06, 2015 2:04 PM
To: Joshua Mike
Cc: Lloyd Abrams; Eric Fitzer; Jeffrey Blilie
Subject: RE: Wildlife Linkage Corridors

Joshua:

Thanks for the info below.

Per our discussion earlier today, are any of the following “grandfathered” projects (all have approved PAD zoning) subject to SUDC Sec. 122-12. and the other SUDC sections you reference below:

Buena Vista Ranch
Surprise Foothills
Mesquite Mountain Ranch
Desert Trails / Fox Trails
Ana Mander
Surprise Foothills East
Surprise Ranch
Pinnacle Peak Country Estate
 aka Verdugo
 aka Altamira
Rancho Mercado

Thank you for your attention to this matter.

Mike Schwab
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602.625.7686 Mobile
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From: Joshua Mike [mailto:Joshua.Mike@surpriseaz.gov]
Sent: Friday, November 06, 2015 12:22 PM
To: Mike Schwab <MSchwab@landadvisors.com>
Cc: Eric Fitzer <Eric.Fitzer@surpriseaz.gov>; Lloyd Abrams <Lloyd@surpriseaz.gov>; Jeffrey Blilie <jblilie@beusgilbert.com>
Subject: RE: Wildlife Linkage Corridors

Good Afternoon Mr. Schwab,

In addition to the **Section 122-12. – Environmentally and culturally sensitive land area standards**, there are other references to coordinate the protection of the sensitive land areas

(where corridors are listed as a special feature). The current General Plan 2035 uses of the Wildlife Linkages Map as the tool to protect wildlife habitats. The SUDC incorporates wildlife habitats into the definition of “sensitive land areas”

Section 122-78 – Definitions

Sensitive land areas. Land that encompasses wildlife habitats, wash corridors that replenish local groundwater, archaeological sites, unique plant environments, and scenic vistas.

Section 122-3 (a)(7)

“The protection and preservation of environmentally **sensitive lands** from the encroachment of urban development and particularly as it relates to the White Tank Mountains and foothill areas.”

Section 122-4 – Site planning and community design principles

“These principles represent the city's desire that each developer of land within the city incorporate site planning, urban design, architectural, landscape, streetscape and engineering design principles set forth in chapter 122 when developing a new raw land subdivision or an individual building site to ensure that the location and orientation of land uses and buildings on a parcel(s) of land minimize roadway corridor impacts and provide a functional and visual connection to one another, immediately adjacent developments and to the community as a whole; and that said uses comply with all regulations and requirements governing the protection and conservation of environmentally **sensitive land areas**.”

There are a couple other references in sections for street development and design. It classifies sensitive lands as an exception the discouraged application of cul-de-sac layouts within subdivisions. Let me know 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: Mike Schwab [<mailto:MSchwab@landadvisors.com>]
Sent: Friday, November 06, 2015 10:43 AM
To: Joshua Mike
Cc: Lloyd Abrams; Eric Fitzer; Jeffrey Blilie
Subject: Wildlife Linkage Corridors

Joshua:

I am familiar with the SUDC. Besides this Section, are there any other Sections in the current SUDC that landowners should be aware of that provide for regulations relating to the Wildlife Linkage Corridors and/or wildlife movement corridors?

Additionally, the Surprise General Plan 2035 Amendment, Land Use Element contemplates “The City is currently in the process of updated the SUDC to prescribe the wildlife friendly development standards.” (Page 42).

Are there any drafts available for review of these “updated” wildlife friendly development standards?

Thank you for your attention to this matter.

Mike Schwab
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06 Nov 2015 17:56:27 -0000

From: Dana Warnecke [mailto:DWarnecke@azgfd.gov]
Sent: Wednesday, November 18, 2015 10:58 AM
To: Joshua Mike
Cc: Lloyd Abrams; Kugler, Kevin; Donna Miller
Subject: RE: General Plan 2035 - Wildlife Linkages

Joshua,
Ok Thank you. Just so you know ...AGFD and WTMC are promoting your linkage guideline to Buckeye. Dana

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

Your Resource to the Outdoors
http://www.azgfd.gov/h_f/getoutside.shtml

From: Joshua Mike [mailto:Joshua.Mike@surpriseaz.gov]
Sent: Thursday, November 12, 2015 8:35 AM
To: Dana Warnecke
Cc: Lloyd Abrams; Kugler, Kevin; Donna Miller
Subject: RE: General Plan 2035 - Wildlife Linkages

Good Morning Dana,

We appreciate your willingness to offer continued support to the City. We've been have some back and forth conversations with representatives of the lands near the Wildlife Linkages Map. Unfortunately we haven't been able to sit down across the table, yet, to discuss their specific objections/suggested changes. We are attempting to set that up this either this week or early next week.

Once we hear them out, we'd like to meet with you to develop a unified response so all parties involved will have a common understanding of the area and expectations.

We'll try to set something up with you as soon as we have a meeting time with the private land owners.

Thanks,
Joshua J Mike
Planner II

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623.222.3001 f

From: Dana Warnecke [<mailto:DWarnecke@azgfd.gov>]
Sent: Wednesday, November 04, 2015 1:55 PM
To: Joshua Mike
Cc: Lloyd Abrams; Kugler, Kevin; Donna Miller
Subject: RE: General Plan 2035 - Wildlife Linkages

Joshua,

Ok sounds like a good plan. The Department is willing to continue supporting the City's effort to implement linkages. We will be facing similar challenges with Buckeye in the future as well. When do you want to meet? Dana

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

Your Resource to the Outdoors

http://www.azgfd.gov/h_f/getoutside.shtml

From: Joshua Mike [<mailto:Joshua.Mike@surpriseaz.gov>]
Sent: Wednesday, November 04, 2015 9:48 AM
To: Dana Warnecke
Cc: Lloyd Abrams; Kugler, Kevin; Donna Miller
Subject: General Plan 2035 - Wildlife Linkages

Good Morning Dana,

As we're progressing through the 60-day review period for the amendment to the General Plan 2035, we have received comments regarding the Wildlife Linkages Corridor sub area. Since the Wildlife Linkages Map, which was adopted in 2011 and currently included within the General Plan 2035, is not a "land use" per se, there's a valid argument to keep that as a separate map that identifies specific regulations for the area.

We did, however include some cross-hatching on Land Use Map to identify it as a sub area with a long-term goal. Through either amending the SUDC or creating a separate policy document, we will adopt formal "Wildlife Friendly Regulations" tailored to the specific vision and development patterns of Surprise.

Based on the discussions and comments we have received, this may be a focal point during the public hearings. There may even be objections to the current regulations regarding the buffer distances and the term "wildlife friendly development". We're hoping to work with you to gain full support from AZ Game and Fish and our park services to be able to address and answer questions as to what that might look like.

If you're available, we'd like to meet with you, our consultant, and possibly CRS (since the proposed linear park system follows many of the targeted washes). Please let me know if you can meet with us.

Thanks,

Joshua J Mike
Planner II

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16000 N. Civic Center Plaza | Surprise AZ | 85374
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04 Nov 2015 15:22:41 -0000



THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT

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PHOENIX, AZ 85086-5000
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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.

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 1st 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 –

1st 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.ⁱ (2007) suggests designing linkages with corridor widths for corridor dwellers as 2 home range widths, and for passage species ~ 1 home range width. Harrisonⁱⁱ (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 –

1st 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 2nd 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

1st 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?

¹ Majka, D., J. Jenness, and P. Beier. 2007. CorridorDesigner: ArcGis tools for designing and evaluating corridors. Available at <http://corridordesign.org/>.

ⁱⁱ 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 10) 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.

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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%
Total	193,752.71	302.74	100.00%

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

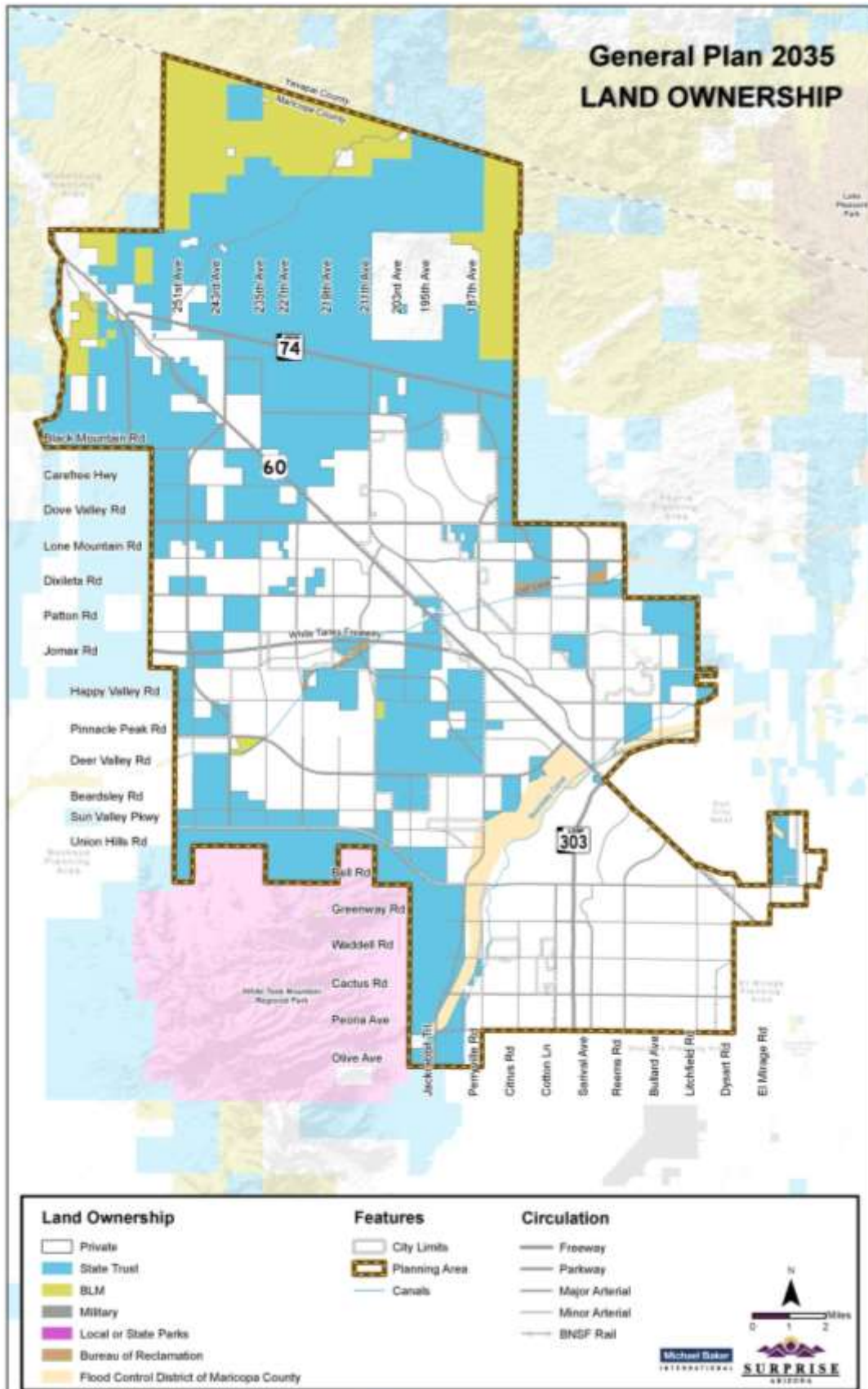
The Arizona State Land Department currently owns 118.86 square miles of land. This ASLD land is located throughout the Surprise Planning Boundary, a large portion is located mostly in the northern region, west side, and along the White Tank Mountain Regional Park.

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 as well as inside the north-west planning boundary, where private and State Trust land become mixed together.

These include approved master plans and development agreements currently under Maricopa County jurisdiction but are within the municipal planning boundary and have ongoing collaboration with the City.

Land Use Element



Surprise General Plan 2035: Foundation for the Future

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 removed the 'Village Planning' requirements from the development process and shifted away from the traditional model which focused on the rigid placement of individual land use types within specific geographic areas. The more holistic 'Character Area' approach places a greater emphasis on delineating areas of common identity or desired characteristics.

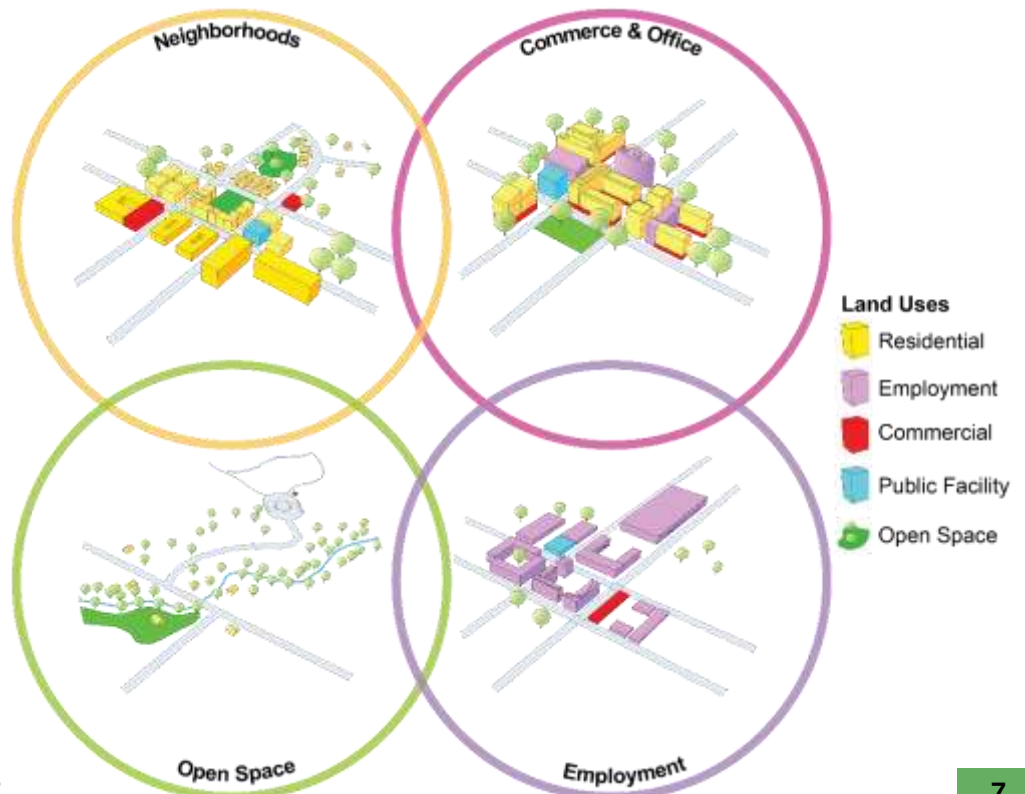
Land Use Character Areas

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

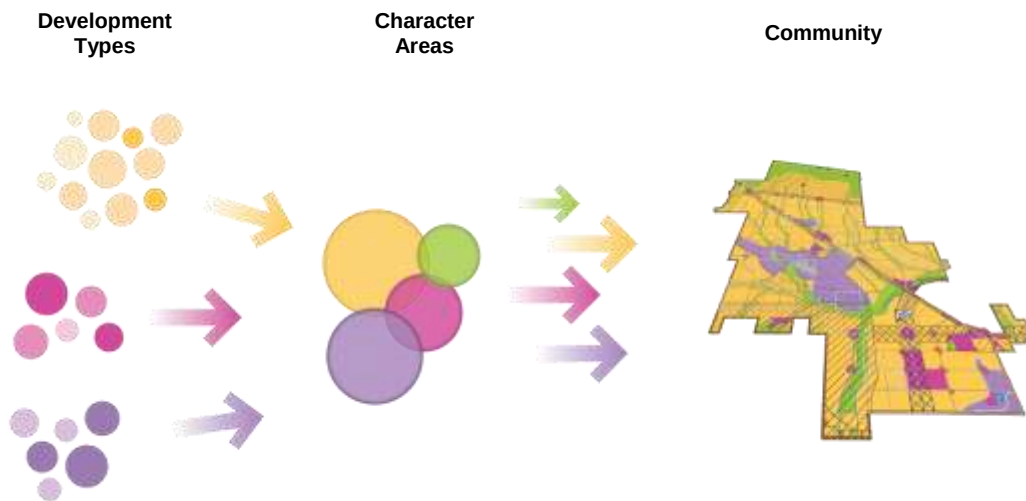


Surprise General Plan 2035: Foundation for the Future

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 is 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 urban 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

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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.

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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.

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- 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.

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- 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 intended 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.

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 or with an alternative, economically viable land use. 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 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.

Areas designated as Open Space within the Luke Compatibility District shall provide uses which are both compatible with the operation of the auxiliary field and meet ARS requirements concerning military bases.

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
- Landscaping should utilize species on the Arizona Department of Water Resources

Land Use Element



(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.



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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 (9-12) 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

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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.

The boundaries identified on the Land Use Map (page 10) are roadway and geographic alignments that coordinate with scenic roadways adopted by Maricopa County. Research and

collaboration to create planning documents will refine the boundaries, specific to each natural asset.

Future ~~specific area~~ plan guidance, specific 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 ~~environment area open spaces~~ found in ~~this the~~ underlying character areas. 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.

Land Use Element



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 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 219th Avenue and has been utilized by Luke AFB as a training asset to complement its mission and operations for several decades.

Surprise General Plan 2035: Foundation for the Future

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 1) 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

Land Use Element



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 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, after collaborating with the Arizona Game and Fish Department and other stakeholders ~~to amend the General Plan by,~~ adopting Resolution No. 2011-68 to create the Wildlife Linkages Map, as seen in the Conservation Element of the Surprise General Plan 2035—Corridors in Surprise. The Wildlife Linkages Map ~~Corridors signify~~ primarily coincides with existing natural and manmade wash and canal corridors, such as Trilby and Iona washes, the CAP canal, and McMicken Dam outlet channel, that link isolated habitat

Surprise General Plan 2035: Foundation for the Future

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 eCorridor sub area is identified on the Lnad Use Map (page 10) in support of the conservation Element. The sub area brings awaremenss to the map that identifies future development regulations while recognizing the underlying Character Areas. s typically exist along natural and manmade corridors such as Trilby and Iona washes, the GAP 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 ~~e Wildlife Linkages Corridors sub area~~ is to compliment the preservation of known animal movement patterns so they will not become fragmented as the result of incoming development. ~~They areIt is~~ 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 regulations” (identified but not defined within the Conservation Element) standards are intended to be incorporated into community or site designs of proposed development projects adjacent to the wildlife linkage corridors. The City’s ongoing efforts to is currently in the process of updating the SUDC will include public and stakeholder involvement in creating the tools for development of this sub area. to prescribe the wildlife friendly development standards.

The Wildlife Linkages Corridor sub area 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. A small number of parcels may have development constraints due to preservation of the natural environment because of washes, floodways, buffers, etc. To the extent that the application of wildlife linkages corridor imposes hardships on a particular property, the City will provide for land owners with an appeal procedure through the regulatory process.

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

Land Use Element



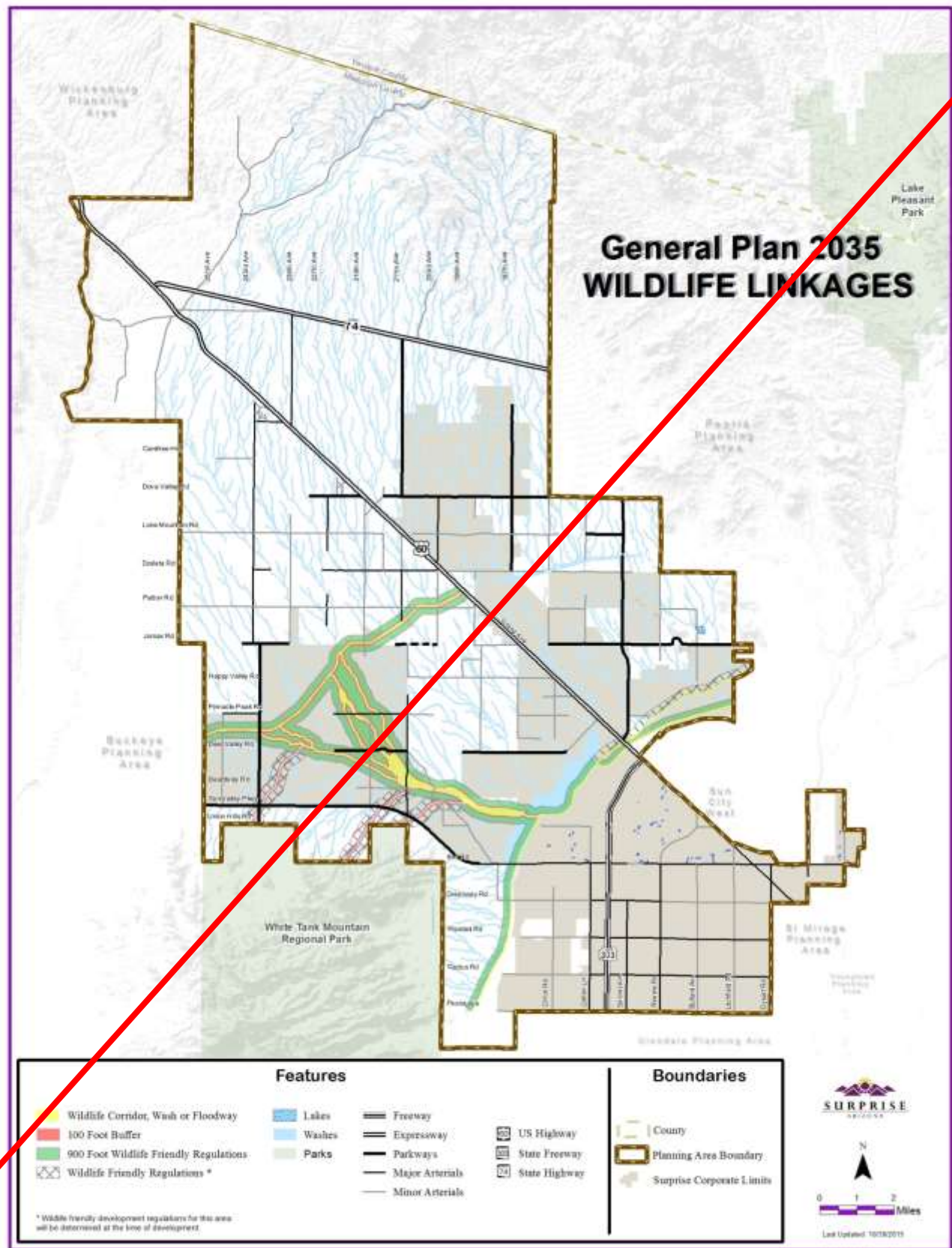
permit is situated upon privately held property near US 60 in the northwest corner of Surprise's Municipal Planning Area.

other uses such residential uses are not.

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

Figure 1.1: Wildlife Linkages Map



Land Use Element



CHARACTER AREA COMPATIBILITY

Both the physical development and existing entitlements of surrounding properties will be used to evaluate future development proposals and the determination of appropriate Development Types.

Encouraged Discouraged				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															

CHARACTER AREA & ZONING COMPATIBILITY

Permitted		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												
	RE												
	RL-2												
	RL-3												
	RL-4												
	RL-5												
	RM-6												
	RM-9												
	RM-12												
	RH-15												
	RH-18												
	RH-21												
	RH-X												
	RC												
	CS												
	MU												
	CN												
	CC												
	CR												
	C-RS												
	BP												
	IP												
	IG												
	ILM												
	PF												
OS													

BEUS GILBERT

PLLC

ATTORNEYS AT LAW

701 NORTH 44TH STREET
PHOENIX, ARIZONA 85008

Jeffrey M. Blilie
E-Mail Address: jblilie@beusgilbert.com

December 2, 2015

VIA EMAIL

Robert Wingo, City Attorney
City of Surprise
16000 N. Civic Center Plaza
Surprise, AZ 85374

Re: Surprise General Plan Amendment, A.R.S. § 12-1134 (Prop 207) Claim

Dear Robert,

Beus Gilbert PLLC represents a coalition of property owners (“SPA 3 Coalition”) who own property throughout Special Planning Area #3 (SPA 3) in the City of Surprise. The properties owned by the SPA 3 Coalition are predominantly vacant parcels of various sizes, ranging from less than 10 acres to over 400 acres. The SPA 3 Coalition is very concerned and adamantly opposed to the General Plan Amendment currently being processed by the city of Surprise, specifically the delineation of the Wildlife Linkages Corridor and the adoption of additional Open Space on the Land Use Map, both of which negatively impact the SPA 3 Coalition properties.

Specific to the Wildlife Linkages Corridors, the amended Land Use Element (Chapter 1, page 41 and 42) describes, “(t)he Floodway and 100-foot buffer areas are required to be 500-foot minimum in width” and “(t)he Wildlife Linkage Corridors also call for wildlife friendly development standards within a 900-foot area adjacent to the 500-foot “wildlife linkage area.” The requirement to set aside a minimum 500-foot corridor without compensation constitutes a regulatory taking, and the imposition of development regulations, which have not yet been written, for the 900-foot areas present the SPA 3 Coalition with great uncertainty when it comes to future land use and development of their properties.

Specific to the new Open Space delineations on the amended Land Use Map, they either mirror the Wildlife Linkage Corridors or attempt to follow natural washes designated as “floodway.” However, in most instances, the Open Space delineations dramatically expand beyond the boundaries of designated floodways. In fact, when measuring the typical Open Space delineations along these washes, it is apparent the minimum width is 500 feet. Please note that

the Open Space delineations on the Land Use map adopted in 2013 impacted (i) property owned by Maricopa County Flood Control District, (ii) hillside property, and (iii) private property with PAD zoning approvals (showing the dedicated open space). The new proposed Open Space delineations on the amended Land Use Map now impact mostly private landowners (including the SPA 3 Coalition) and Arizona State Land Department owned lands.

The Private Property Rights Act — A.R.S. § 12-1134 (commonly known as Prop 207) provides that "[i]f the existing rights to use, divide, sell or possess private real property are reduced by the enactment or applicability of any land use law enacted after the date the property is transferred to the owner and such action reduces the fair market value of the property the owner is entitled to just compensation from this state or the political subdivision of this state that enacted the land use law."

Contrary to the statement made at the November 19, 2015, Planning and Zoning Commission meeting, the adoption of a major amendment to the Surprise General Plan 2035 is a land use law enacted by the City of Surprise. Major general plan amendments are adopted pursuant to detailed and lengthy process described in A.R.S. § 9-461.06, and constitute legislative acts of the City Council, subject to referendum; please note the following language:

"Except for general plans that are required to be submitted to the voters for ratification pursuant to subsection M of this section, the adoption or readoption of a general plan, and any amendment to a general plan, shall not be enacted as an emergency measure and is subject to referendum as provided by article IV, part 1, section 1, subsection (8), Constitution of Arizona, and title 19, chapter 1, article 4." A.R.S. § 9-461.06 (L)

The imposition of Wildlife Linkage Corridor regulations and the adoption of additional Open Space land use designations to property formerly designated for low density residential development (3-5 du/acre) will significantly diminish the value of SPA 3 Coalition properties. Given the extent of the proposed regulations and the vastness of their application, the value of diminishment will most likely exceed \$50,000,000. Appraisals can be provided to support this claim.

Our request is simple; remove (i) the new Open Space land use designations, and (ii) the Wildlife Linkages Corridor sub area and related regulations from the major General Plan amendment currently being processed by the City of Surprise.

We welcome the opportunity to further discuss this issue and are happy to provide you, staff, the Planning and Zoning Commission and the City Council with any empirical evidence needed to show the significant impact these proposed land use regulations will have on the SPA 3 Coalition Owners, as well as the diminished property values that will result if these proposed land use regulations are adopted.

Sincerely,

Jeffrey M. Blilie

Jeffrey M. Blilie

cc: Mayor Sharon Wolcott
Vice Mayor John Williams
Council Member Roland Winters
Council Member Jim Biundo
Council Member Rachel Villanueva
Council Member Skip Hall
Council Member Todd Tande
Chair Steven Somers
Vice Chair Ken Chapman
Commissioner Jerry Hoyler
Commissioner Matthew Keating
Commissioner Dennis Smith
Commissioner Jim Ferguson
Commissioner Shari Martin
Bob Wingenroth
Rick Buss
Donna Bronski
Eric Fitzer

Douglas A. Ducey
Governor



Lisa A. Atkins
Commissioner

Arizona State Land Department

December 3, 2015

1616 West Adams, Phoenix, Arizona 85007
(602) 542-4631

Lloyd Abrams
Long Range Planning Manager
City of Surprise
16000 N. Civic Center Plaza
Surprise AZ 85374

Re: **City of Surprise Major General Plan Amendments 2015**

Dear Mr. Abrams:

Thank you for the opportunity to review the proposed major general plan amendments to the Surprise General Plan 2035. Upon careful review and consideration the Department would like to express concern with the Open Space Character Area and two of the proposed Sub Character Areas: the Scenic Lands Development, and the Wildlife Linkage Corridors. These concerns are outlined below.

Open Space Character Area

The Department understands the need for, and supports the development of, a coordinated open space plan. We also understand that a General Plan is conceptual in nature and subject to refinement as projects go through more detailed planning and review during the development process. There is concern however, that the Open Space Character Area text and land use plan are not clear about that. The description for the Open Space Character Area on page 31 states that Open Space lands are:

*lands that are to be preserved for natural areas, conservation areas
and/or trail and other regional recreational activities.*

The above statement would lead the reader to believe that the land in this designation will be preserved as it is shown on the map, when in reality there are a variety of factors that will affect exactly what and how land is preserved as development occurs, some of those factors remain unknown at this time.

Additionally, the description refers to state statutes that provide ASLD and private landowners with at least one unit per acre or an alternative, economically viable use on land that is designated for open space, recreation or conservation, and notes that the land must be acquired through purchase or trade. The text however, appears to be referring to only the area in the northern part of the City's planning area that has slopes of 20% or greater. The text should be referring to all State Trust and private land in the planning area.

The Department would be happy to work with the City to craft language that would alleviate these concerns.

Scenic Lands Development

The Department understands the desire to protect scenic resources; however, the geographic extent of this character sub area is based on arbitrary criteria that are not clearly defined in the General Plan document. In addition, the description of how the scenic resources are protected is both vague and specific at the same time.

The boundaries for the sub character area are, for the most part, straight lines along section lines, property lines, roadways, which are not related to the criteria mentioned in the description of the sub character area. The Department is requesting that the Sub Character area be removed from the map until there is a subsequent planning effort with guidelines that can be reviewed and adopted together. At that point there will be an understanding of what the regulations are and what specific areas they should apply to.

The text describing the sub character areas explains that guidance will be developed through a future planning process, but is then very specific about preserving areas of slope above 20% and protecting large washes for wildlife mobility, which is the purpose of the wildlife corridors that were identified in a previous planning process. As in the case of the Open Space Character area, the language in this section of the plan gives the reader the impression that this land is preserved in perpetuity simply by the plan, and does not recognize the development rights that exist today or the process that is required to achieve the preservation goals.

Again, we would be happy to work with City Staff to develop language to address these concerns.

Wildlife Linkage Corridors

The wildlife linkages are presented on a separate map (Figure 1.1). Adding them to the Land Use Map causes confusion, particularly where this Character Sub Area overlaps with the Scenic Lands Development Sub Character Area. In addition, the Wildlife Linkage Corridors Sub Character Area on the Land Use map do not match the areas defined in the previous planning effort, shown in Figure 1.1, they have been expanded. We are asking that the graphic representation of the Wildlife Corridors Sub Character Area be removed from the Land Use map.

The Text for the Wildlife Linkages Sub Character Area also includes very specific language that appears to be regulatory in nature specifically, the plan states that:

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"

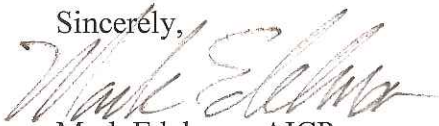
We are requesting that above language be removed from the General Plan.

Summary of Requested Changes

- 1) Clarify the Open Space Character text to make it clear that State Trust and private land in all areas with this designation will have to be acquired by the City through purchase or trade.
- 2) Remove the graphic representation of the Scenic Lands Development Sub Character Area from the map and address concerns noted above in the text related to the Character area.
- 3) Remove the graphic representation of the Wildlife Corridors Sub Character area from the Land Use map and rely on the graphic in Figure 1.1 and make adjustments to the text to remove language related to the regulation of the corridors.

Should you have any questions, you may contact Michelle Green at 602-364-2502, or by email at mgreen@azland.gov.

Sincerely,



Mark Edelman, AICP
Manager
Planning and Engineering Section

cc: Michelle Green, Project Manager

GAMMAGE & BURNHAM, P.L.C.

ATTORNEYS AT LAW

TWO NORTH CENTRAL AVENUE

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FACSIMILE (602) 256-4475

WRITER'S DIRECT LINE
(602) 256-4456

December 3, 2015

VIA EMAIL

Mr. Lloyd Abrams
Long Range Planning Manager
City of Surprise
16000 N. Civic Center Plaza
Surprise, AZ 85374

Dear Lloyd:

This firm represents Harvard Investments ("Harvard") with regard to the Lake Pleasant 5000 property, which is comprised of approximately 5,000 acres located north of Highway 74 between 187th and 211th Avenues ("LP5000"). LP5000 is currently located within the jurisdictional boundaries of Maricopa County, but is within the Municipal Planning Area of the City of Surprise ("City") and including within the City's General Plan. The purpose of this letter is to provide formal comments to the City regarding the proposed revisions to the Surprise General Plan 2035 as they relate to LP5000.

Harvard has worked closely with the City regarding LP5000 since early 2008 when Harvard processed both a General Plan text amendment and map amendment to align the City's General Plan 2020 with the Development Master Plan ("DMP") for LP5000 as approved by Maricopa County ("County"). The text amendment requested modifications to the descriptions of various land use classifications within the General Plan to further define allowed uses. The land use map amendment requested a change in the General Plan designation on the property from Rural Residential to Suburban, Low-Density Residential, Medium/High Residential, Open Space and Mixed Use such that the Surprise General Plan would mirror the DMP as approved by the County. On July 24, 2008, the Surprise City Council unanimously approved the General Plan amendment request.

The DMP as approved by Maricopa County provides a well-balanced master plan this is mindful of the property's diverse topography and which includes 8,330 homes at an overall density of 1.7 units per acre. The project includes 44% open space with major topographic features and wash corridors designated as open space. With 44% open space, LP5000 well exceeds the City's recommended guideline of 13% open space and contributes measurably to an overall increase in the designated open space within Special Planning Area 6 as a whole.

The City's historical support for the LP5000 development plan was reaffirmed in 2012 when the City issued a letter in support for LP5000 in conjunction with approval of a development agreement between Maricopa County and Harvard, which vested Harvard's rights under the DMP for a term of thirty (30) years. The City again reaffirmed support for the LP5000 development plan with approval of the current General Plan 2035 in 2014. The General Plan, as approved just last year, continued to include detailed General Plan designations for LP5000 that mirror the County approved DMP.

We understand that the intent of the proposed revisions to the Surprise General Plan 2035 is to create an inherently more flexible General Plan by establishing Character Areas that will guide the character and built form of development, but that less strictly regulate land use. We are supportive of this concept and the City's proposed revised General Plan 2035. At the same time, we believe that in order to acknowledge the significant amount of effort that has been expended to date by Harvard, the County and the City, in the planning of LP5000, and to reaffirm the City's continued stated support for the LP5000 DMP, a few modifications and clarifications to the Land Use Element of the General Plan are necessary. The proposed modifications are as follows.

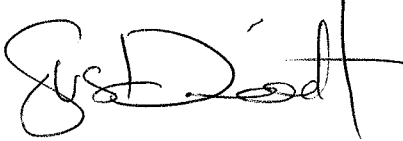
1. Modification to Existing Conditions on Page 2. The Existing Conditions section of the General Plan, on page 2, includes discussion regarding Existing Land Ownership and Private/Existing PAD's within the City's Municipal Planning Area. Given the significance of the LP5000 project and its potential to drive the character of future development for all land north of Highway 74, we request that this section of the General Plan be amended to include specific discussion regarding the LP5000 DMP. Based on our discussion this morning, staff is supportive of this change.
2. Modification to the Scenic Lands Development Sub-Area Discussion on Page 38. The Scenic Lands Development Character Sub-Area is described on pages 38-39 of the General Plan and, based on the current land use map, will apply to all property north of Highway 74, including the LP5000 property. Staff has stated several times that they believe the approved DMP for LP5000 embodies the intent of the Scenic Lands Development overlay with regard to future development north of Carefree Highway and is consistent with the City's vision for development. At the same time, the Scenic Lands Development overlay is not fully defined and will be the subject of a future policy planning document to be created cooperatively between the City and area landowners and stakeholders. As discussed this morning, we request that the City include specific language within this section of the General Plan explicitly stating that a future design guideline policy document will be created through a public process that includes coordination between the City, landowners and stakeholders within the area.
3. Evaluation of Hillside Development Restrictions Above 20% Slope on Page 38. The General Plan includes discussion within the Scenic Lands Development section stating that mountainous areas, in excess of 20% slope, are intended to remain as natural area open space in perpetuity. A hallmark of the LP5000 DMP is the use of clustered development to preserve natural features and maintain significant view corridors. In order to efficiently cluster development within certain areas on the property, development within LP5000 may encroach into hillside areas that exceed 20% slope. As part of the City's effort in crafting the General Plan 2030 in 2008, we worked closely with staff to draft language relating to hillside development. This language, which was included in the General Plan, provided that development could occur on slopes in excess of 20% with appropriate development restrictions. We believe that the proposed language noted above is in conflict with the City's prior guidance on hillside development and potentially has a negative impact on the approved development plan for LP5000. As discussed this morning, we request that staff evaluate this potential conflict and revise the language on page 38 to clarify that development above 20% is not prohibited and may be allowed with significant, and appropriate, development restrictions.

4. Clarification Regarding the Character Area Compatibility Chart on Page 45. The structure of the new General Plan provides that the Character Areas establish the basic framework of the General Plan and that these Character Areas will be further defined by sub-descriptions, which are called Development Types. The Development Types will be assigned to specific development projects and will be used to evaluate compatibility with adjacent land uses as well as appropriate zoning classifications. Based on our discussions, my understanding is that Development Types will be established on a 'first in time' basis to determine compatibility with future development proposals. With respect to LP5000, the property is located within an area of the City that is entirely undeveloped and there are no pre-existing physical conditions on which to base future development proposals. It is my understanding based on our conversation this morning that the City intends to use existing physical development as well as existing entitlements, for properties in the City and the County, to determine development compatibility and Development Type. The LP5000 DMP, therefore, would be considered the 'first in time' existing entitlement that will be used as a guide to evaluate future development proposals. This reinforces the importance of including a description of the LP5000 DMP within the General Plan. Additionally, as we discussed, staff is agreeable to including clarification in the General Plan that both physical development and existing entitlements, whether within the City or the County, will be used to evaluate future development proposals and the determination of appropriate Development Type classification.

Based on our discussion today, I believe that the City is in agreement to make the aforementioned clarifications and modifications to the text of the General Plan. With the inclusion of these changes, Harvard supports the City's revised General Plan 2035. As discussed, I will follow-up in the immediate future with specific suggested language for inclusion in the General Plan that addresses each of these four issues. We additionally request that staff summarize on the record at the Planning and Zoning Commission hearing tonight, December 3, 2014, and tomorrow at the Special City Council work session, December 4, 2014, the aforementioned concerns and our agreed upon resolution. Should you have any questions regarding these requests, please let me know immediately so that we may achieve resolution and finalize appropriate text revisions to the General Plan before the final City Council hearing on this matter.

Sincerely,

GAMMAGE & BURNHAM

By 

Susan E. Demmitt

Cc: Joshua Mike
Christopher J. Cacheris

City Council

General Plan 2035 – Major Amendment

Public Hearing: December 15, 2015



Today's Agenda



- I. Summary of Amendment
- II. Background
- III. Revised Land Use Map
- IV. Surprise Character Area Approach
- V. How to Use the Land Use Element
- VI. What This Major Amendments Means
- VII. 60-Day Review Comments/Edits
- VIII. Next Steps
- IX. 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).

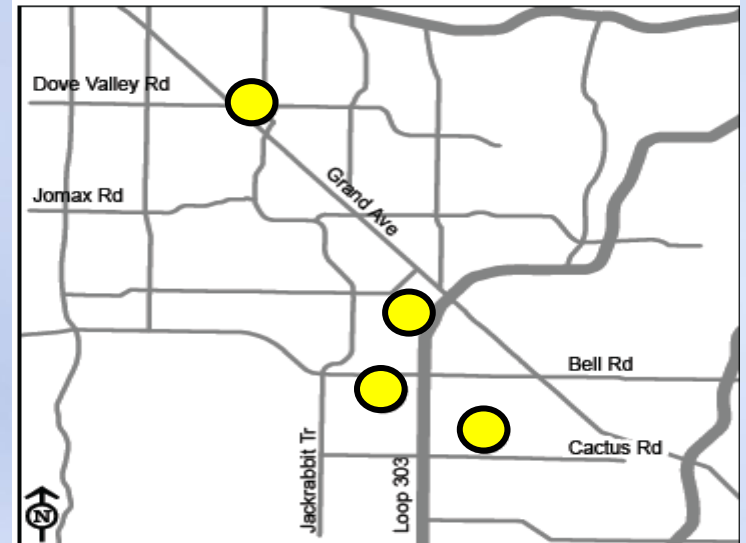
II. Background



Citizen Outreach

Community Workshops

- Hosted multiple community workshops are different stages throughout the timeline.
- 1st Round – January 2015
 - Held over 3 days, at 3 different locations
 - Visioning session to identify community desires and growth objectives
- 2nd Round – April 2015
 - Presented information about the Character Area planning approach
 - Conducted a visual survey to engage community members about the vision for Surprise
- 3rd 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



Citizen Outreach

“NEIGHBORHOODS”

TREASURES

Parks/Open Spaces
Diverse Architecture
Safety
Good Streets
Pride in City

CHALLENGES

Sense of Community/Diversity
Homogeneous Architecture
Ambient Lighting/Dark Skies
Lack of Pedestrian Connectivity
Arts/Culture/Entertainment

“JOBS & ECONOMIC VITALITY”

TREASURES

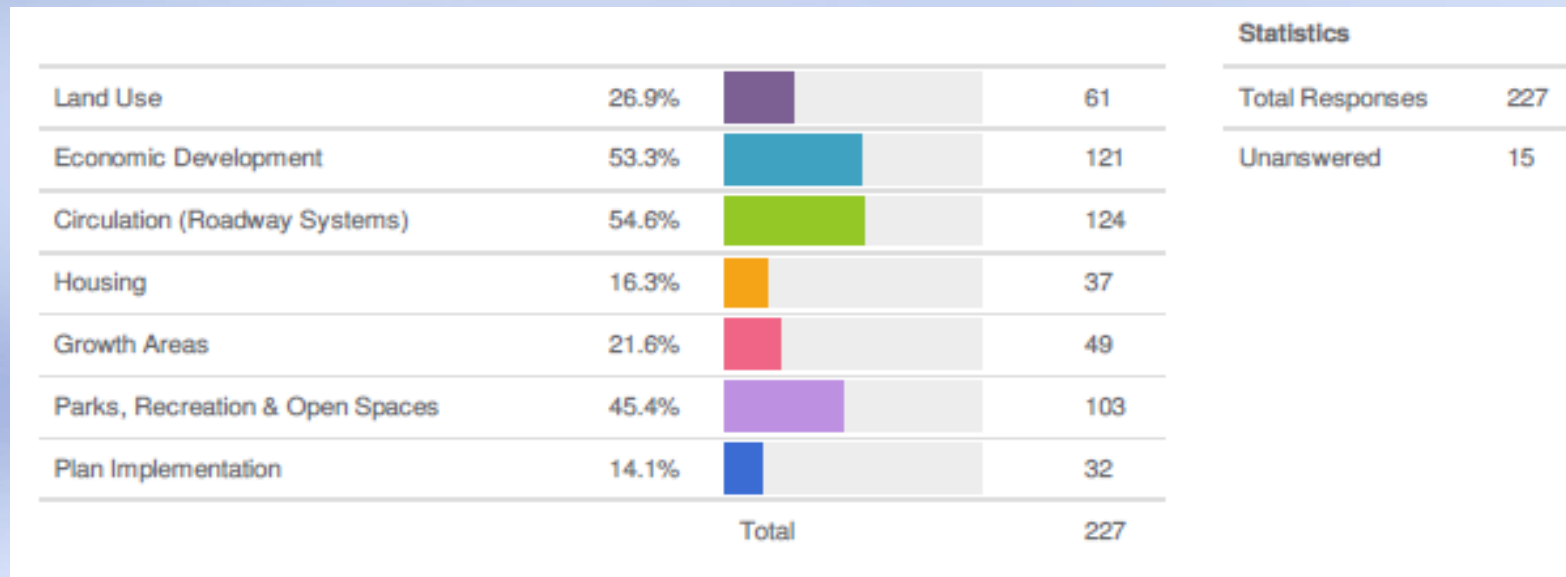
Access to Healthcare
Industrial Job Base
Small Business Incubator
Retail/Shopping Choices
Public Sector Job Base

CHALLENGES

Higher Quality/Paying Jobs
Technology or “Green” Jobs
Corporate Headquarters
Lack Mom/Pop Restaurants
Transportation Infrastructure

Survey

Which of the General Plan Elements are most important to you?



II. Background



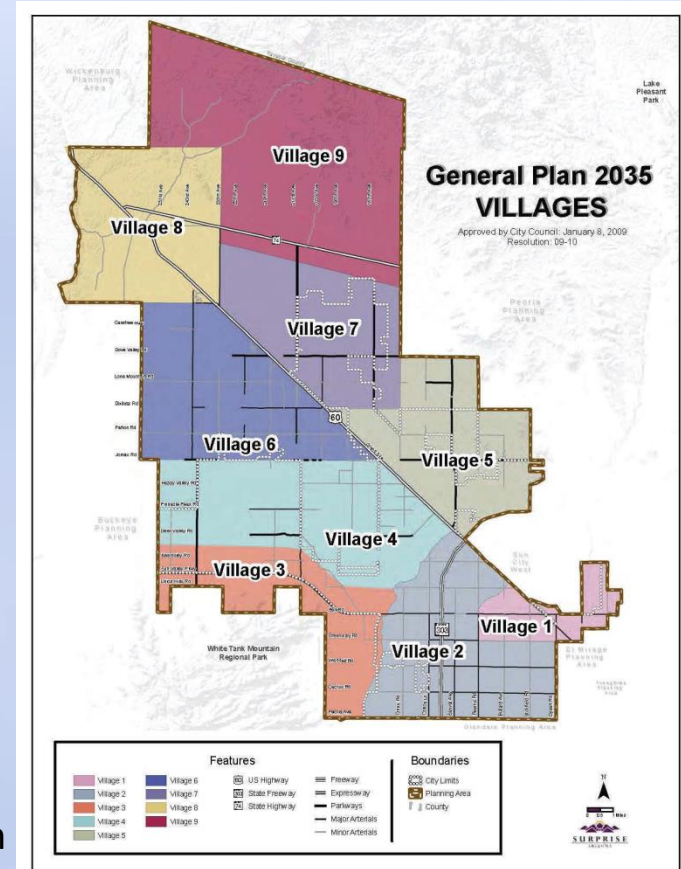
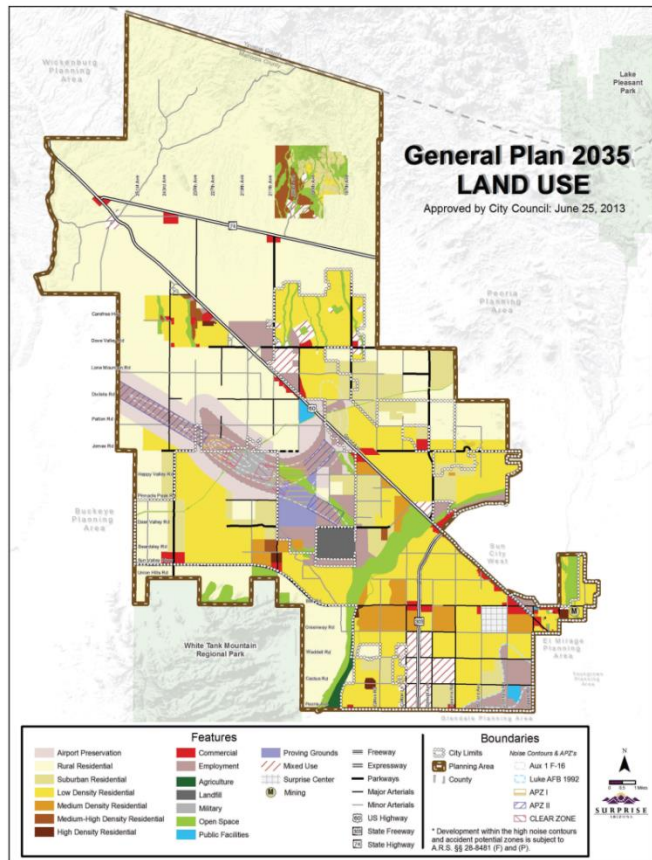
Current Planning Approaches

Land Use Map

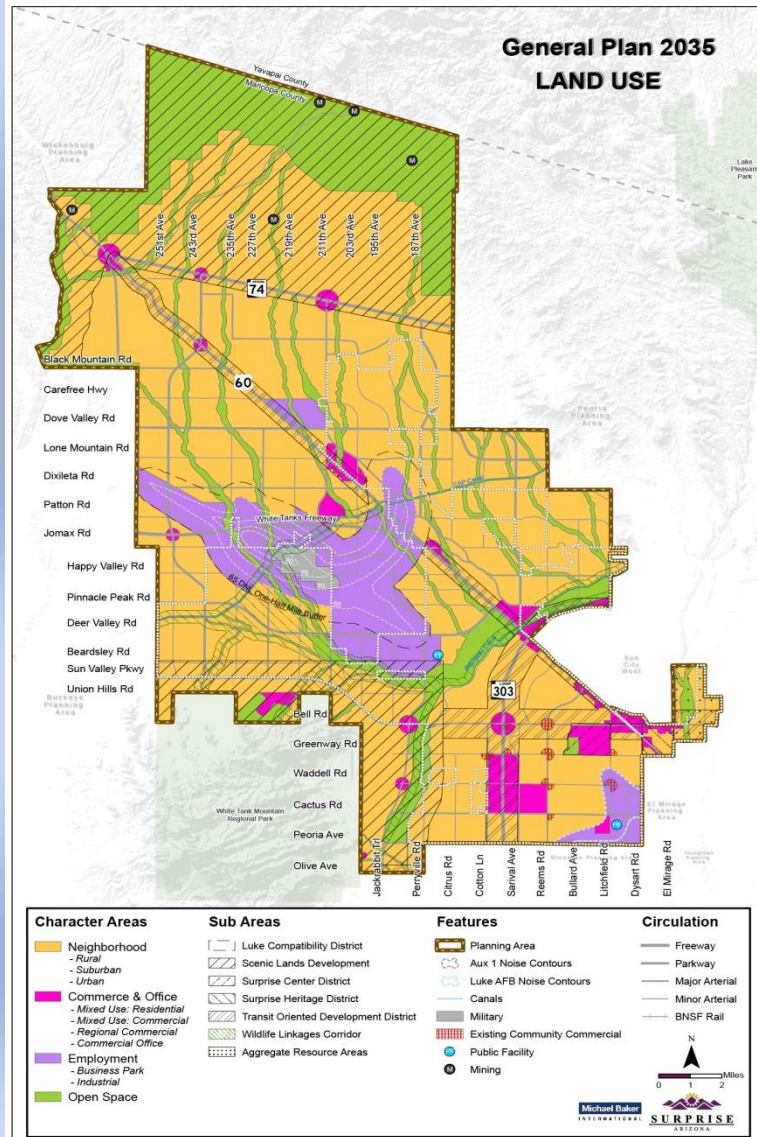
- Developed as part of the 2030 General Plan; was not ratified
- Was not updated as part of the creation of the General Plan 2035
- Traditional Land Use planning policy

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.



III. Revised Land Use Map

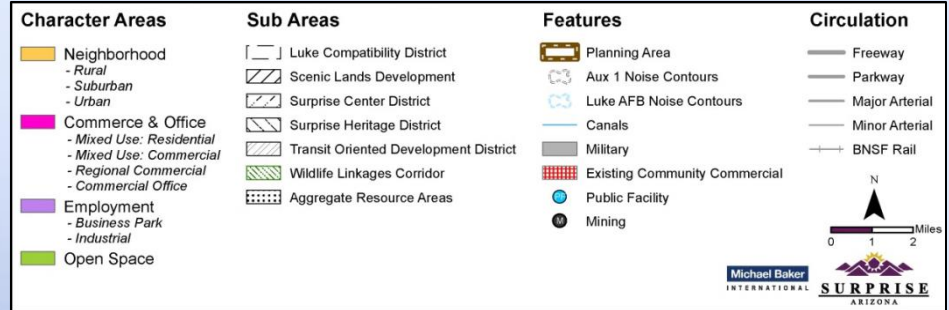
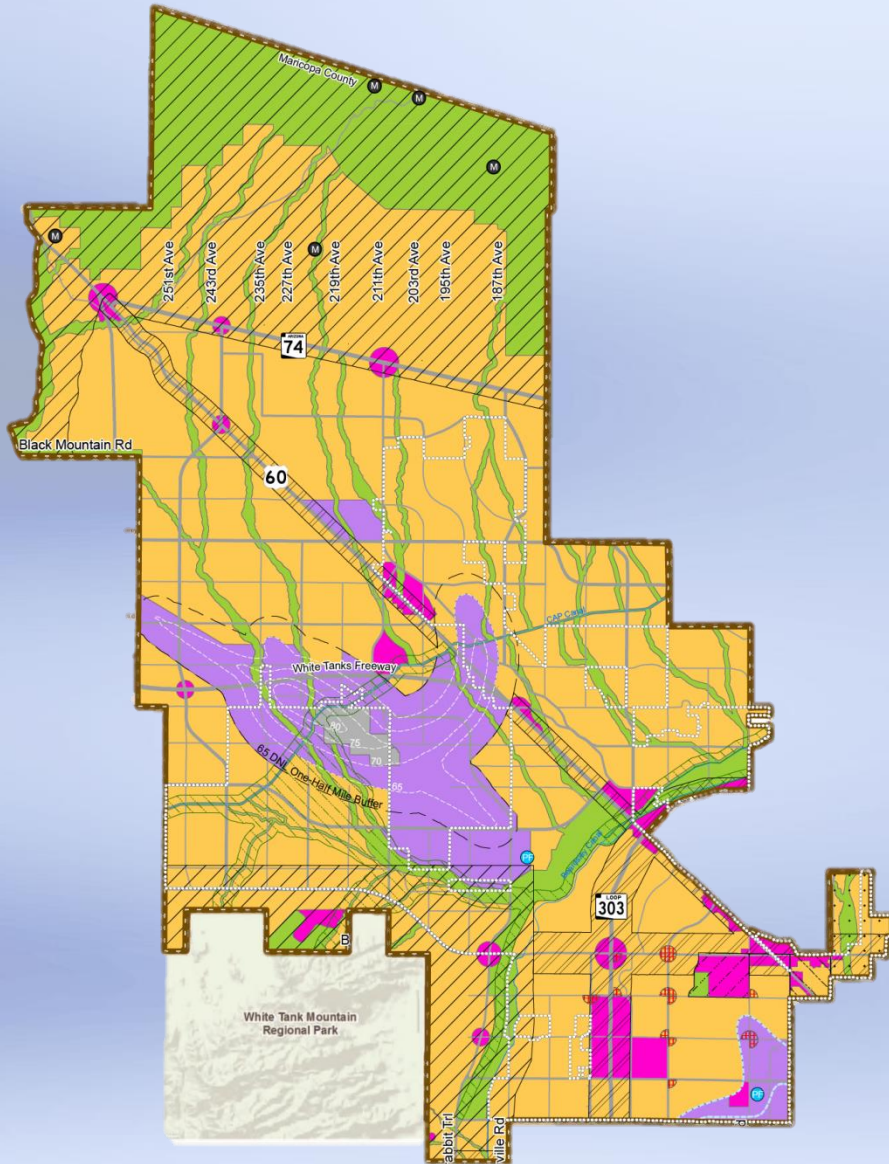


Character Area Planning Approach

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 Map



Existing Land Use Map

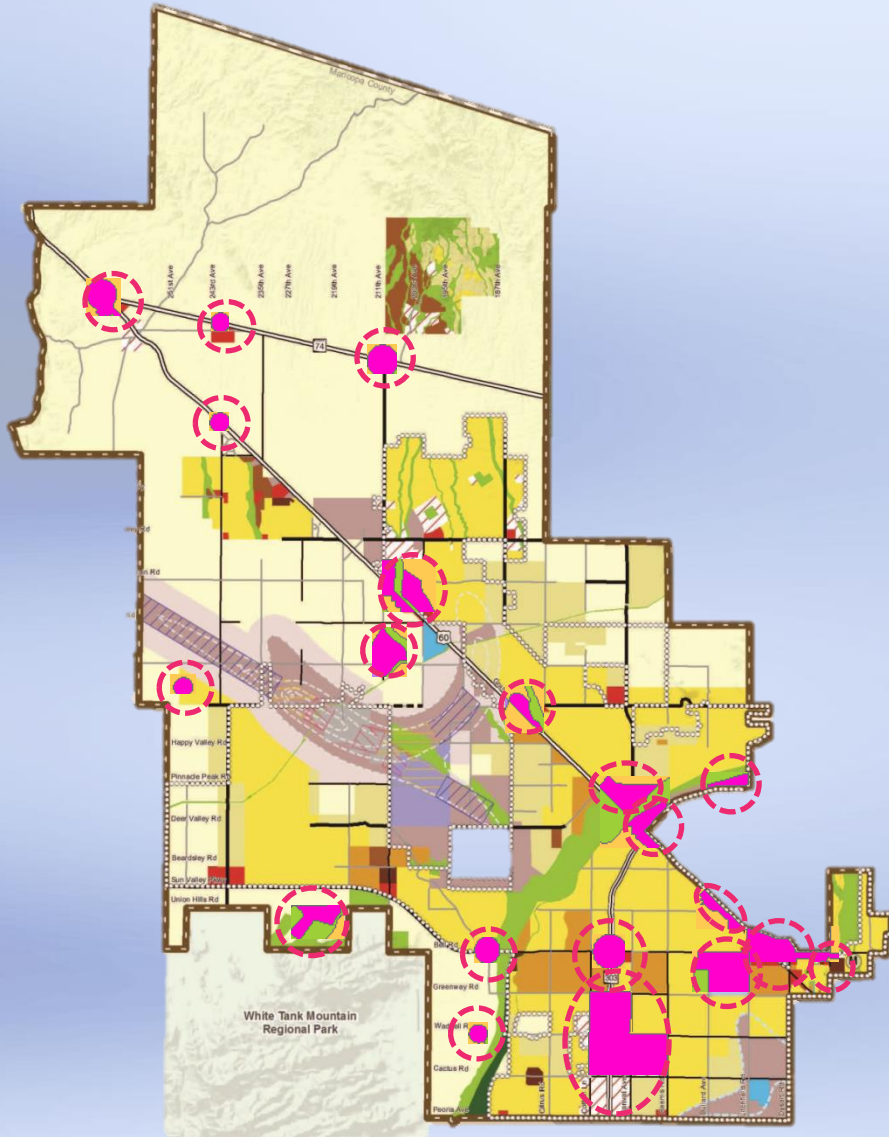
- Reactive representation of land uses, more like zoning map
- Stops at incorporated limits, doesn't extend to fill municipal planning area, not full vision
- Lacks full representation of Open Space throughout whole planning area
- Contains 17 separate land uses
- Plainly shaped to parcel boundaries

Proposed Land Use Map

- Extends vision across entire planning area
- Condenses the 17 existing land uses into 4 simplified 'Character Areas'
- Other than specific arterials and floodways, character areas have broad boundaries

III. Revised Land Use Map

Commercial and Mixed-Use



Current Land Use Map

Proposed Land Use Map

Commercial Land Uses

Commerce and Office character area

- Identifies projects in excess of 25 acres
- Combines the existing areas of Commercial and Mixed-Use, and some select Employment areas
- Commercial sites less than 25 acres may continue to be approved by the City where appropriate
- Scaled towards larger/regional importance areas
- Maintains the general 25+ acre size

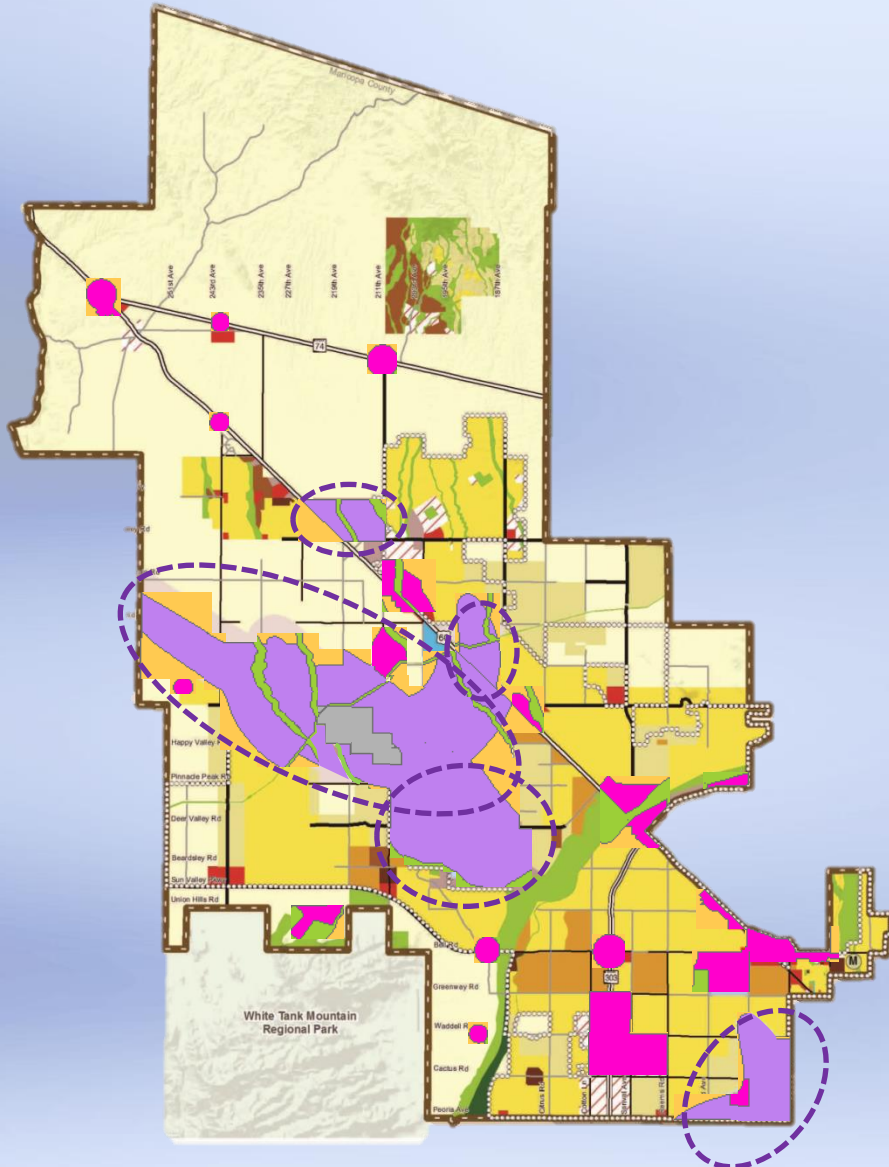
Mixed-Use Land Uses

Language in Land Use Element expands on intent and aspects of how to integrate the variety of land use possibilities through the use of descriptions within the Development Types

- Language in Land Use Element lacks design guidance of specific descriptions to complete a vision of this land use
 - Mixed-Use Residential
 - Mixed-Use Commercial
 - Regional Commercial
 - Commercial Office
- 53% increase in the land areas planned/suitable for "mixed use" developments
 - vibrant, walkable neighborhoods that support residential, entertainment, civic, and professional offices.
- Potential increase of 15% in total jobs
- Jobs to housing balance in line with Maricopa County; 2.5 times greater than current ratio

III. Revised Land Use Map

Employment



Proposed Land Use Map

Employment character area

- Scaled to within large/very important areas
- Other areas of neighborhood importance
- Land use design and form to integrate the variety of uses and provide design guidance

Airport Preservation within Development Types

- Other development uses to support Luke
- Adjustments to allow for 40,000 ac conflicts

Relinquished "Proving Grounds" and "Landfill" to

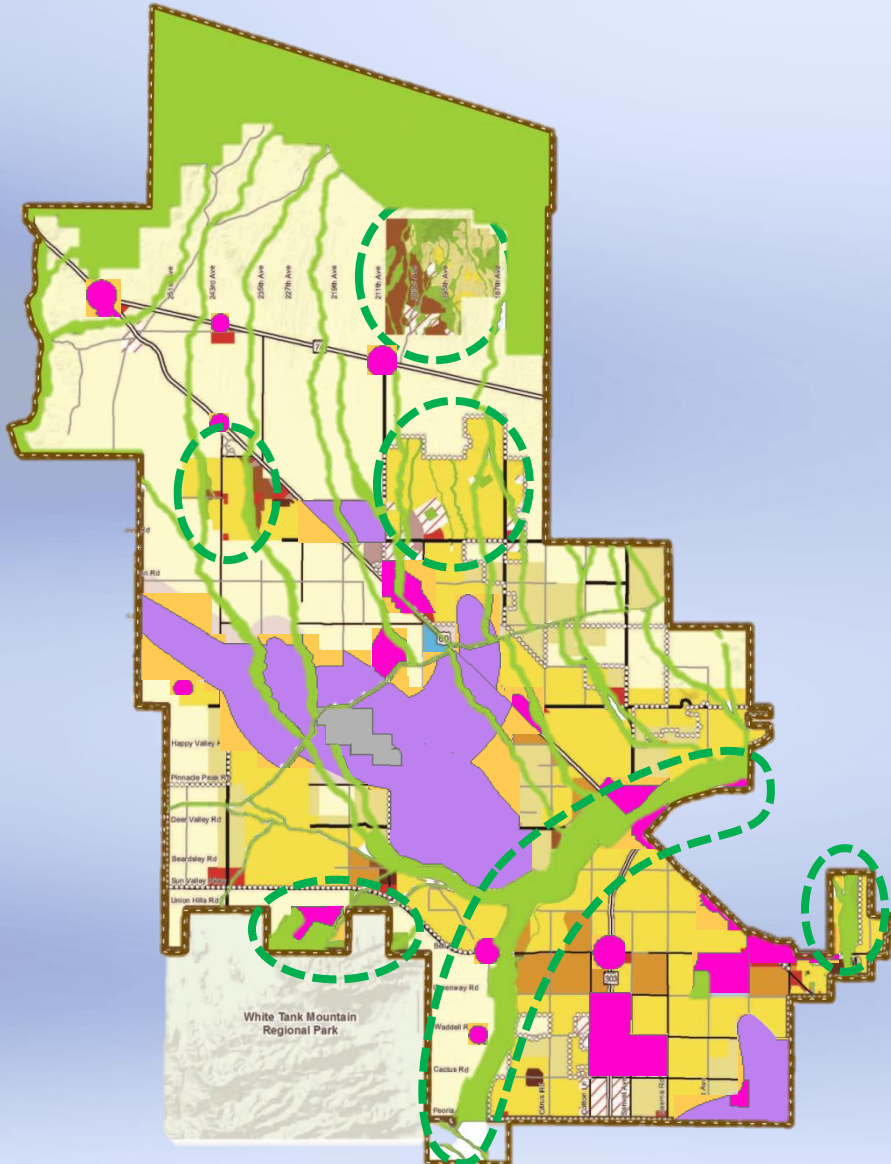
- Employment, to be developed with land use terms
- Boundary to reflect "graduated density" concept

Proving Grounds by Luke AFB in the 1/2 mile buffer

- Varies specific APZ and development
- Reassigned falls "Airport Preservation" to the desired Neighborhood or Employment character areas, developments must still meet Luke Compatibility Study

III. Revised Land Use Map

Open Space



Current Land Use Map

Open Space

- “The plan strives to create a linked open space systems through the preservation of washes, public utility easements, and major corridors that link regional park and trail systems”
- Existing Open Space is disconnected and cutoff
- Not identified in the northern portion of the planning area
- Vastly underserves the whole planning area

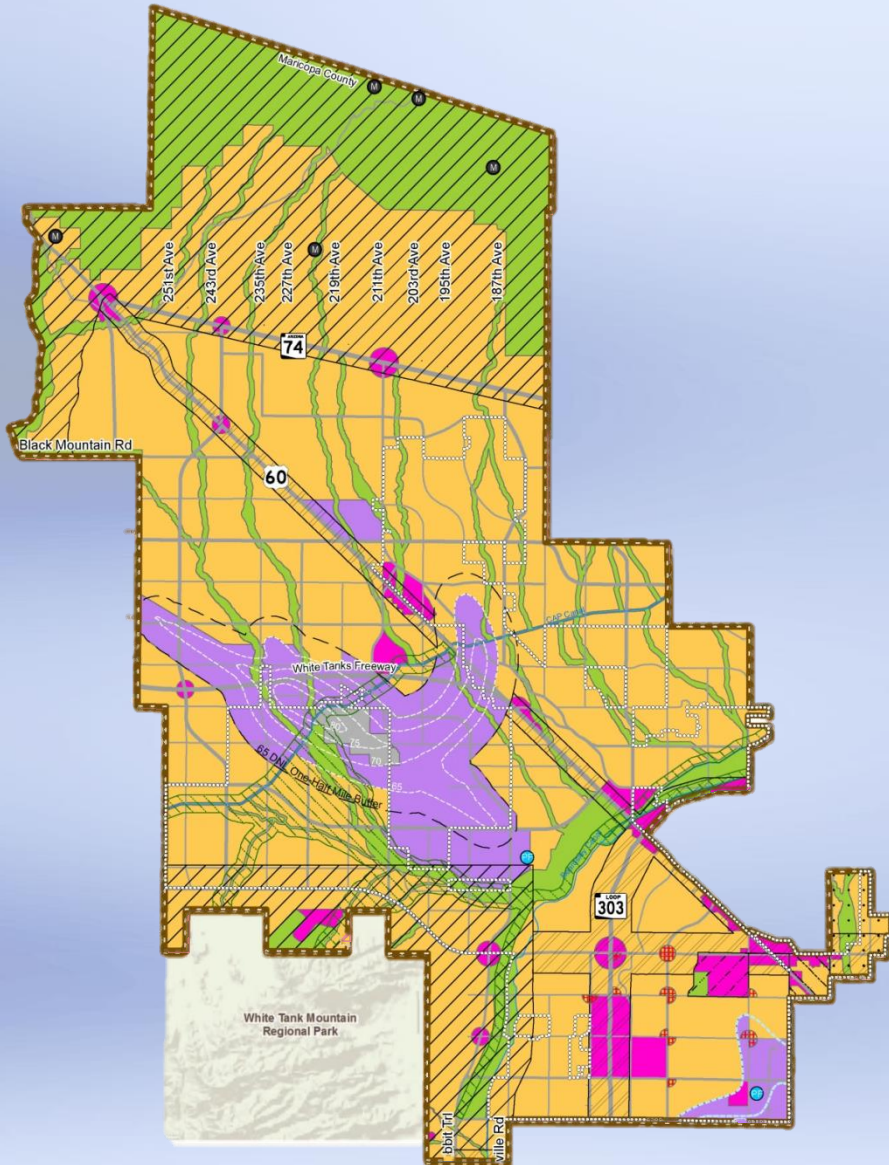
Proposed Land Use Map

Open Space character area

- Increase in open space of over five (5) times what was identified in the existing GP
- Extends throughout whole planning area
- Preservation of Bradshaw foothills, Hassayampa River area, and major washes/floodways
- Reassigned, mostly, from Rural Residential
 - Maintains that housing density, 1 dwelling unit/acre (consistent with state definition)
- Coincides with the proposed Park and Recreation Master Plan goals for a fully connected Surprise

III. Revised Land Use Map

Residential



Proposed Land Use Map

Neighborhood character area
Sub Areas

- 81% of single residential land uses Proposed 1
- Contains 7 sub areas
- 61% of all Residential is assigned to be rural, up
- Identifies unique areas/regions
- Coordinates Development Types
- Design guidance and expectations of each sub area space
- 6 different internal land use Element
- Dictated densities at the development level went from 81%
- the cross hashing
- On 61% for Surprise planning require General
- Precursor to separate planning documents that will be
- Planned elements to the Land approximately 15% of
- developed for each sub area
- Rural development types
- Currently in the process of creating the Surprise
- Maintains the same aggregate densities as current
- Heritage District Overlay, update to SUDC
- General Plan; 0-12+ dwelling units/acre
- Maintains commercial developments as
- appropriate to serve the standard 1-2 mile range

IV. Surprise Character Area 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 Element
- 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

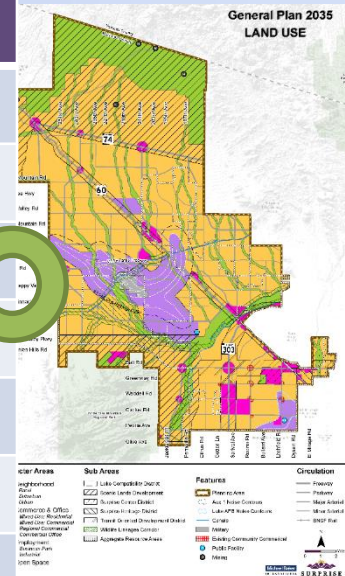
Suburban Neighborhoods

Urban Neighborhoods

Commerce & Office Character Area

Employment Character Area

Sub Areas (7)



IV. Surprise Character Area Approach



Surprise Development Types

The broad nature of development possibilities within some of these Character Areas requires additional refinement.

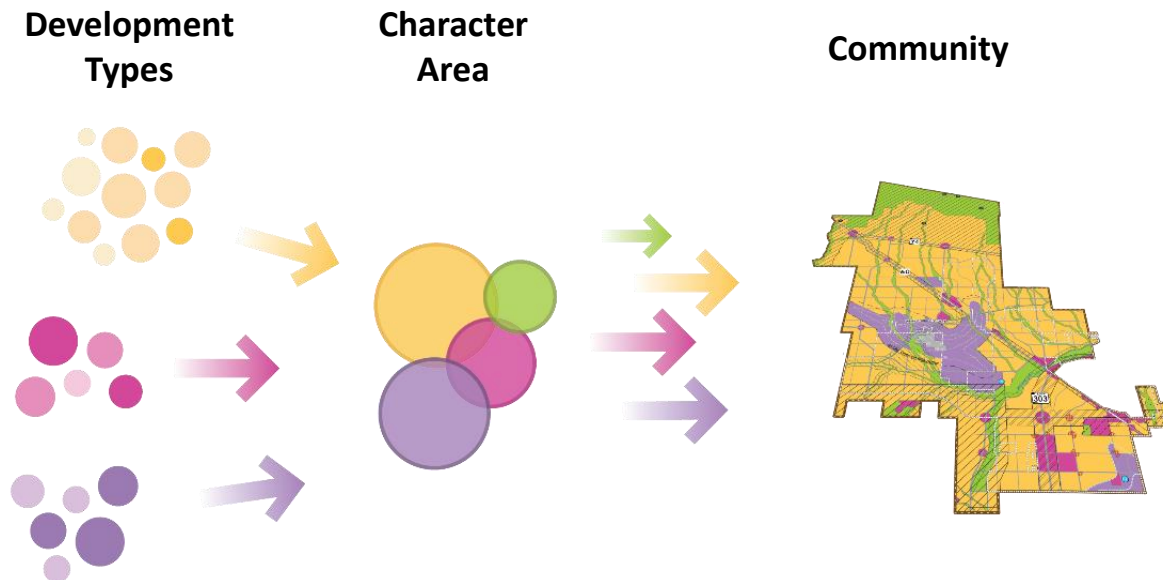
Development Types provide a higher level of detail. Still provide a degree of flexibility that allows development to adjust to unknown future conditions.

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**



- 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)

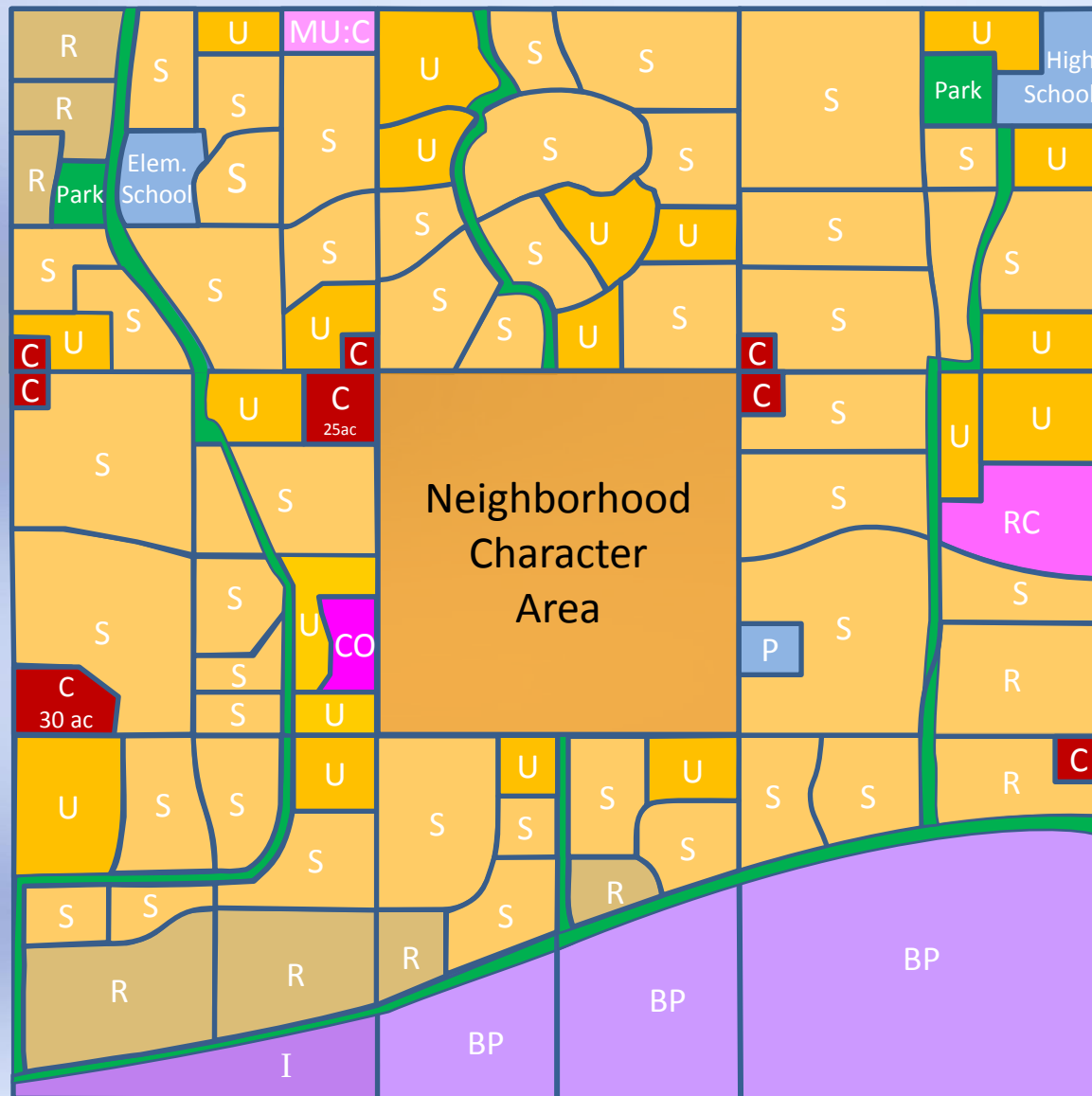
• Review General Plan **Development Review Criteria** and **Amendment Guidelines** if applicable (N/A)

• If Character Area or Development Type options do not match desired land use, then...



SURPRISE
ARIZONA

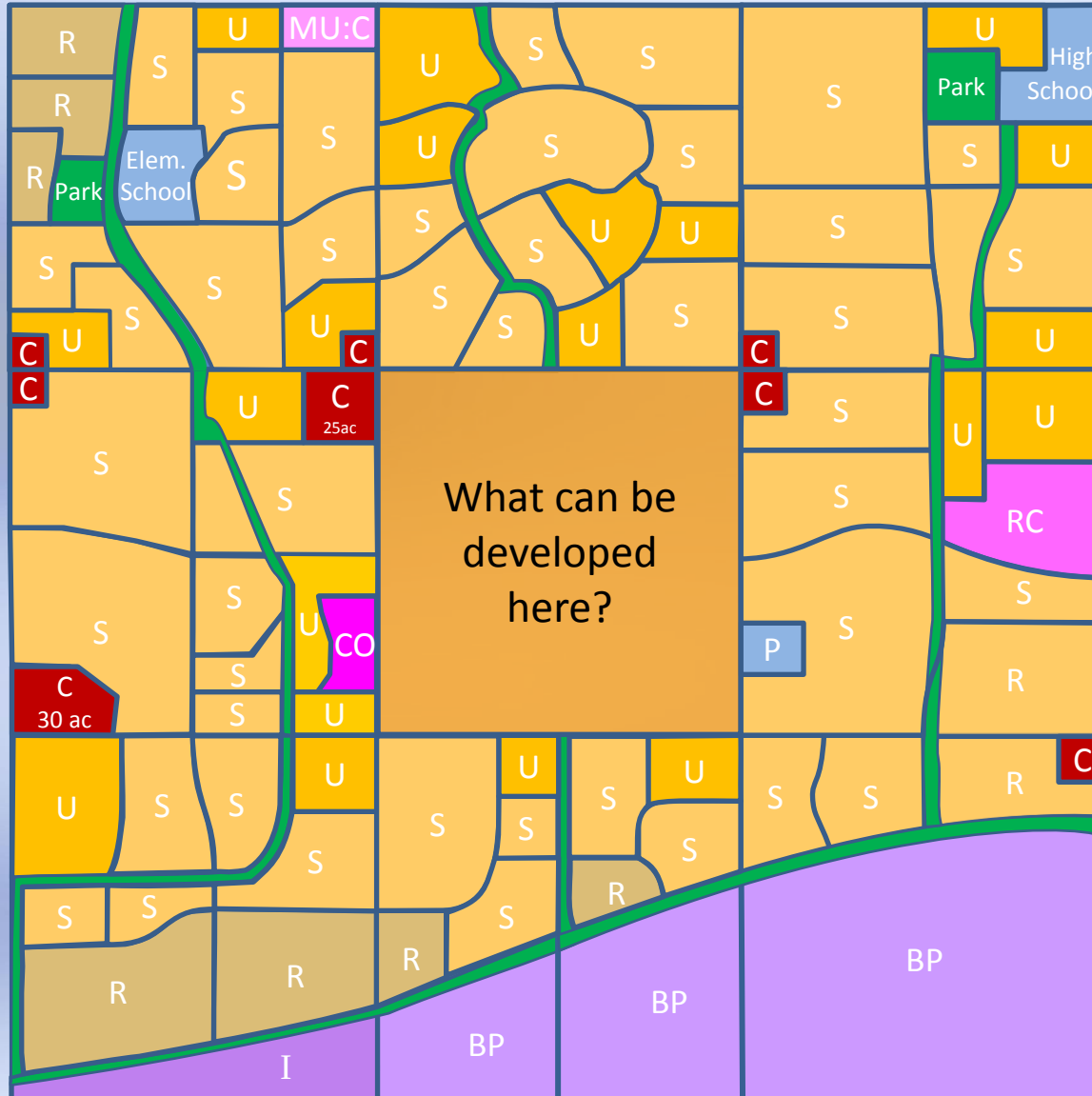
V. How to Use the Land Use Element



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

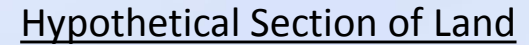
- 640 acres (1 square mile)
- Designated Neighborhood
- Not in a sub area
- Unconnected trail system north/south

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?



- ## Where to begin

- ## Factors to Consider

- How many land owners?
- Existing zoning?
- Are there water assurances?

VI. 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 and clustered design
 - 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

VI. What This Major Amendment Means



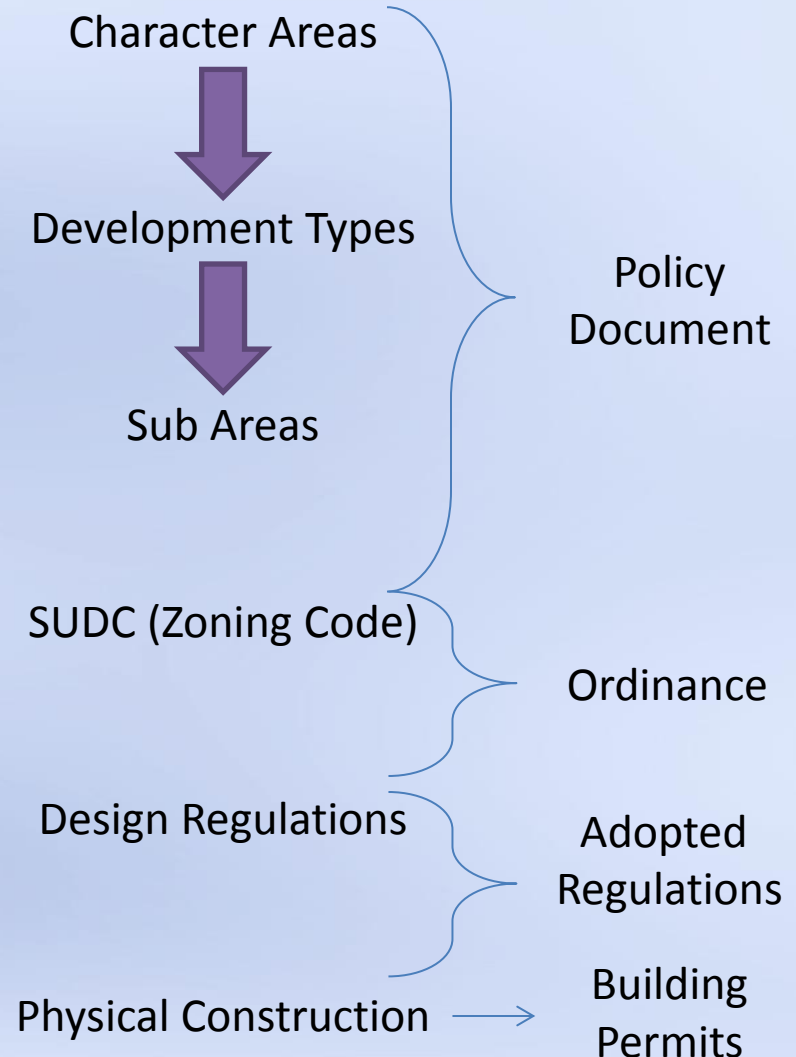
General Hierarchy of Land Use Policy

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



VI. What This Major Amendment Means



General Hierarchy of Land Use Policy

Level III - Sub Areas

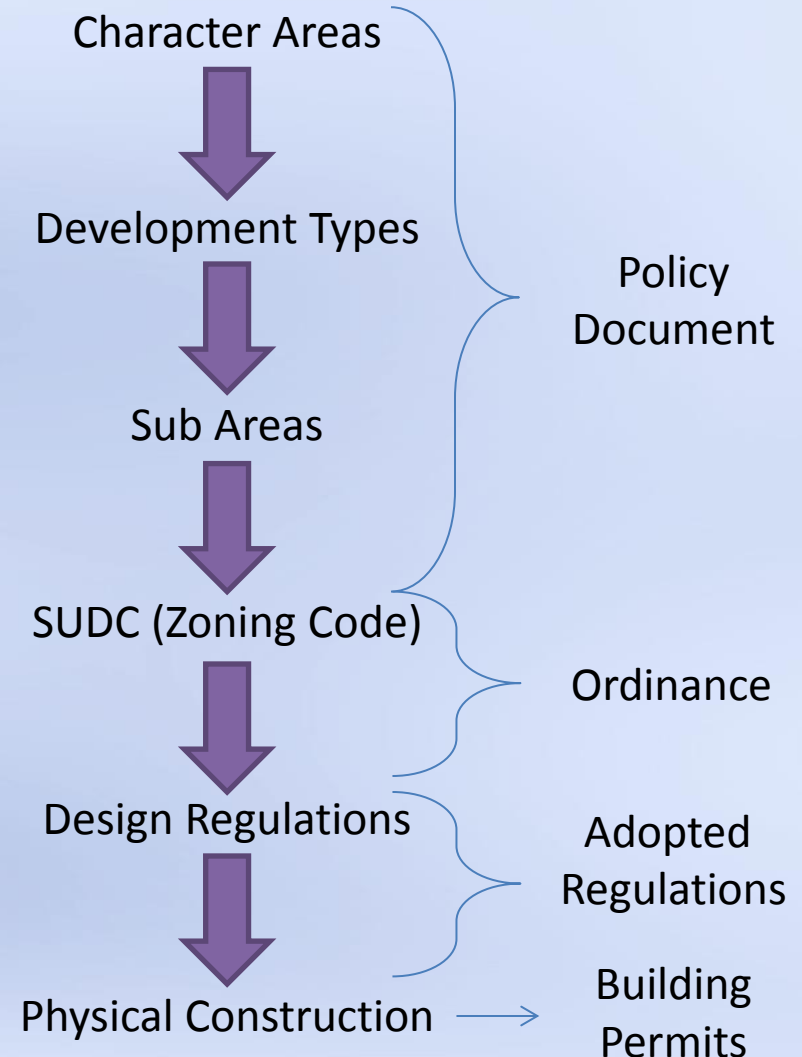
- Luke Compatibility District
- Scenic Lands Development
- Surprise Center Development
- Surprise Heritage District
- Transit Oriented Development District
- Wildlife Linkages Corridor
- Aggregate Resources Areas

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



VII. 60-day Review Comments/Edits



Recreation and Open Space Element

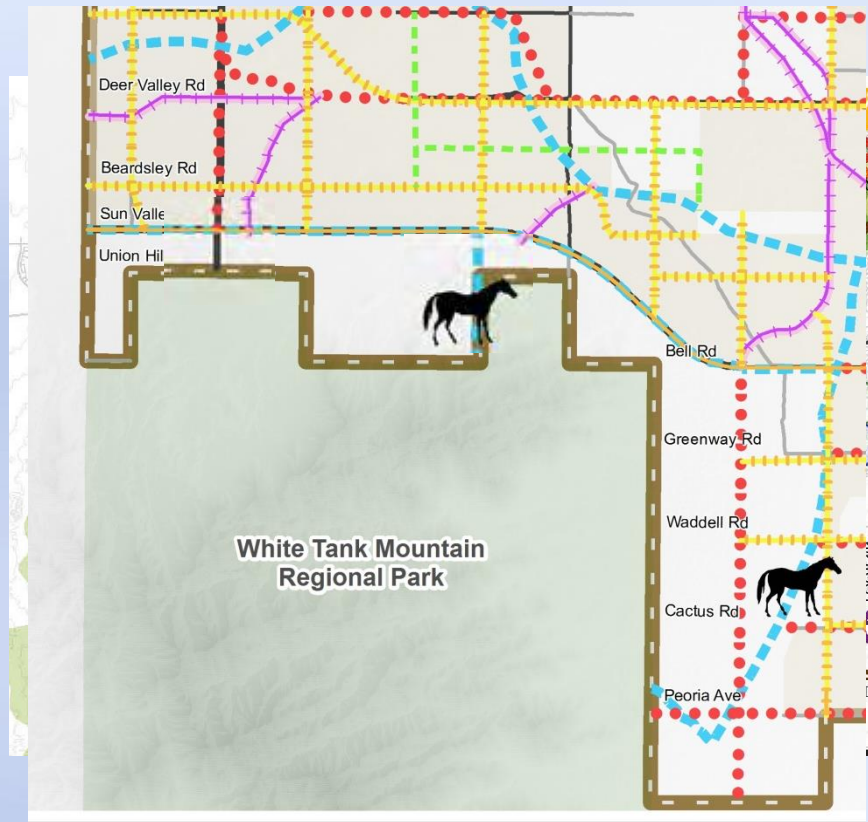
- Adjust trail alignment to be consistent with Maricopa County Parks plans.
- Revised text on maps for consistency

Housing Element

- Revised language within Supply and Income subsections to provide better readability

Alternate Modes Element

- Adjust trail alignment to be consistent with Maricopa County Parks plans and avoid crossing the Proving Grounds
- Revised language in the NEV subsection to reflect the strategies of the Bullard Avenue Task Force



VII. 60-day Review Comments/Edits



Roadway Systems Element

- Revised Goal 3: Policy 2; general readability

Land Use Element

- Added text under “Existing Conditions” to recognized planned developments within planning boundary that are still under county jurisdiction.

Goal 3: Access

Policies

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.

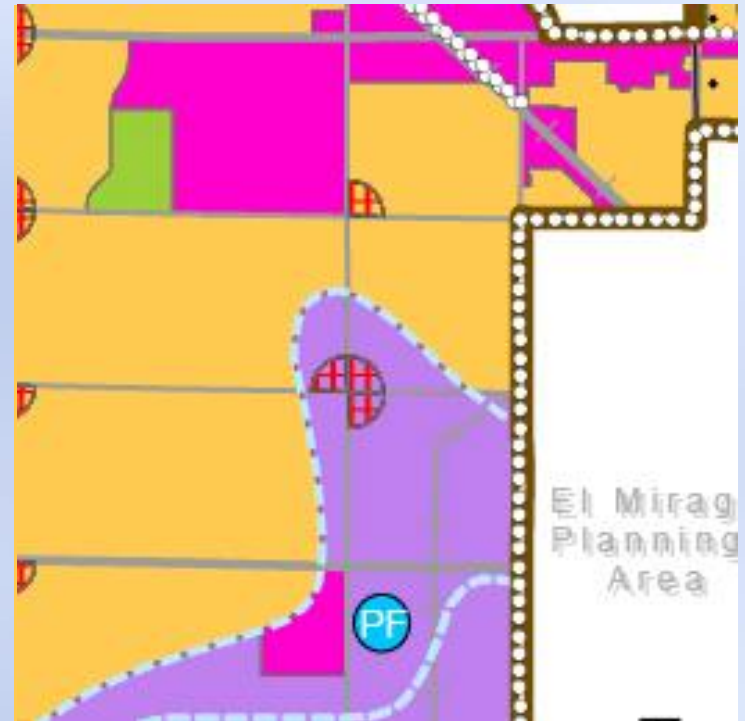
Private/Existing PAD's

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 as well as~~ inside the north-west planning boundary, where private and State Trust land become mixed together. These include approved master plans and development agreements currently under Maricopa County jurisdiction but are within the municipal planning boundary and have ongoing collaboration with the City.

VII. 60-day Review Comments/Edits

Land Use Element – Map

- Reassign the Neighborhood Character Area located at the NE corner of Litchfield Rd and Waddell Rd, under the Luke AFB noise contours
- Reassign the Open Space to Employment and Neighborhood between the Trilby and Iona Washes



VII. 60-day Review Comments/Edits

Land Use Element – Map

- Reassign the Neighborhood Character Area located at the NE corner of Litchfield Rd and Waddell Rd, under the Luke AFB noise contours
- Reassign the Open Space to Employment and Neighborhood between the Trilby and Iona Washes



VIII. 60-day Review Comments/Edits

Land Use Element – Text

Open Space Character Area

- Revised text arrangement to provide clear readability
- Added text to clarify guiding intentions and additionally allowed alternative land uses protected by state statute

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 **or with an alternative, economically viable land use**. In order to preserve ASLD and privately held lands as Open Space, acquisition of these lands must occur through purchase or trade.

The Open Space designation includes public and privately held lands that are **intended** to be preserved for natural areas, conservation areas and/or trail and other regional recreational facilities.

Areas designated as Open Space within the Luke Compatibility District shall provide uses which are both compatible with the operation of the auxiliary field and meet ARS requirements concerning military bases.



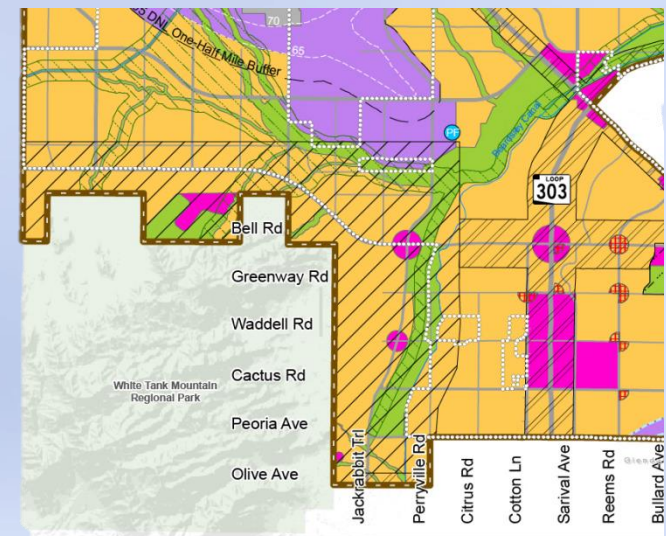
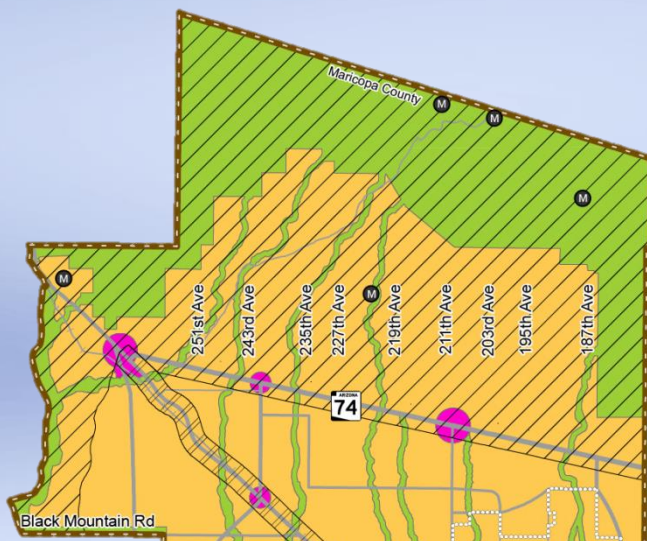
VII. 60-day Review Comments/Edits



Land Use Element – Text

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 boundaries identified on the Land Use Map (page 10) are roadway and geographic alignments that coordinate with scenic roadways adopted by Maricopa County. Research and collaboration to create planning documents will refine the boundaries, specific to each natural asset.**

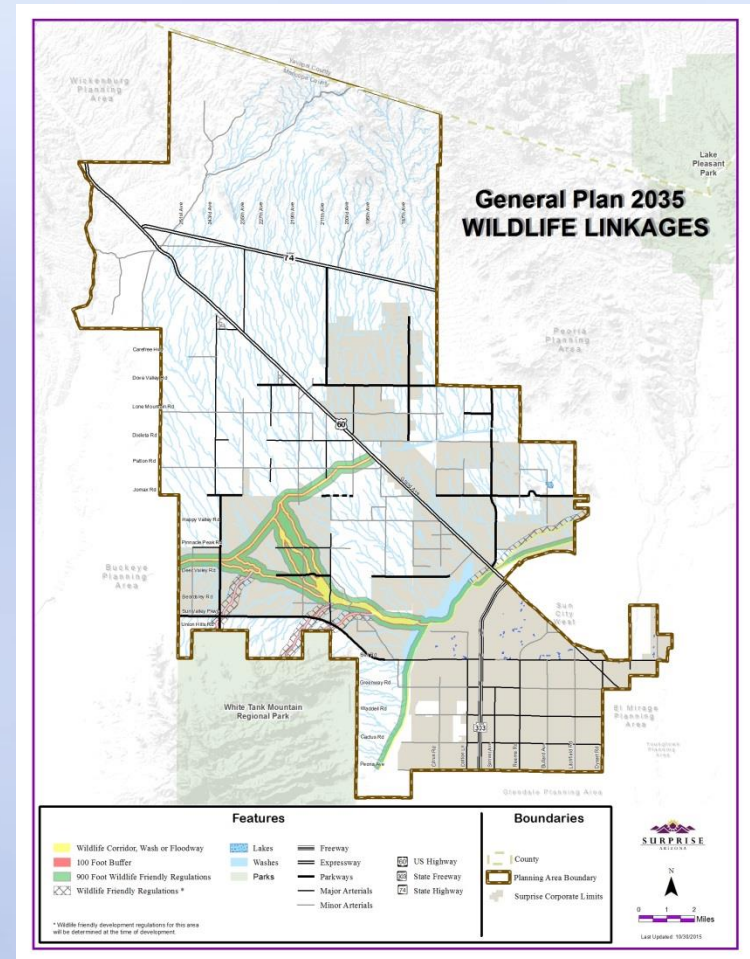


Wildlife Linkages: Map vs. Sub Area



What is the Wildlife Linkages Map?

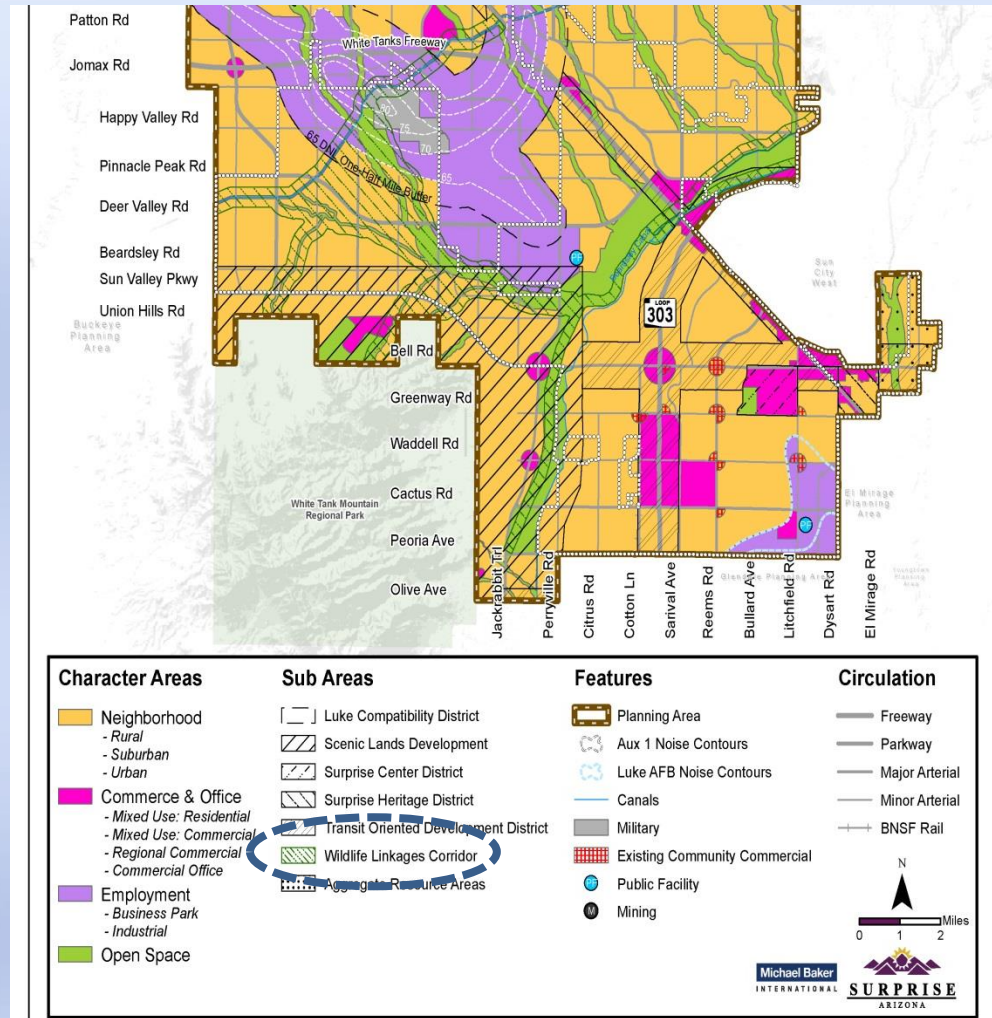
- Adopted in 2011 (resolution 2011-68)
- Currently part of the ratified General Plan 2035
- Prevent further fragmentation and elimination of habitats as a result of overdevelopment
- Surprise's proactive effort to identify, conserve, and restore wildlife habitats
- Primarily include Trilby and Iona Washes (and 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



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



VIII. 60-day Review Comments/Edits



Land Use Element – Text

Revised language for Wildlife Corridor sub area

Wildlife Linkages Corridor – Noted Changes

- Added references to the Conservation Element (location of current Wildlife Linkages Map)
“...as seen in the Conservation Element of the Surprise General Plan 2035.”
- Relocated sentences for better readability
- Deleted the language that defines the buffer distances
 - 500-ft minimums that include 100-ft buffer, 900-ft area designated for “wildlife friendly regulations”
 - These are future regulations that will be included as part of the SUDC; will go through full public engagement

~~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”.~~

- Added text to recognize existing development rights, efforts by the City to collaborate with land owners, and address those properties with hardships to this sub area and future regulations by referencing an appeals process

~~The Wildlife Linkages Corridor sub area 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. A small number of parcels may have development constraints due to preservation of the natural environment because of washes, floodways, buffers, etc. To the extent that the application of wildlife linkages corridor imposes hardships on a particular property, the City will provide for land owners with an appeal procedure through the regulatory process.~~

IX. Next Steps



This Year

- **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.

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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

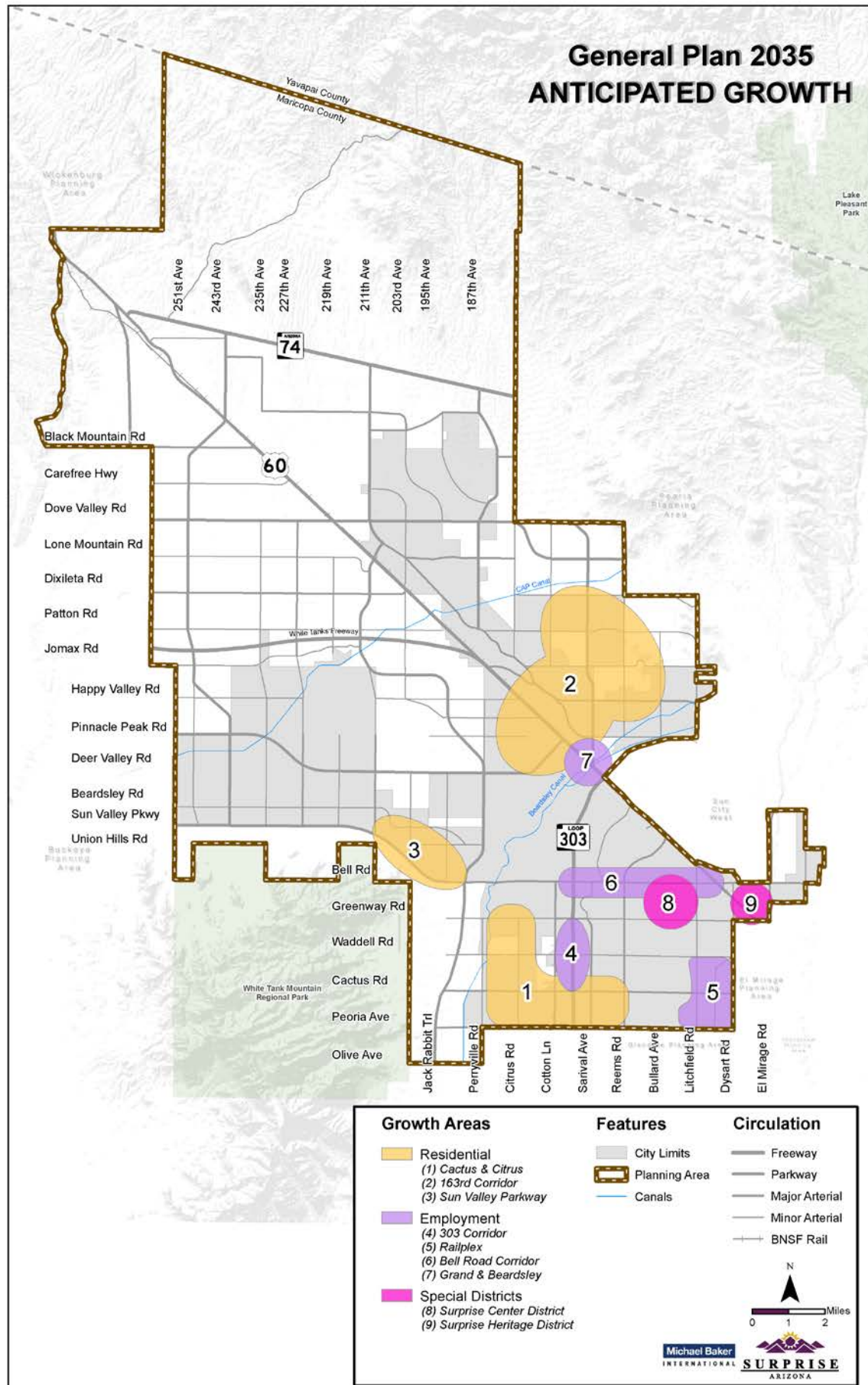
1. Create and adopt design guidelines specific to the downtown area.
2. Promote art as an integral part of all downtown development.
3. Remove barriers that may hinder residential development in the identified downtown area.

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 6th 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
TOTAL	35,174	64,562	92,189

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
Civilian employed population 16 years and over	43,941	100%	1,734,641	100%
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.

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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.

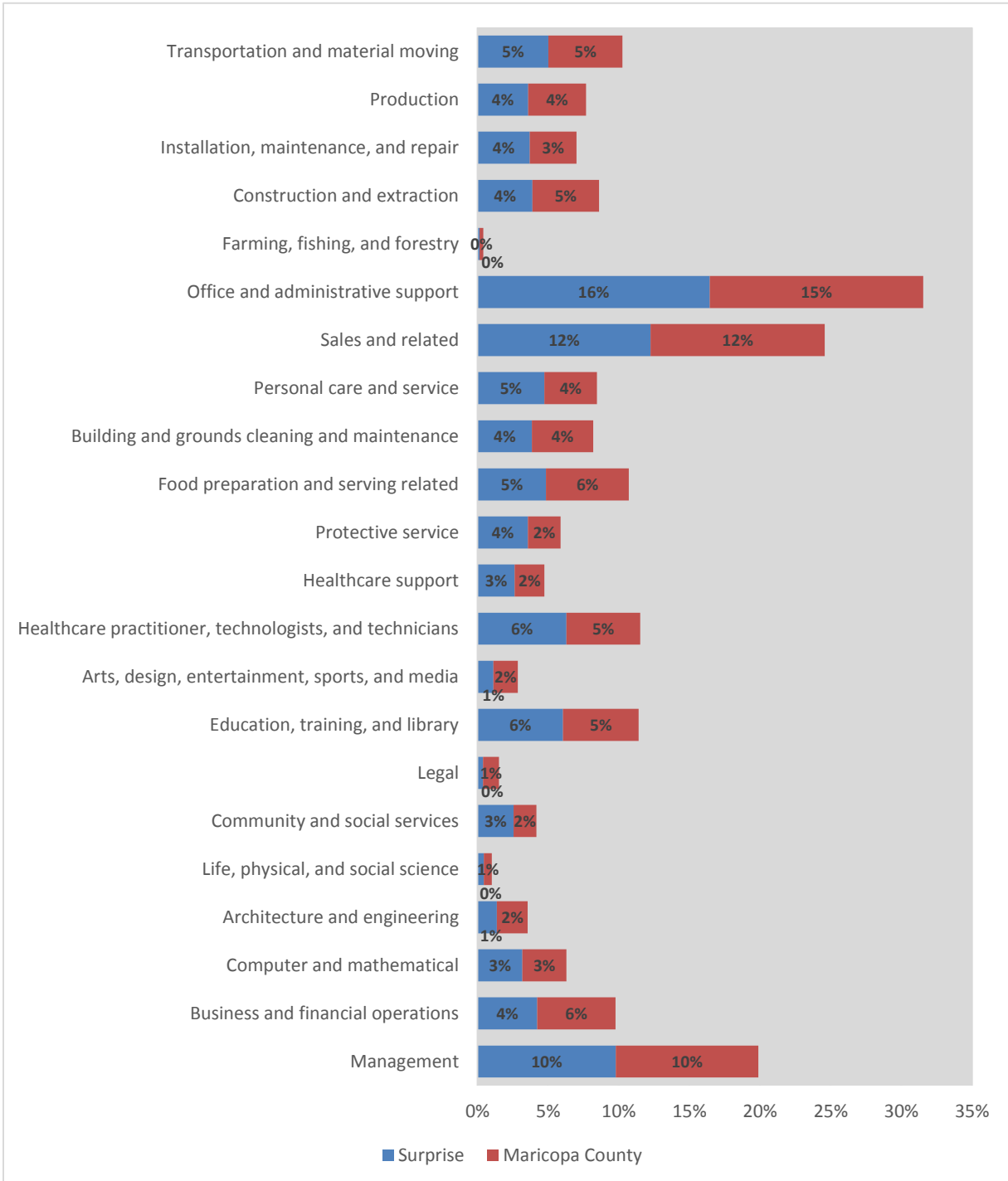


Figure 1: Employment by Occupation

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 greater percentage of males have a

bachelor's degree or higher than females.

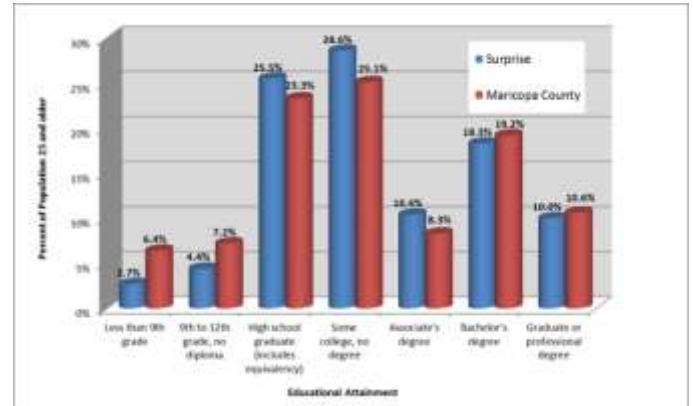


Table 5: Educational Attainment & Income

Residents of Surprise have a median household income of \$58,455, which is slightly higher than Maricopa County as a whole, as shown in Table 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,¹ 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.

¹ 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.

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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.

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.

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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.
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)?

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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

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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.

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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,

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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 full range of 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). Surprise enjoys a median household income that is 11.3% higher than ~~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

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houses to provide the ability to house a relative 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

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conduit for federal funding on behalf of 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 widespread 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.

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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.

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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.

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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

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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 4: 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

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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

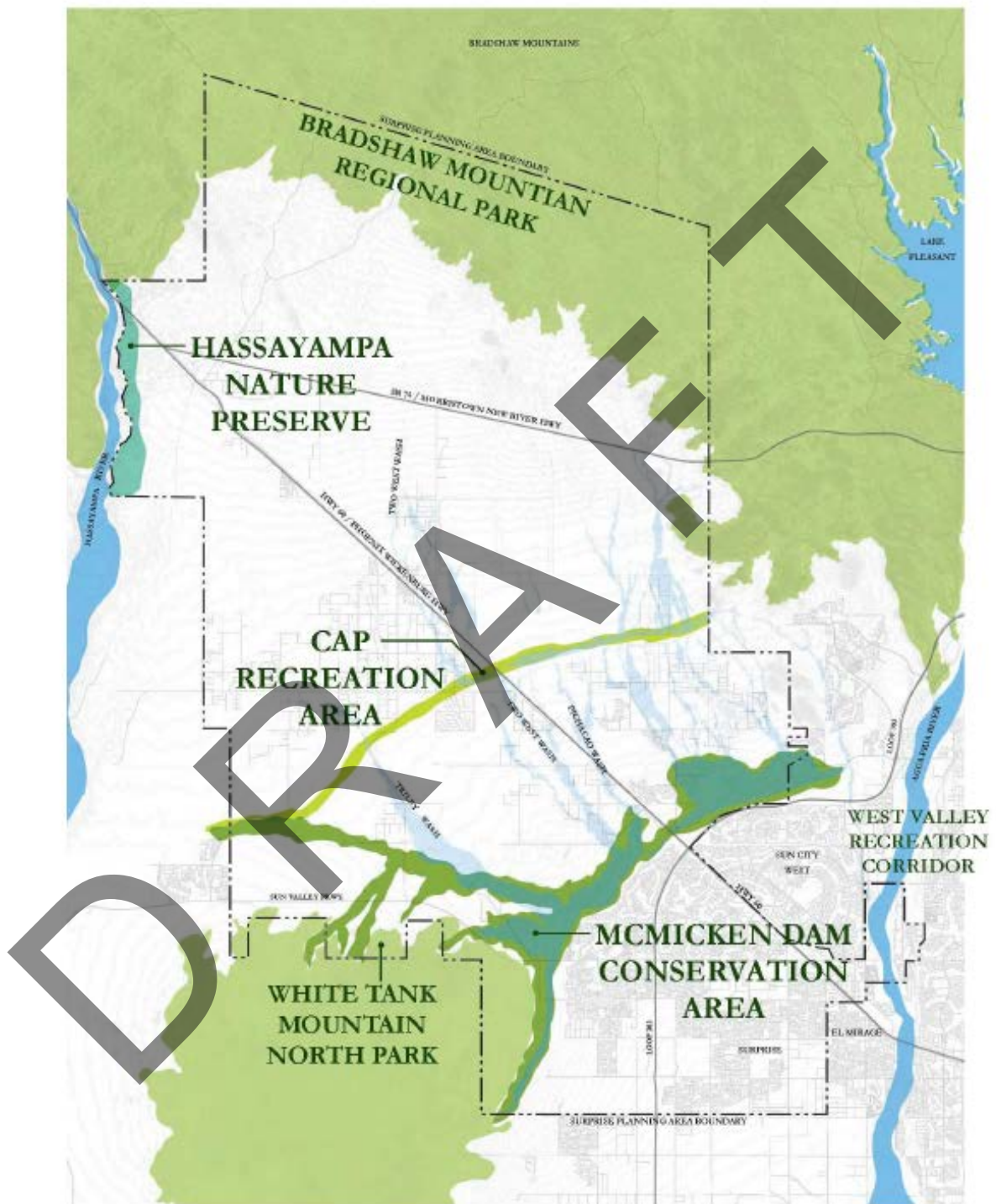
1. Work with the Cities of Buckeye, Peoria, El Mirage, Maricopa County, Bureau of Reclamation, Bureau of Land Management and Maricopa Water District to utilize McMicken Dam, Central Arizona Project canal, Beardsley Canal, and Agua Fria River as the primary open space linkages between White Tank Mountain 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.

The map displays the Surprise Planning Area, bounded by a dashed line. Key features include:

- Bradshaw Mountains** to the north.
- White Tank Mountain Regional Park** to the south.
- White Tank North Park** located within the planning area.
- Cap City Park (Future)** located in the central-eastern part of the area.
- Surprise Community Park** located in the southeastern part of the area.
- Trinity City West** located to the east.
- Plumage** located to the southeast.
- Surprise Planning Area Boundary** indicated by a dashed line.
- Highways** shown include SR 101, SR 102, SR 103, SR 104, SR 105, SR 106, SR 107, SR 108, SR 109, SR 110, SR 111, SR 112, SR 113, SR 114, SR 115, SR 116, SR 117, SR 118, SR 119, SR 120, SR 121, SR 122, SR 123, SR 124, SR 125, SR 126, SR 127, SR 128, SR 129, SR 130, SR 131, SR 132, SR 133, SR 134, SR 135, SR 136, SR 137, SR 138, SR 139, SR 140, SR 141, SR 142, SR 143, SR 144, SR 145, SR 146, SR 147, SR 148, SR 149, SR 150, SR 151, SR 152, SR 153, SR 154, SR 155, SR 156, SR 157, SR 158, SR 159, SR 160, SR 161, SR 162, SR 163, SR 164, SR 165, SR 166, SR 167, SR 168, SR 169, SR 170, SR 171, SR 172, SR 173, SR 174, SR 175, SR 176, SR 177, SR 178, SR 179, SR 180, SR 181, SR 182, SR 183, SR 184, SR 185, SR 186, SR 187, SR 188, SR 189, SR 190, SR 191, SR 192, SR 193, SR 194, SR 195, SR 196, SR 197, SR 198, SR 199, SR 200, SR 201, SR 202, SR 203, SR 204, SR 205, SR 206, SR 207, SR 208, SR 209, SR 210, SR 211, SR 212, SR 213, SR 214, SR 215, SR 216, SR 217, SR 218, SR 219, SR 220, SR 221, SR 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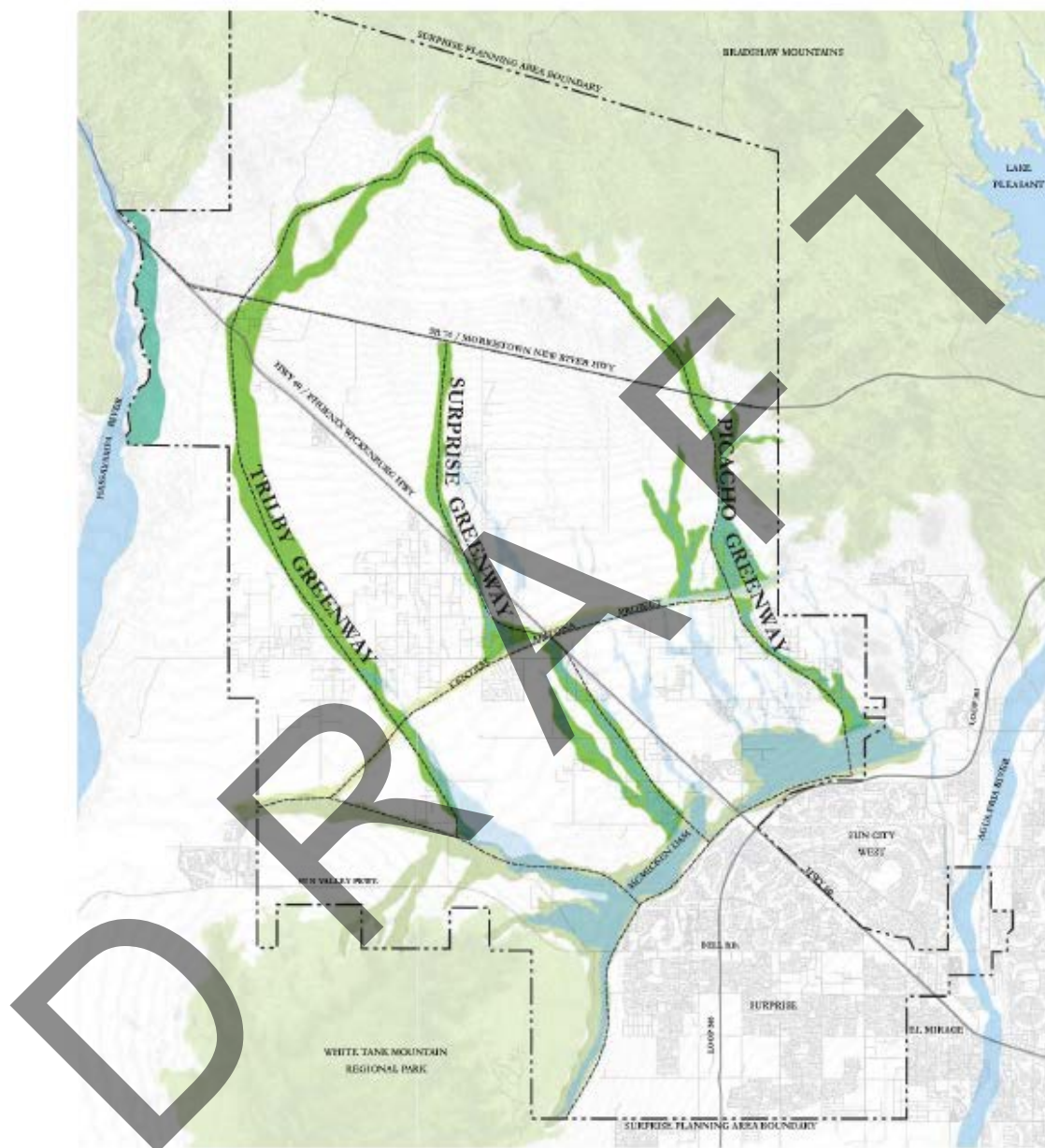
Open Space and Natural Lands



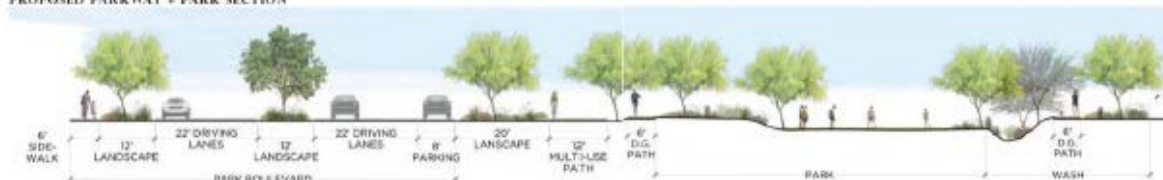
Recreation and Open Space Element



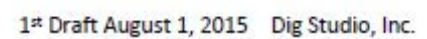
Greenways



PROPOSED PARKWAY + PARK SECTION



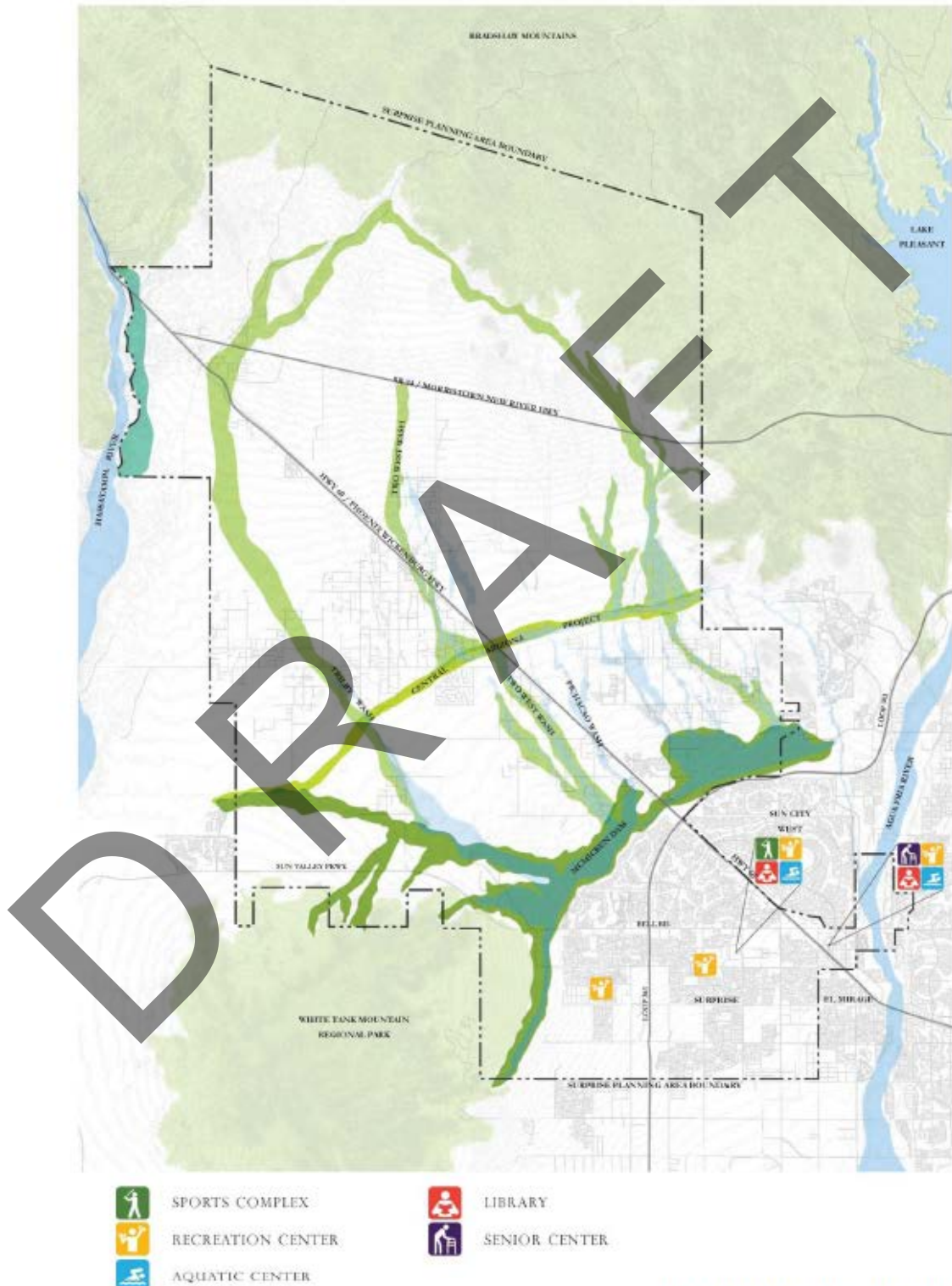
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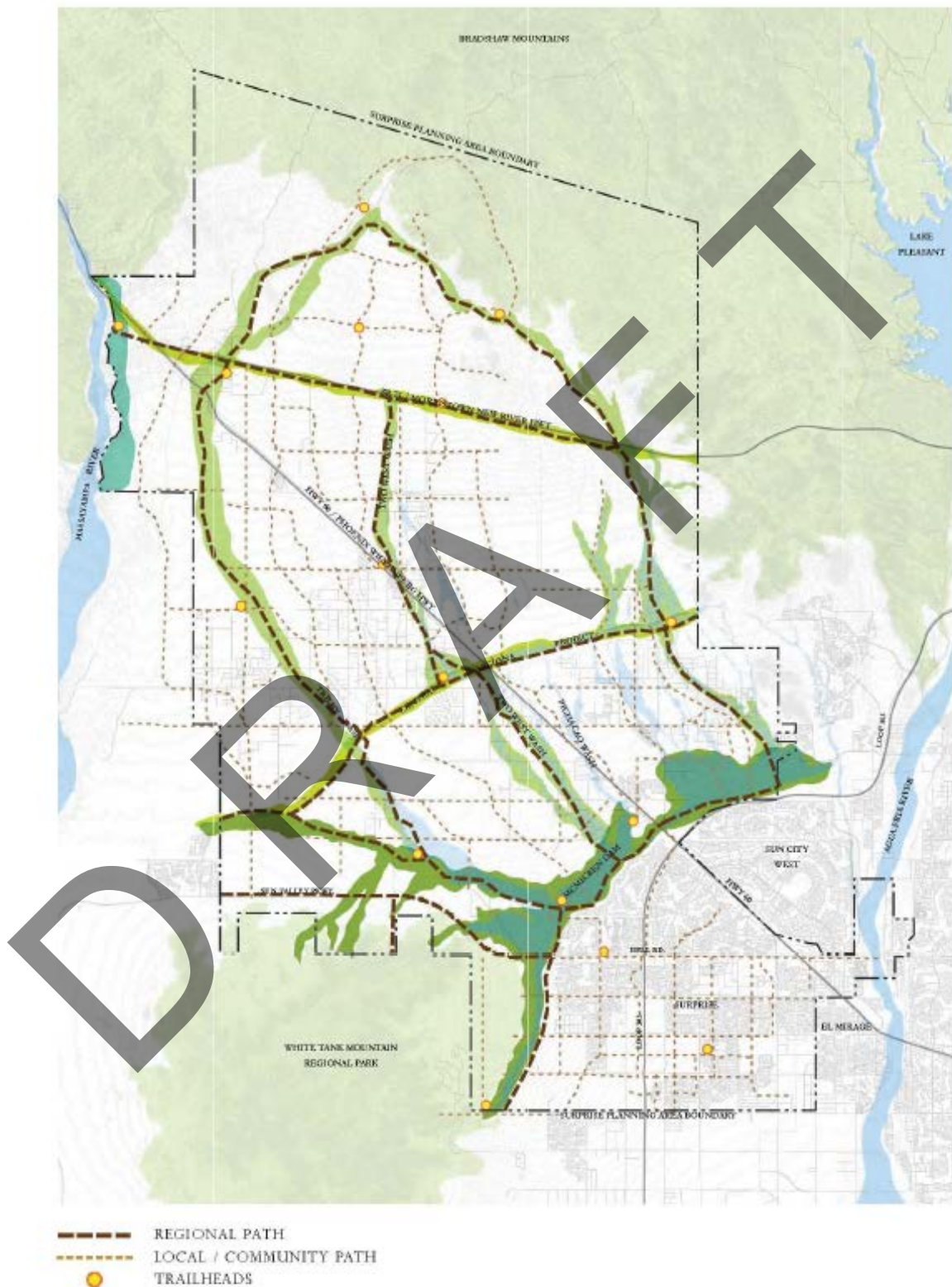


Community Facilities



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Bikeways, Path and Trails



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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.

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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

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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 Parks and Recreation Master Plan map (page 10) 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.

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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

Recreation and Open Space Element



other uses have been planned and 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.

Surprise General Plan 2035: Foundation for the Future

Goal 2: Parks

Provide high quality, safe, sustainable and 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.

Recreation and Open Space Element



Policies

1. Continue to develop facilities and 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

Surprise General Plan 2035: Foundation for the Future

Revised Statutes.

4. Designate and zone areas identified as “Conservation Areas” on the MAG Desert 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

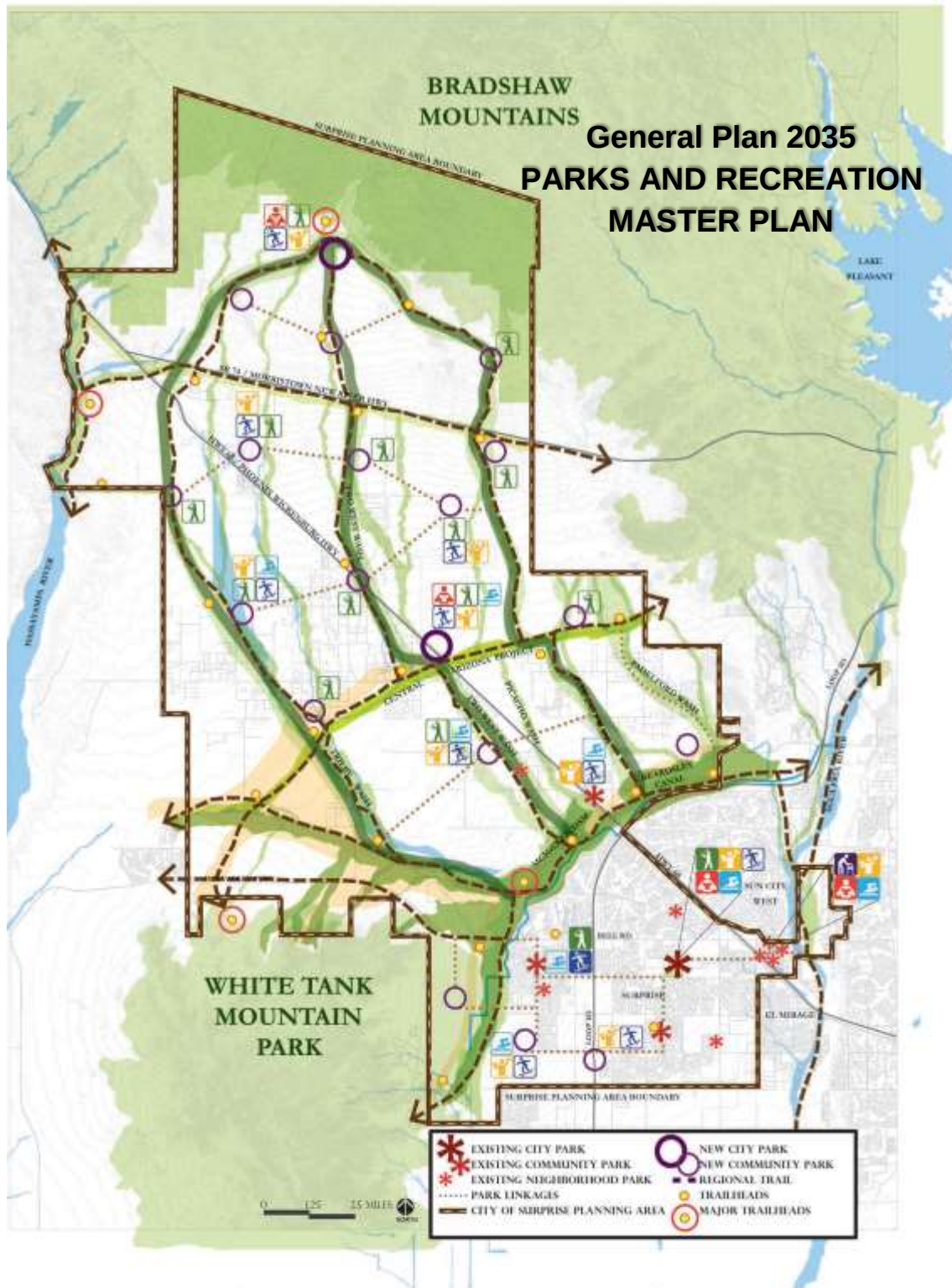
Goal 8: Man-made Open Space

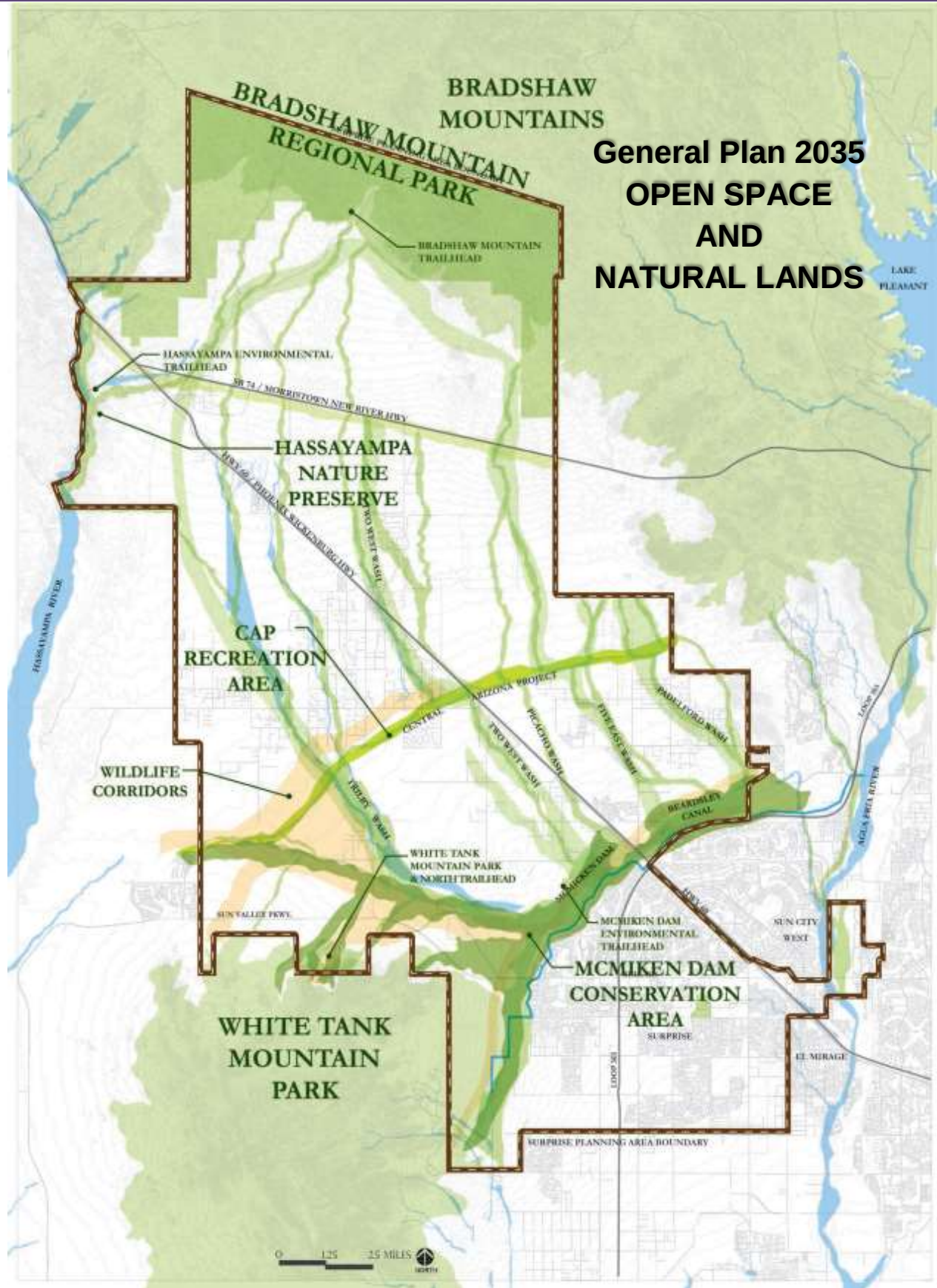
Identify the appropriate locations for created open space areas and corridors within the Surprise planning area.

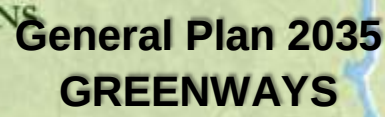
Policies

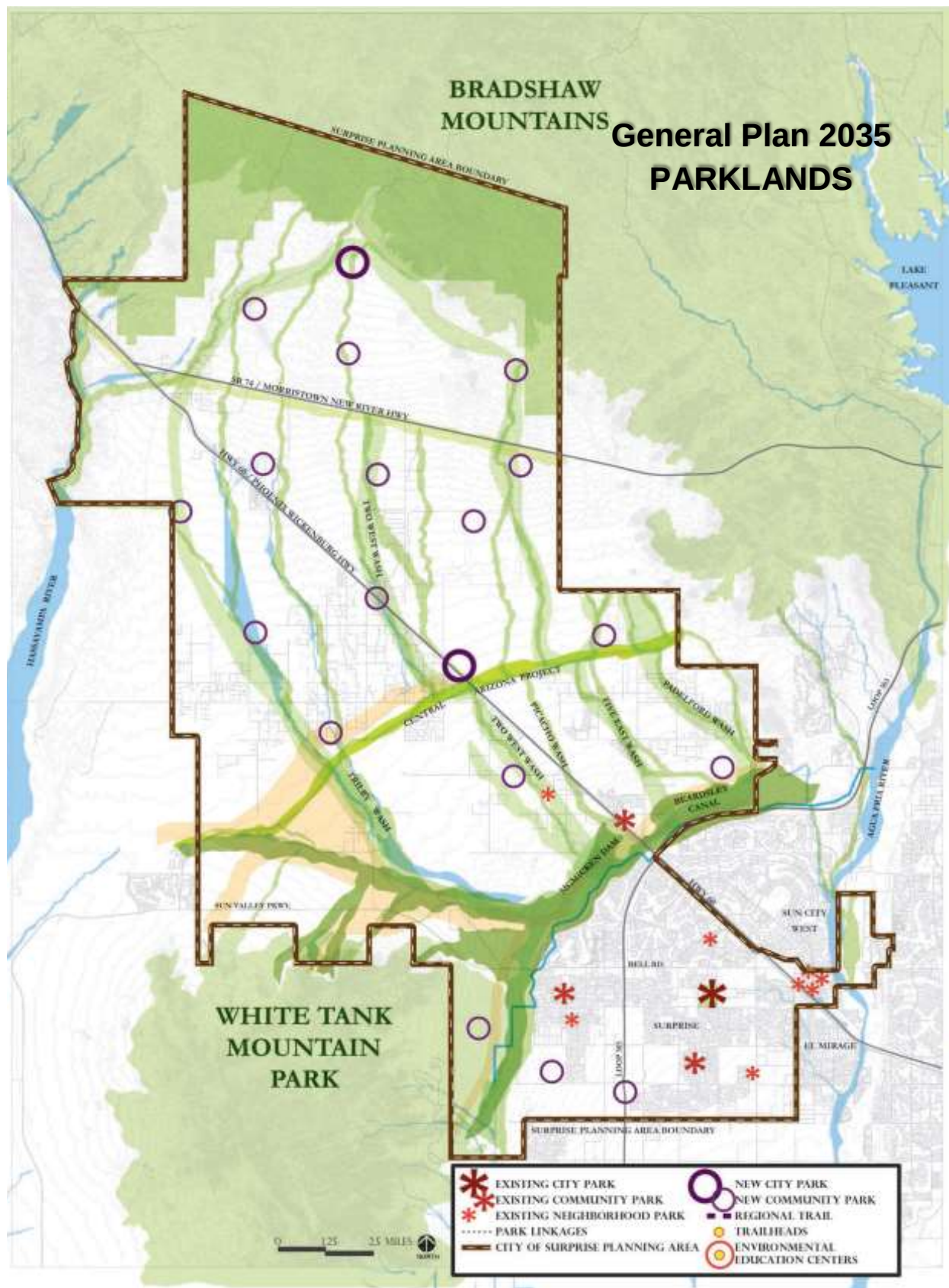
1. Work with the Cities of Buckeye, Peoria, El Mirage, Maricopa County, Bureau of Reclamation, Bureau of Land Management and Maricopa Water District to utilize McMicken Dam, Central Arizona Project canal, Beardsley Canal, and Agua Fria River as the primary open space linkages between White Tank Mountain 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

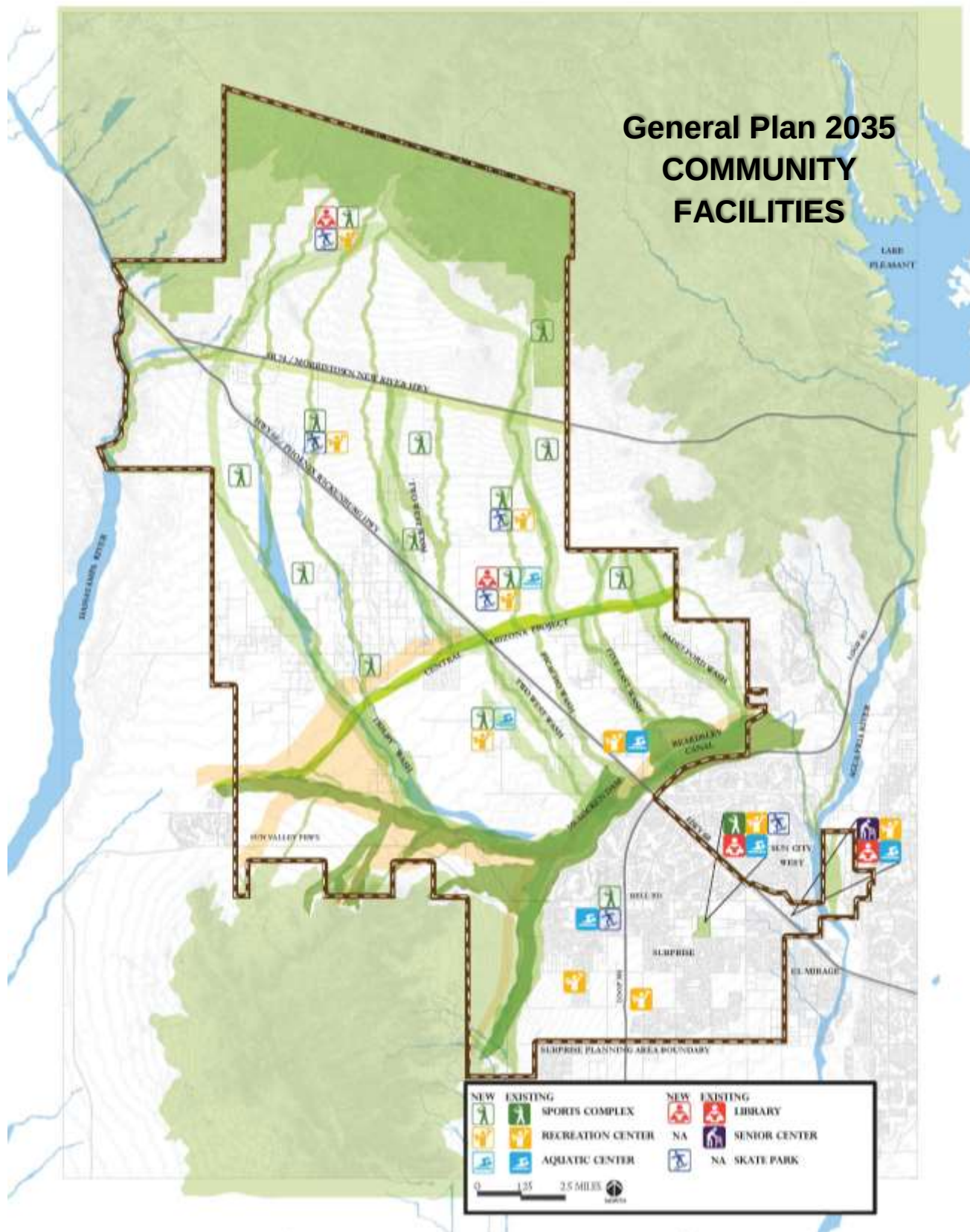








Recreation and Open Space Element





CITY OF SURPRISE
Regular City Council Meeting

December 15, 2015 @ 6:00:00 PM

Back Print

Council Meeting Date:	December 15, 2015	Contact Person:	Council Member Tande
Submitting Department:		District:	Internal
Staff Recommendations:	None		

Consent	Regular	Public Hearing	Report/Discussion
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Agenda Wording:

Consideration and action to enter into Executive session to discuss and consider the personnel evaluations and 2016 position objectives for the City Manager and City Clerk pursuant to A.R.S. 38-431.03 (A)(1)

Motion:

A move to recess into executive session.

Background:

In accordance with the Appointee Performance Evaluation Program adopted by council in December 2012, the full council must meet with each appointed official to discuss the official's performance over the prior year and to establish goals and performance expectations for the coming year.

Objective Analysis:

Policy Compliant:

Financial Impact:

None

Budget Impact:

FTE Impact:

ATTACHMENTS:

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No Attachments Available
