## Surprise Point
### A.K.A. Bendalin Farms

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BENDALIN FARMS INDUSTRIAL/COMMERCE PARK
ZONING ENTITLEMENT REQUEST
(Stipulations Response Narrative included as Appendix II)

MIX OF INDUSTRIAL AND COMMERCIAL LAND USES
ON APPROXIMATELY 308 ACRES
LOCATED ON THE SOUTH SIDE OF WADDELL ROAD, BETWEEN DYSART
AND LITCHFIELD ROADS

APPLICATION # RZ05-282

SUBMITTED TO:

City of Surprise Planning Department
12425 West Bell Road, Suite B-105
Surprise, Arizona 85374
(623) 583-1088

Prepared by:
Community Sciences Corporation
3900 East Camelback Road, Suite 403
Phoenix, AZ 85018
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Appendix I

- Legal Description
- Tax Parcel Map
- Surrounding Land Use Map

Appendix II

- *Stipulations Response* following City Council approval on February 23, 2006
1.0 PROJECT INTRODUCTION

This zoning entitlement request seeks to establish appropriate designations for a mix of industrial and commercial land uses on approximately 308 acres, known as BENDALIN FARMS, which has been annexed into the City of Surprise. The half-section (Section 15, T3N, R1W, north half), located on the south side of Waddell Road, between Dysart and Litchfield Roads, has been in the Bendalin family for decades. The site has been used for agricultural purposes.

The property is zoned R-43 under Maricopa County zoning designation. The comparable City classification, upon finalization of annexation, would be R1-43. This application seeks to reclassify the site to conform with City of Surprise preferred land uses as mandated by the adopted Surprise General Plan.

1.1 ZONING REQUEST

The subject property is impacted by the presence of Luke Air Force Base noise contours; and, therefore, may not appropriately be developed to residential use. The Burlington Northern Santa Fe (BNSF) Railroad's Ennis Spur crosses the site, affording one of the relatively few rail-served development opportunities on a parcel of substantial size remaining in the Northwest Valley.

The Applicant, Bendalin Farms, L.L.C., proposes and requests (in accord with the City of Surprise General Plan 2020) to rezone the Site from the R1-43 zoning classification to approximately 171.5 acres of Industrial I-1 and approximately 104.6 acres of Commercial C-2 and approximately 32 acres of Commercial C-3 zoning. An integrated industrial employment center is envisioned with subsite users on either side of the BNSF right-of-way. Commercial development would occur at the Site's northwest corner, west side frontages extending along Waddell Road, and neighborhood-serving commercial at the southeast corner of the site.

A zoning plan map illustrates the intended land use configuration, Exhibit 1.1. Uses are consistent with the City's commitment to protecting the Luke Air Force Base mission.
The City of Surprise General Plan designates the Site for Employment land use. This land use classification provides for industrial, manufacturing, fabrication, commercial/professional office, warehousing and related uses, including retail and service establishments. I-1, C-3 and C-2 designations permit the desired blend of activity.

1.2 PROJECT SUMMARY

BENDALIN FARMS, is planned to accommodate large-scale industrial employment users with attendant commercial businesses that will meet Site employees' needs for goods and services as well as catering to residents in the nearby Surprise/El Mirage neighborhoods. The land plan offers flexibility for the City's attraction of new jobs and sales tax revenues by meeting users' subsite area needs with a wide variety of potential parcel sizes.

The proposed BENDALIN FARMS mixed-use development will feature:

- Available parcels up to 80 acres or more for ample employment campus design.
- Substantial site inventory to complement the City's economic development promotion.
- Utilization of the City's rail service advantage.
- Expansion room for large site users, allowing for reservation of additional lands.
- Perimeter landscape buffering treatments enhancing the City's major arterialgateway image.
- Management, technical, craftsman and other well-paying jobs for nearby planned communities' residents.
- Shopping and service business opportunities.
- Professional and general administrative office sites.
- Well-spaced access to interior roadways to afford efficient Site circulation, reducing the number of curb-cuts and cross traffic movements on adjacent arterial streets.

Bendalin Farms, L.L.C., together with their land planners, Community Sciences Corporation, have conceived a balanced employment/business environment. The Applicant does not intend to act as master developer. Rather, the property owners, in concert with the City, select user-purchasers who will contribute to the municipal job and economic base improving individual sub-sites to City of Surprise standards.

Quality assurances are to be established as individual sites are developed. Improvement standards will be designated and maintained through future master landscape/drainage plans for perimeter tracts, wall/fencing themes, parking area screening, lineal open space or pathway connections, as appropriate, signage criteria and entry monumentation design. A Master Business Owner Association (MBOA) will be created to maintain common areas for landscaping, buffering, open space, drainage retention, private roadways and the like. Landscaping and Open Space concepts are addressed in Section 6.

1.3 ZONING/LAND PLANNING/DESIGN TEAM

Property ownership is represented by the Farm Partnership, Managing Partner, Sherman R. Bendalin, Esq. Representatives of prospective subparcel purchasers may participate in the presentation of this request.
OWNERSHIP
Bendalin Farm(s), L.L.C.
Consisting of fourteen members of The Farm Partnership,
created by Howard and Bessie Bendalin.
Attention: Sherman R. Bendalin, Esq., Managing Partner.
393 East Palm Lane
Phoenix, Arizona 85004
(602) 252-6033

LAND PLANNERS/PUBLIC PRESENTATION
Community Sciences Corporation
Contact: Richard F. Counts
3900 East Camelback Road, Suite 403
Phoenix, Arizona 85018
(602) 955-7097

SURVEYOR
Community Sciences Corporation
Contact: Thomas Patrick
4481 Corrales Road, P.O. Box 1328
Corrales, New Mexico 87048
(505) 259-0883

2.0 PROPERTY DESCRIPTION

BENDALIN FARMS COMMERCIAL/INDUSTRIAL PARK is constituted as a phased, employment center intended for development as individually-owned, coordinated subparcels. It is located on the south side of Waddell Road, between Dysart and Litchfield Roads. A description of the Site, its existing conditions and the surrounding area, is presented in the following sections. A Vicinity Map, depicting the Site’s general location is provided as Exhibit 2.0.

Vicinity Map
Exhibit 2.0
2.1 LEGAL DESCRIPTION

The site consists of multiple parcels, conveyed and recorded to members of the Farm Partnership for real estate tax purposes, which are incorporated into a single, jointly-owned tract. This property is described as the: North Half of Section 15, Township 3 North, Range 1 West; G&SRB+M, Maricopa County, Arizona) rights-of-way. The Site was annexed into the municipal corporate limits of the City of Surprise by City Council action on September 29, 2005.

A legal description for the entire site and a tax parcel map are included as appendices to this report.

2.2 OWNERSHIP

All acreage contained in the site is owned by Bendalin Farms, L.L.C., an Arizona Limited Liability Corporation. The collective "Owners" are represented by Sherman Bendalin, Esq., Managing Partner.

The land parcels of the Site consist of the following tax parcels:

- 501-38-007B
- 501-38-007D
- 501-38-007E
- 501-38-007F
- 501-38-007H
- 501-38-007J
- 501-38-007L
- 501-38-007M
- 501-38-007Q
- 501-38-007R
- 501-38-007T
- 501-38-007V
- 501-38-007X
- 501-38-007Y
- 501-38-007Z

An Agreement of Sale to purchase a portion of the property approximately twenty acres in area, with rail service, has been issued by the Pierce Hardy Limited Partnership, a Pennsylvania Limited Partnership. Further, the remainder of the Site, approximately 288 acres in area, is being acquired, under the auspices of Colliers International commercial real estate consultants, by Keshvar, L.L.C.

2.3 PROPERTY MANAGEMENT

The Site land marketing, subsite sales and conveyances are under the management of Sherman R. Bendalin, Esq., for the Ownership of Bendalin Farms, L.L.C. Development management will be undertaken by individual subsite purchasers, including, but not limited to, property maintenance and provision of private sanitation services; and, as thereafter applicable to common areas, the MBOA.

2.4 APPLICANT'S PURPOSE

The Applicant intends, through annexation and zoning entitlement in the City of Surprise, to position BENDALIN FARMS for future land use consistent with the City of Surprise General Plan designations. Until such time as individual sub parcels are conveyed to Users for development, the Applicant/Ownership will maintain agricultural use on portions of the Site.
BENDALIN FARMS INDUSTRIAL/COMMERCE PARK

Inasmuch as the property is annexed into the rapidly-developing southeastern sector of the City of Surprise, with recent, current and proposed construction of residential and commercial structures in the immediate vicinity, it is Applicant's desire to make the land available for others' proposed urban uses.

Mindful of restrictions imposed by the City of Surprise to protect the Luke Air Force Base national defense mission from incursion by residences and/or other noise or hazard sensitive land uses, Applicant proposes to convey subparcels only to those users whose activities and operations will be compatible with City policy, the adopted General Plan, surrounding neighborhoods and the mutual economic interests of the municipality and Applicant.

2.5 AREA DESCRIPTION

The existing land use within a quarter mile radius of the site characterizes a predominantly new, mixed use development. Agricultural, vacant/undeveloped, and older industrial land uses are also found in the vicinity. (See appendices for Surrounding Land Use map)

North: Across Waddell Road, to the north, is an existing development known as Roseview and an active development known as Litchfield Manor containing residential and commercial uses. East of Dysart, an established industrial use which may soon be redeveloped in the City of El Mirage and housing are in place. West of Litchfield, a commercial shopping center is under construction.

East: A walled, recently developed residential community, public schools and a vacant commercial site exist on the east side of Dysart Road, in the City of El Mirage.

South: Vacant land and agricultural use characterize adjacent lands abutting the Site's southern boundary. Industrial development is occurring farther to the south.

West: Portions of the Marley Park masterplanned community are designed along the west side of Litchfield Road. Recognizing Luke AFB noise contours, non-residential use is planned on lands immediately adjacent to Litchfield. Early residential development phases are occurring farther west in the planned community.

2.6 EXISTING SITE CONDITIONS

Vacant agricultural land comprises the Site's current condition. A produce sales stand operated by an interim lessee, various abandoned agricultural fixtures and an old residence are located at the northwest corner of the Site. The remaining 300+ acres are largely vacant, formerly utilized for agricultural crops. County R-43 zoning would be replaced by City R1-43, by statute, following annexation; however, such designation would not fulfill the Surprise General Plan intent for the Site.

Topography

The Site is essentially level, having been utilized for the growing of crops. The land slopes slightly to the southeast, its highest elevation is 1,171 feet above sea level at the northwest corner; approximately 1,146 feet at the southeast corner.
Natural Resources

On-site agriculture has removed natural vegetation and wildlife habitat. There are no known protected species of plant or animal life, nor archaeological resources. A Phase I Environmental Assessment has been conducted, with minimal concerns raised for future remediation by subsite users.

Natural Drainage

There are no existing streams or washes on Site. However, Flood Zone X designation (500-year flooding; 100-year minimal flooding or levee protected) pertains to the eastern portion of the property and along the Burlington Northern Santa Fe Railroad (BNSF) right-of-way. Accordingly, City adherence to Maricopa County stormwater retention policy, will require new development to retain stormwater from a 100-year, two-hour duration storm on site.

Irrigation

Prior agricultural operations utilized on-site wells for irrigation through gunnite and dirt-lined ditches. Portions of these ditches will be removed from service as subparcels are improved to urban uses.

Utilities

Water: The site is located in the City of Surprise water service area. There is 16" and 12" service in Waddell Road; 16" service proposed in Litchfield Road.

Existing agricultural wells located on the Site will be dedicated to the City when agricultural operations on remaining portions of BENDALIN FARMS are discontinued as a result of land sales for urban development.

Sewer: City of Surprise wastewater collection systems serve the Site. There is an existing 24" main in Dysart Road; a 30" main in Cactus Road.

Electric: Arizona Public Service (APS) is available to the Site. Overhead electric lines are located in public utility easements along major roadways: Dysart, Waddell, Litchfield Roads.

Gas: Southwest Gas provides service to adjacent subdivisions.

Telephone: The vicinity is serviced by U.S. West Communications (QWEST). Telephone service is provided adjacent to the Site along the major roadways.

Cable: Cable and fiber optics services are available to adjacent subdivisions.

2.7 LUKE AIR FORCE BASE NOISE CONTOURS

The Site is impacted by the 65dB noise contour lines defined by the 1988 MAG JLUS. Accordingly, the City of Surprise has adopted protective policies which restrict uses on the Site. Employment use is preferred. Residential and school uses are prohibited.

3.0 PLANNING CONCEPT

Proposed planning layouts for the BENDALIN FARMS site incorporate City of Surprise General Plan 2020 principles with land improvement strategies that are mutually beneficial to neighboring property owners, the City and the Applicant. Severe restrictions are imposed by the Luke Air Force Base noise...
contours as to the range of land use types that may be acceptable for the Site. These constraints require development that does not, otherwise, meet market demand for "highest and best" use. However, the property may be planned to take advantage of such community assets as the presence of rail service and the growing population's need for jobs and shopping.

Buffering techniques, vehicular circulation patterns and separation distances promote compatibility and reduce conflict between employment development patterns on-site and the adjacent mixed-use activities or vacant lands. Efficient traffic deployment, for instance, provides significant benefits to the greater area by reducing trip lengths and traffic generation, utilizing rail to replace truck movements on adjacent streets and ameliorating peak hour volumes.

These, and other, benefits or trade-offs that result from the requested industrial and commercial land use mix are addressed in the following Section 4 Planning Concept narratives.

3.1 CITY OF SURPRISE GENERAL PLAN CONSISTENCY

BENDALIN FARMS planning is driven by the City's General Plan. Specifically, proposed development responds to adopted General Plan Goals and Objectives (General Plan Section 4.14, Land Use Goals, Objectives, and Policies):

**Community Goal:** Carefully manage and phase in growth and development to achieve orderly, directed development.

**Objective:** Promote a compatible mix of land uses throughout the planning area.

**Policies:**
1. Minimize the amount of job leakage that is occurring in the city by ensuring that adequate employment-designated areas are maintained.
2. Encourage the location of residential neighborhoods close to activity centers to minimize travel times and patterns...
3. Support development proposals that...are compatible with general plan land uses, particularly...that reduce overall density...
4. Locate higher density/intense residential land uses and transportation-dependent uses near major roadway corridors to promote an efficient transportation system.
5. Determine appropriate public facility levels of service and infrastructure...to support new and existing residents and employees.

**Objective:** Practice comprehensive development master planning that evaluates areas and incorporates a mix of compatible land uses.

**Policy:**
1. Strive to master-plan large parcels of the city and critically review the treatment of edges and their impact on adjacent land uses.

**Objective:** Work to maintain an agricultural presence within the planning area.

**Policy:**
1. Document existing agricultural areas...Promote businesses that embrace agricultural practices as part of the city’s economic development strategy...

**Objective:** Support the construction of viable commercial centers throughout the planning area.

**Policies:**
1. Encourage private developers to locate regionally oriented retail and service uses or other high intensity employment uses along major roadways with proper access, transitioning to lower intensity uses buffered adequately from residential uses.
2. Discourage strip commercial developments and encourage clustering of commercial developments with strict aesthetic, landscaping and design guidelines...
3. Require private developers to design and locate supportive commercial sites in close proximity to population centers. The purpose is to ensure that adequate commercial services are available within a short distance of where people live.

**Objective:**
Encourage phased annexations in compliance with the **Surprise General Plan 2020** following a cost/benefit analysis.

**Policies:**
2. Work closely with Maricopa County...to ensure a smooth transition when annexed.

**Objective:**
Protect the public health, safety and welfare in areas around Luke Air Force Base.

**Policies:**
1. Ensure compatible future land use and development patterns...
2. Continue to communicate with the public about the importance of Luke Air Force Base to the West Valley and City of Surprise economy.
4. The City of Surprise recognizes the 1988 noise contours around Luke Air Force Base (i.e., shown on the Land Use Plan).
5. Luke Air Force Base noise contour lines are established based on description or determinations of a legal nature and approved by the city.

In addition to responding to a majority of the Land Use Element’s objectives, BENDALIN FARMS development addresses at least eight of fourteen Land Use Issues identified in General Plan Section 4.1.3:

- Balance of Land Use
- Agricultural Lands
- Revenue Enhancement
- Market Trends vs. Long-Term Needs
- Development Master Planning
- Compatibility
- Urban Form
- Luke Air Force Base

Furthermore, the zoning application complies with Section 4.1.5, Land Use Plan, definition for Employment which states “the overall intent of this designation is to locate employment uses and generate jobs for Surprise”. BENDALIN FARMS proposed land-massing respects the Land Use Plan map designation as Employment with 1988 MAG and 1995 Luke Air Force Base (revised 1997) noise contour overlays.

The Site, annexed from the County into the City of Surprise, adds to the municipality’s Special Planning Area I (General Plan Section 4.1.6) where a mix of economic activities is expected. The proposed development will contribute significantly more than ten percent of employment land area designation for this Area. Industrial and commercial businesses attracted to this location will aid in the achievement of the target: .5 jobs-to-population ratio.

South Dysart Road is illustrated as a City of Surprise growth area in General Plan Section 4.1.7, noting access to rail service and proximity to freeways.
SUMMARY

The BENDALIN FARMS planning concept design responds fully to the City of Surprise community goal for orderly development. The project approach offers strong assistance in implementing six adopted Objectives and more than a dozen specific policies.

Phased marketing of industrial and commercial properties, in coordination with prospective purchasers and City economic development specialists, maintains a masterplanning presence for individual parcel improvements. The Applicant does not intend to adopt a role as master developer. However, BENDALIN FARMS representatives will continue to work closely with municipal staff to assure that prospective sub-site purchasers are aware of, and will adhere to, the City of Surprise quality development criteria.

Key City objectives -- creating jobs and respecting the Luke Air Force Base mission -- directs the Applicant to utilize this land in ways that take advantage of its transportation assets (three major roadways, rail service) while providing compatibility accommodations to the varied, surrounding development pattern. Applicants also comply with many of the General Plan’s general land use issues -- from revenue generation to the introduction of urban form -- in positive ways.

Sub-site developers will be required to meet all municipal standards for infrastructure extensions, property improvements and maintenance. A master drainage plan will be designed, when appropriate, to be implemented in stages to comply with the Maricopa County Flood Control District’s regional solutions. Likewise, as specific uses are committed to the parcel, coordinated planning for traffic circulation and municipal utilities will be undertaken.

There are few sites in the City’s urbanizing core of comparable size to BENDALIN FARMS. Most larger parcels become housing developments. Because of the Luke Air Force Base noise contour constraints, however, that desirable option is not available to the Applicant. Instead, the proposed Industrial/Commerce Park, attunes to the City’s planning directions.

Annexation of these lands represents BENDALIN FARMS commitment to the City of Surprise and the adopted General Plan. Entitling desired land uses, providing development guidance for sub-site users and continuing to cooperate with the Applicant’s marketing efforts is the commitment requested from the City.

4.0 CONCEPTUAL INDUSTRIAL/COMMERCE PARK PLAN

The Conceptual Employment development plan (Zoning Plan) for BENDALIN FARMS depicts the overall Site, describes the land use, internal circulation design and reflects the development intent of the project. The Zoning Plan includes:

- Three (3) tracts to be developed with Employment-related commercial business uses. C-2 designation is requested for 104.6 acres; C-3 for approximately 32 acres.
- Large tracts on either side of the Burlington Northern Santa Fe right-of-way are illustrated for industrial use. Adjunct office and commercial operations may be appropriate on these parcels. I-1 zoning is proposed for 171.5 acres.
- This proposed Employment zoned, multi-use business center offers the ability to provide retail and commercial uses on major City of Surprise arterials (Litchfield, Waddell), blending to industrial use on either side of the BNSF right-of-way in the interior of the site, with Waddell and Dysart frontages.
4.1 CONCEPTUAL EMPLOYMENT DEVELOPMENT LAND USE SUMMARY

The Conceptual Employment development plan (Exhibit 4.3) is presented on the following page. The BENDALIN FARMS INDUSTRIAL/COMMERCE PARK is conceived as predominantly industrial/employment uses, consistent with the I-1 zoning district. I-1 sub-sites would have access to Burlington Northern Santa Fe rail services via the Ennis Spur. Commercial (C-2) parcels occupy the Site’s westerly portion, wrapping around the Litchfield Road/Waddell Road corner and its southeast corner to serve and buffer nearby land uses. A Commercial C-3 parcel is located in the northern section of the Site utilizing portions of the Waddell Road frontage.

Prospective purchasers of designated parcels will respond to the general vicinity’s demographic characteristics: providing job opportunities that draw from the community’s employment base; and addressing sub-region residents’ needs for goods and services. The ample area provides for a mix of activities, as well as room for future facility expansion.

Specific parcel dimensions and acreages are to be determined at the time of future parcel sales. Commercial subdivision processing will be undertaken at the appropriate time. The Applicant concurs with City staff advice that parcelization flexibility should be retained so as to accommodate employment campus needs for large-scale employers and/or rail access requirements.

Further parcel descriptions follow in sub-section 4.3.

4.2 EQUIVALENT ZONING DESIGNATIONS

The proposed employment uses for BENDALIN FARMS/INDUSTRIAL COMMERCE PARK will be a compatible combination of retail, service, office and industrial uses. The individual Land Parcels will be designed and developed under the current C-2, C-3 and I-1 provisions listed in Municipal Code Sections 17.28.080, 17.28.090 and 17.28.110, unless specifically amended in this Narrative, City Council condition of approval, or subsequent request for waiver/extension by sub-site developers as provided in the Surprise Zoning Ordinance.

These zoning designations have been selected as the most appropriate zoning districts for the BENDALIN FARMS/INDUSTRIAL COMMERCE PARK land purchasers' desired types of business activity. The proposed land use designations are also in compliance with the Employment land use classification shown in the 2020 Plan. The applicable City of Surprise Zoning Ordinance sections are as follows:

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<td>Community Commercial Zone</td>
<td>17.28.080</td>
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<td>C-3</td>
<td>General Commercial Zone</td>
<td>17.28.090</td>
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<tr>
<td>I-1</td>
<td>Light Industrial Zone</td>
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4.3 LAND PARCEL USE AND DESCRIPTION

The following sections describe the type of employment use and related functions proposed for each land parcel. Sub-parcels are addressed, as depicted in the diagram below, beginning at the Site's southwest corner, in a clockwise manner.
4.3.1 Parcel 1 - Northeast Corner Litchfield Road/Sweetwater Future Alignment (C-2)

This Parcel 1, conceptually 38.8 gross acres in area, serves as a gateway to interior, industrial development along the Sweetwater alignment at BENDALIN FARMS southern edge. It fronts on Litchfield Road, the future Sweetwater alignment, and abuts the internal circulation collector that serves Parcels 2 and 3 at its north property line. Another collector provides separation from the industrial site (Parcel 5) to the east. Clustered retail and service commercial establishments would utilize the parcel's Litchfield Road frontage. Office employment is conceived for the remainder of the sub-site.

4.3.2 Parcel 2 - Southwest Corner Litchfield Road/Waddell Road (C-2)

Parcel 2 is a 38.5 gross acre parcel that serves as the BENDALIN FARMS/INDUSTRIAL COMMERCE PARK's prime community commercial center. The site matches commercial development constructed or planned on the intersection's other three corners.

The sub-site is of sufficient area to design "double-frontage" commercial clusters with exposure to the arterial roadways for major retailers and frontage on the internal collector roadway for smaller shops and service establishments. Ample parking, separated from streets by landscaped buffers, would be provided on all sides of the massed structures and, as appropriate, on free-standing pads.
4.3.3 Parcel 3 - Waddell Road Frontage (C-2)

This parcel is designed to provide individual commercial sites, on 7.1 gross acres, for a restaurant village and/or smaller retail/service establishments. It lies along the eastern edge of BENDALIN FARM's internal collector roadway, providing double-loaded commercial street access. An industrial collector loop, serving Parcels 4 and 5, is illustrated schematically to afford connection between commercial and industrial employment areas.

4.3.4 Parcel 4 - Waddell Road Frontage (C-3)

The Parcel 4 site, approximately 32 gross acres with collector road access, presents opportunity for a large-scale heavy commercial/manufacturing campus. Alternatively, this site may accommodate multiple businesses requiring C-3 zoning -- which has been recommended by City staff as a particular user need. The southern portion of this parcel may be accommodated for BNSF rail service via a multi-user siding on the northwest side of the Ennis Spur.

Corporate headquarter offices, employee amenities and parking could ideally be located on the northern portion of the parcel, with fabrication and/or assembly activities to the south of the collector road. The Waddell Road frontage could also attract a multi-tenant, general administrative office complex.

4.3.5 Parcel 5 - Waddell Road Frontage (I-1)

The window on Waddell Road, lengthy exposure to the Ennis Spur for rail service, and large interior acreage offers great flexibility for industrial parcelization. Office development could front on the collector road interior, as on Parcel 4. Future Sweetwater improvements create additional sub-site access for a variety of lotting layouts.

4.3.6 Parcel 6 - Northwest Corner Waddell and Dysart Roads (I-1)

This triangular, corner parcel is 20.5 gross acres in area. It is located on the southeast side of Ennis Spur, with excellent rail service potential. Roadway access is from Dysart Road, although the property is highly visible from Waddell Road traffic.

There is a prospective, nationally-recognized corporate user for this site -- 84 Lumber. The company has more than 500 outlets, coast to coast. Intended operations include lumber and homebuilding material sales, truss manufacturing, outdoor storage; and structures for sales, indoor fabrication, storage and administrative offices; as well as parking and maneuvering areas for customers and employees.

4.3.7 Parcel 7 - Dysart Road Frontage (I-1)

The 71.0 gross acre parcel has extensive arterial roadway frontage. Secondary access, or additional sub-parcel frontages may be provided along the future Sweetwater alignment improvements.

A variety of mixed-use, industrial operations could be accommodated on the site. Multiple-user rail service may be arranged along a shared BNSF siding.

4.3.8 Parcel 8 - Northwest Corner Dysart and Sweetwater Alignment (C-2)

This parcel is reserved for neighborhood shopping and service establishments. The approximately 20 gross acre parcel has dual street access potential with the future construction of Sweetwater. It will
serve both as a commercial buffer and neighborhood shopping convenience for residents in Dysart Road neighborhoods.

Table 4.3.9 Employment Development Plan Parcel Summary

Types of use, zoning designation and gross acreage are indicated by Parcel:

<table>
<thead>
<tr>
<th>PARCEL NO.</th>
<th>PROPOSED USE</th>
<th>REQUESTED ZONING</th>
<th>GROSS ACREAGE</th>
<th>RAIL-SERVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>COMMERCIAL</td>
<td>C-2</td>
<td>38.8</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>COMMERCIAL</td>
<td>C-2</td>
<td>38.5</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>COMMERCIAL</td>
<td>C-2</td>
<td>7.1</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>MIXED EMPLOYMENT: COMMERCIAL/OFFICE</td>
<td>C-3</td>
<td>32.1</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>MIXED EMPLOYMENT: INDUSTRIAL/OFFICE</td>
<td>I-1</td>
<td>80.0</td>
<td>✓</td>
</tr>
<tr>
<td>6</td>
<td>MIXED EMPLOYMENT: INDUSTRIAL/OFFICE</td>
<td>I-1</td>
<td>20.5</td>
<td>✓</td>
</tr>
<tr>
<td>7</td>
<td>MIXED EMPLOYMENT: INDUSTRIAL/OFFICE</td>
<td>I-1</td>
<td>71.0</td>
<td>✓</td>
</tr>
<tr>
<td>8</td>
<td>COMMERCIAL</td>
<td>C-2</td>
<td>20.0</td>
<td></td>
</tr>
</tbody>
</table>

The BENDALIN FARMS zoning request proposes 171.5 gross acres of I-1 Light Industrial, 32.1 acres of C-3 General Commercial, and 104.6 gross acres of C-2 Community Commercial.

5.0 RIGHTS-OF WAY AND ACCESS

BENDALIN FARMS INDUSTRIAL/COMMERCE PARK will enjoy excellent surface transportation access, as well as rail service, as indicated in the following sections.

5.1 ROAD CIRCULATION

Dysart, Waddell and Litchfield Roads provide primary access to BENDALIN FARMS INDUSTRIAL/COMMERCE PARK. Dysart Road is designated by the Maricopa Association of Governments (MAG) as a Road of Regional Significance. It is a multi-modal connector between I-10 to the south and U.S. 60 (Grand Avenue) to the north.

Waddell Road is the principal arterial through the City of Surprise’s southern tier passing through the City of El Mirage, to the east, with access to U.S. 60 (Grand Avenue) and Loop 101; and, to the west, linking to Surprise Center City and future Loop 303.

Litchfield Road, an arterial road, connects the City with Luke Air Force Base, approximately five miles to the south, the Cities of Glendale, Litchfield Park and Goodyear and Interstate 10.

Secondary access will be provided to the Site by improvement of the half-mile street, Sweetwater Avenue. This road may be extended across the BNSF Ennis Spur in the future by mutual agreement of the City, railroad and property owners.

Internal collector roads for this development will be designed to meet preferred City rights-of-way standards. These proposed collectors are conceived as 2-lane roads with a center turn lane, appropriately landscaped, to serve the larger, western portion of the Site. On-street parking would be prohibited.
5.1.1 ARTERIAL STREETS

Dysart, Waddell and Litchfield Roads are public rights-of-way. These streets will be improved to meet the standards of the City of Surprise Engineering Department and the Fire Department as BENDALIN FARMS parcels are developed. Waddell Road will have a half street right-of-way dedication of 67.5 feet, as will Dysart Road. Litchfield Road will have a half street dedication of 55 feet.

5.1.2 PERIMETER COLLECTOR STREET

The perimeter collector at the Site’s southern edge is Sweetwater Avenue, an intended public street. The street cross-section would be designed for approval by the City of Surprise Engineering and Fire Departments.

5.1.3 INTERIOR COLLECTOR STREETS

The internal collector roadways on the Site are intended to be improved and designated, by future property developers, as public streets. The street cross-sections will be designed to City of Surprise Engineering and Fire Department standards.

5.2 TRAFFIC ANALYSIS

The City has not required a traffic study for the Site’s Rezoning Request, but reserves the right to call for analysis as individual or combined parcels are processed for development.

5.3 TRAFFIC SIGNALS

The Applicant has been contacted by, and is cooperating with, the Maricopa County Department of Transportation (MCDOT) for the installation of a signal at the intersection of Litchfield Road and Waddell Road. There is, also, anticipated need for future signalization at the Dysart Road and Waddell Road intersection. As signalization warrants indicate, individual parcel developers would be expected to participate in funding a portion of the City of Surprise share.

5.4 BUS BAYS

Public bus routes have not been established for the portion of the City containing the BENDALIN FARMS INDUSTRIAL/COMMERCE PARK. Therefore, bus bays are not currently included as part of the public facilities provided adjacent to the Site. However, at such time that transit service is established and individual employment parcels are developed, property owner dedication and participation in improvement costs for bus bays, park-and-ride lots and related facilities may be mutually advantageous to employers, commercial businesses and the City.

6.0 LANDSCAPE OPEN SPACE AMENITIES

Developments in areas designated for Employment on the City of Surprise General Plan 2020 enhance community character, as well as individual properties’ visual image, through carefully coordinated open spaces. The following sections suggest guidelines for spaciousness that are being proposed for BENDALIN FARMS transition from agriculture use to jobs, shopping and services.
6.1 OPEN SPACE DESIGNATIONS

The BENDALIN FARMS INDUSTRIAL/COMMERCE PARK will utilize on-site open space, peripheral landscaping, view corridors, screening techniques and varied setback distances to create an attractive visual contrast to surrounding residential, commercial, industrial and agricultural uses. Integrated, open space buffers and linear connections help to unify properties that represent a wide variety of business activities.

Individual developers initially, and then the MBOA, will be responsible for landscaped, open space area maintenance. The MBOA is intended to be created by the developers of each the C-2/C-3 portions (Parcels 1-4, 8) and I-1 portions (Parcels 5-7) of BENDALIN FARMS at such time as fifty percent (50%) or more of the land area on either side of the BNSF right-of-way has been approved for development. Thereafter, on-going maintenance will be governed by a recorded set of CC&R’s.

6.2 DESIGNATED OPEN SPACE

The BENDALIN FARMS Open Space Concept is based on four basic principles: 1) each property should be designed to appear orderly, uncluttered and spacious; 2) a contiguous, common landscaped area along the bordering roadways should establish an attractive frontage appearance; 3) setbacks from interior streets may provide for landscaping and pathways; and 4) linear open spaces can allow recreational use in drainage areas.

The Open Space Concept components establish performance standards approaches that should be followed in the design layout for each parcel.

6.2.1 SITE SPACIOUSNESS

Employment land uses typically observe a relatively low ratio of structure footprint to land area. Commercial areas, for example, may result in less than half the lot coverage of most residential properties; industrial uses, even less. Offices are the exception. They may result in relatively higher "floor area ratios" (F.A.R.); however, multi-storied buildings (two or three floors) help to concentrate structural bulk onto smaller land space. A common characteristic of employment and commercial uses is the large expanse of open area required for parking, vehicular maneuvering and landscaping.

It is necessary to convey an employment area’s inherent spaciousness to residents of adjacent neighborhoods, but even more important to plan each parcel to provide visual openness. The Site Spaciousness principle guides developers of individual properties to cluster buildings, maintain view corridors, plant trees to soften structural expanses and use natural colors in construction to blend with the surroundings.

6.2.2 PERIPHERAL LANDSCAPING

Landscaping themes will be established for bordering street frontages on Dysart, Waddell, Sweetwater and Litchfield Roads, preferably complementing those already in place on the opposite frontage. Selected varieties of trees, shrubs and groundcover in setbacks of various widths will be installed along each frontage to blend with additional right-of-way landscaping.

The initial subsite developer along each frontage should consult with City staff and the landowner(s) of other fronting parcels to designate approved plant and landscape materials recommended by the City of Surprise.
Berms and screening walls are intended to separate peripheral landscaping from on-site parking or building areas in a manner that reduces visibility of parking areas, loading docks and employment activities.

Landscaped entry features with identification signage will be placed at interior collector roads’ intersections with Dysart, Waddell, Sweetwater and Litchfield Roads. Each entry feature would incorporate the landscape themes of the bordering roadways.

6.2.3 INTERIOR COLLECTOR ROAD SCREENING AND LANDSCAPING

A varying width corridor of landscaping (blending with arterial roadway planting themes) will be provided along the interior collector streets serving the BENDALIN FARMS parcels west of the BNSF right-of-way. The corridor will be of sufficient width to provide for berms, walls, vegetative screening, and, as appropriate, pathway connections.

6.2.4 LINEAR OPEN SPACE/WATER RETENTION AREAS

In addition to pathway linkages within frontage landscape treatments and along interior collector roadways, connection may be established through or between employment parcels, at the edge of drainage swales. Walkways can afford convenient access for office and industrial workers to access shopping, restaurants and services offered at BENDALIN FARMS commercial plazas.

Substantial areas within the Open Space Concept will be part of an integrated stormwater retention basin design that will contain surface water runoff for the developed portions of BENDALIN FARMS. These basins will be sized for the 100-year, 2-hour storm. Such areas may also be utilized for pedestrian connections and/or recreational purposes of the individual parcel’s employees and business invitees.

7.0 DEVELOPMENT DESIGN CRITERIA

BENDALIN FARMS INDUSTRIAL/COMMERCE PARK is proposed as a multiple-user, but unified, Employment project. This Industrial Commerce Park will comply with the land parcel and setback standards established for the respective C-2, C-3 and I-1 Zoning Districts. Subsites are generally large, in most instances allowing for dimensions substantially exceeding Surprise Zoning Ordinance minimum requirements. Individual parcel developers may wish to seek PAD approval to afford greater site planning flexibility.

7.1 LAND PARCEL REQUIREMENTS AND SETBACK DESIGN STANDARDS

The following tables recite basic land parcel and setback standards to be followed for development of the Site. The C-2 and C-3 district standards are identical:

<table>
<thead>
<tr>
<th>Table</th>
<th>C-2/C-3 Site Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>REQUIREMENT</td>
</tr>
<tr>
<td>C-2/C-3</td>
<td>Minimum Lot width</td>
</tr>
<tr>
<td></td>
<td>Minimum Lot Area</td>
</tr>
<tr>
<td></td>
<td>Minimum Building Setbacks</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Maximum Structure Height</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
BENDALIN FARMS INDUSTRIAL/COMMERCE PARK

Table  I-1 Employment Site Standards

<table>
<thead>
<tr>
<th>I-1</th>
<th>REQUIREMENT</th>
<th>APPLICABLE STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Width</td>
<td>100 feet</td>
<td></td>
</tr>
<tr>
<td>Minimum Lot Area</td>
<td>to be determined</td>
<td></td>
</tr>
<tr>
<td>Minimum Building Setbacks</td>
<td>street front: 35 feet</td>
<td>corner side: 30 feet</td>
</tr>
<tr>
<td></td>
<td></td>
<td>interior side: 15 feet</td>
</tr>
<tr>
<td></td>
<td></td>
<td>rear: 15 feet</td>
</tr>
<tr>
<td></td>
<td></td>
<td>residential zone boundary: 75 feet</td>
</tr>
<tr>
<td>Maximum Structure Height</td>
<td>35 feet, subject to request for extension</td>
<td></td>
</tr>
</tbody>
</table>

7.2 EMPLOYMENT PARCEL DEVELOPMENT STANDARDS

Employment park parcel improvement expectations are listed as guides to be followed during the design and construction on BENDALIN FARMS INDUSTRIAL/COMMERCE PARK subsites.

7.2.1 EMPLOYMENT CENTER ENTRY

The primary entrance into each developed parcel within the Site will have monument signage and decorative landscaping; additional signage may be arranged according to the specific needs of the user.

7.2.2 OPEN SPACE

Landscaped open spaces, generally in conformance with the Open Space Concept provided herein, will be designed and maintained to be visible from circulation roads within and adjacent to the Site.

7.2.3 LANDSCAPED GREENBELTS

Stormwater retention areas will be designed and improved to meander through the Site as a retention/greenbelt. Individual parcel owners will maintain the retention/greenbelt areas to the same standard as other tracts and common areas maintained by the MBOA.

7.3 DESIGN GUIDELINES

The following general guidelines are intended to provide direction for engineering and architectural design of the individual parcels on the Site.

7.3.1 ARCHITECTURAL STYLE

It is intended that major buildings in the BENDALIN FARMS INDUSTRIAL/COMMERCE PARK will be constructed in varying architectural styles. However, it is expected that architectural treatments will incorporate southwestern themes or otherwise complement the visual effect of other development in the vicinity.
Appendices
7.3.2 BUILDING BULK

Structures on individual parcels reflect variations in height and bulk.

7.3.3 BUILDING ELEVATIONS

Building elevations will be provided by individual developers to demonstrate distinctiveness through varying facades, projections, building materials, window design and roof profiles.

7.3.4 FENCING

Side and rear yards of each land parcel in BENDALIN FARMS INDUSTRIAL/COMMERCE PARK will have perimeter fencing appropriate to the use, its location and preservation of views into the Site.

7.3.5 COLOR COMBINATIONS

The buildings on each parcel will feature coordinated exterior colors. Earth tones are preferred, where appropriate. Use of stark white coloring and reflective surfaces should be moderated to allow structures to blend into the Employment Park environment.

7.3.6 BUILDING DESIGN GUIDELINES AND PROVISIONS

Unless otherwise modified by City Council stipulation, subsequent exception/waiver obtained by individual sub-site developer, or other action, all provisions of the City of Surprise Municipal Code, Chapter 17 shall apply to BENDALIN FARMS INDUSTRIAL/COMMERCE PARK and its successors in interest.

7.4 NOISE ATTENUATION

Each sub-site developer will be responsible for proposing and implementing noise buffering strategies appropriate to the type of use and method of operation, subject to City of Surprise approval. Techniques are to be in conformance with noise attenuation requirements of A.R.S. Section 28-8482.
Appendix I

BENDALIN FARMS INDUSTRIAL/COMMERCE PARK
ZONING ENTITLEMENT

LEGAL DESCRIPTION

North Half of Section 15, Township 3 North, Range 1 West, Gila and Salt River Meridian, Maricopa County, Arizona.

Generally bounded by Waddell Road on the North, Dysart Road on the East, and the east/west mid-section line on the south, and Litchfield Road on the west.
Surrounding Land Use Map

CITY OF SURPRISE
West School Point
Greenway Road

older Res

Walgreens
VAC
Church
EL MIRAGE

RES

IND

SITE
COMM'L

Marley Farms
PAD
VAC., AGR

Sweetwater Ave Alignment
Older houses
O.C.L.

VAC., AGR

Cactus Road

AGR
AGR

DR Horton Homes

Greystone Homes
Safeway

KB Homes
Roseview

Waddell Road

Litchfield Road

Dysart Road
Appendix II

Stipulations Response

RE: Bendalin Farms Industrial/Commerce Park RZ05-282
City of Surprise Council Approval February 23, 2006

Surprise City Council Approval of Bendalin Farms Industrial/Commerce Park
(RZ05-282) included Exhibit C to Ordinance #06-07 consisting of Staff
Recommendations for approval subject to compliance with Stipulations a
through d. The listed stipulations are enumerated below, with respective
responses and attached as Appendix II to the Rezoning Document.

Standard Stipulations

a) City Stipulation: Prior to any development on any parcel, the applicant shall submit a site
plan addressing all the City’s requirements and receive approval of that site plan by the
Planning and Zoning Commission.

Response: Surprise Pointe developers or site parcel purchaser(s) will submit site plans
consistent with the Master Plan concept to be approved by the Planning and Zoning
Commission prior to submittal of development plans for any parcel on the property.

Special Stipulations

b) City Stipulation: Any change in location of uses (C-2, C-3, and I-1) shall not result in
greater than the 136 acres of commercial use.

Response: Filed as a Planned Area Development (PAD), the original parcel design showed
136 acres of commercial for conceptual purposes only. Surprise Pointe developers expect that
the parcel size and locations of C-2, C-3 and I-1 uses on the site may change; but, as approved
by Council, will not result in greater than the 136 acres of commercial (C-2, C-3) use.

c) City Stipulation: All roadway improvements on the subject property shall be in
conformance with the City of Surprise standards in effect at the time of platting or site plan.

Response: Developers will conform with the City of Surprise roadway improvement
standards in effect at the time of platting or site plan submittal for approval.

d) City Stipulation: With the exception of site planning for the subparcel 6 (I-1 zone), before
any other plans are considered by City decision makers, the owners of the property shall meet
with City staff to develop a Master Plan and Memorandum of Understanding to address the
following issues for the overall site: Infrastructure Improvements; Traffic Management;
Peripheral Landscaping; Setbacks and Dimensional Requirements for Buildings; Gateway
Treatment; Residential Neighborhood Transition; and Railroad Crossing treatment.
Appendix II

Response: Surprise Holdings LLC, owners of the 288-acre (not including subparcel 6 [I-1 zoned]) property, now known as Surprise Pointe, will meet with City of Surprise staff, to develop a Memorandum of Understanding (MOU), and Master Plan which includes addressing the following topics of concern:

Infrastructure Improvements -- Underground utilities (including, but not limited to, electric, gas, water, wastewater, cable, telephone) will be addressed for connection to the site.

Traffic Management -- Traffic Impact Assessments for surrounding properties will be reviewed for consistency and connectivity to alleviate any probable congestion problems from property development.

Peripheral Landscaping -- As discussed in Section 6.2.2 of the Zoning Entitlement request, landscaping themes will be established. After consultation with City staff and the landowners of other fronting parcels, drawings will be provided by the initial subsite developer along each frontage to show landscape detail (width, elevations, approved plant materials, street views, and screening walls, if any) as outlined in the Master Plan.

Setbacks and Dimensional Requirements for Buildings -- Development standards are to be addressed in the Master Plan and subsequent site plan submittals with flexibility as permitted by PAD approval.

Gateway Treatment -- A part of the Master Plan, a gateway treatment(s) will be addressed at specified location(s).

Residential Neighborhood Transition -- Plans submitted for Surprise Pointe development shall be respectful of the surrounding residential neighborhoods. The Master Plan will include land use buffering methods for noise attenuation and land use transition into the neighboring residential areas.

Railroad Crossing treatment -- Surprise Pointe's internal railroad crossing treatment (which may include fencing, and crossing gates) will be submitted for pedestrian and vehicular safety inside the site. External crossing treatments will be negotiated between BNSF Railroad, the City and property owner by mutual agreement.

Street Light Improvements -- Surprise Pointe will submit street light improvement plans which follow City of Surprise standards.

Trail Connections from the future Lower Agua Fria Trail -- Plans for the Lower Agua Fria Trail will be reviewed prior to submittal of Surprise Pointe site plan to consider connections mutually agreeable between City staff and landowner/developer.
Surprise Pointe

MASTER DEVELOPMENT PLAN

TAC RESPONSE

NARRATIVE SUMMARY

RECEIVED
OCT 31 2006
COMMUNITY DEVELOPMENT

Surprise Holdings, LLC
Keshvar, LLC
2626 West Beryl Avenue; Phoenix, AZ 85021
602-689-7505 Cell
SURPRISE POINTE
TAC RESPONSE
NARRATIVE SUMMARY

This memorandum report is submitted in response to City of Surprise staff commentary provided and discussed at the Surprise Pointe TAC Review, 2:30 p.m., August 23, 2006. It also serves as an executive summary of the Development Master Plan full narrative, with accompanying materials, submitted on August 8, 2006.

OVERVIEW UNDERSTANDINGS
The Surprise Pointe Master Plan reflects a special, cooperative effort between the City and property owners to attract employment uses to this 288 acre PAD site. Joint planning sessions have involved representatives from Surprise Development Services and related departments over a period of more than six months.

Five distinct Character Areas are identified for clustering different types of non-residential use on the property. It is expressly understood that site planning and improvement details are to be provided by and reviewed with individual sub-site users. Much of the TAC commentary is pertinent to, and will be addressed in, detailed site plans prepared for each separate parcel.

It is the mutual intention of the property owners and the City to expedite Master Plan presentation to the Surprise Planning and Zoning Commission and the City Council at the earliest possible dates. With full cooperation, an aggressive site development program will be undertaken to enhance Surprise's job creation capabilities.

DEVELOPMENT MASTER PLAN SITE PLAN COMPONENTS
Master Plan character area descriptions differentiate various types of use as well as design themes. A composite graphic illustrates Surprise Pointe land massing in these sectors. Response to written and oral TAC comments follow the site plan summary.
• Surprise Ponte East - Business/Industrial Park: Complementary architectural treatments characterize smaller, single-story industrial office/showroom structures along Dysart and wrapping around the Sweetwater corner. Higher profile buildings for processing, manufacturing, research and development activities would locate in the sub-area’s interior. Larger parcels, for more heavily industrial/warehousing uses, are planned to abut, and take advantage of, the Ennis Spur.

This 89-acre sector will provide a distinctive entry point at the Dysart/Sweetwater intersection (proposed for signalization); secondary, full turn entries on or near the quarter-mile points along Dysart and Sweetwater. Design features are intended to establish an attractive employment center appearance across from residences in the City of El Mirage as well as to blend with the 84 Lumber property to the north.

• Corporate Corridor: Regional corporate headquarters, administrative and professional business condominiums create a definite office presence spanning three entry points from Waddell Road. Structures may range from one to four stories, ten to two hundred thousand square foot floor areas. Related manufacturing or other industrial operations may be planned adjacent to office uses, such as abutting to the railroad and 84 Lumber or, to the south in the Mixed Commerce/Industrial Sector.

These uses comprise approximately forty acres of predominantly commercial office use with flexibility to accommodate industrial employment or service commercial toward the Dysart-Waddell intersection and/or food, retail, financial establishments at the “corridor’s” western end, adjacent to the principal northside entry point with views into the Corporate Campus sector.

• Family Activity Retail Center: At the corner of Litchfield and Waddell Roads, a forty-acre, retail/service plaza encourages shopping, food and fun for persons of all ages. Specialty stores, sit-down restaurants and entertainment/amusement venues contrast with typical shopping center layouts to attract a “family night out” clientele.

The parcel is bounded by main entries from Litchfield (proposed signalization) and Waddell. Establishments serve the entire City as well as residents from nearby neighborhoods and Surprise Pointe businesses’ employees.

• Interior Corporate Campus: Centrally located subsites for larger-scale office or technical operations structures open onto the main entry roadways from both Waddell and Litchfield Roads. The employment campus layout, up to sixty acres in area, would be highly visible from perimeter streets.

Employees enjoy convenient access to retail and service establishments. Multiple access points ameliorate traffic peak conditions.

• Mixed Commerce/Industrial: The sector, approximately sixty acres, fronts on Litchfield Road and Sweetwater Avenue with commercial, office and industrial user potential. Office employment would predominate along Litchfield; industrial uses along Sweetwater and into Surprise Pointe’s interior.
TAC COMMENTARY RESPONSE
Staff observations are addressed by subject area. Attachments are provided as necessary.

Planning. Two specific comments, to which Surprise Pointe cannot conform, require alternative land massing design approaches. First, the staff-proposed seventy-foot perimeter landscaping is inconsistent with months of joint planning, is unnecessary and counterproductive in view of extensive landscaping for entry treatments/view corridors, removes more than twenty acres from productive employment site use, and contradicts the desired urban street frontage appearance. Second, the "architecture forward" preference for the Litchfield/Waddell corner retail center has had to be altered, in part, for marketing reasons and, in part, to satisfy fire lane width requirements.

The proposed solution for these issues is joint commitment to architectural and perimeter landscaping excellence. The City will both incent, through Development Agreement encouragement for superior design, and expect, in reviewing individual development site plans, the establishment of buildings integrated close to perimeter streets by themed landscaping, berms and screening walls.

A third issue raised in TAC comments is the preference for joint access arrangements between the 84 Lumber parcel at the Dysart/Waddell corner and the Surprise Pointe East commerce-industrial park along the remainder of Dysart's frontage to Sweetwater. Surprise Pointe has endeavored to make this preferred access available to 84 Lumber. The adjacent property owner, however, has independently declined our request to share access. They made it openly clear at our City of Surprise meeting held Wednesday September 6th, attended by Thomas Lubanovic of 84 Lumber, that 84 Lumber did not want to share access and that they would make their own arrangements to create a site plan on their parcel that would be later submitted and approved by both the City of Surprise and with the City of El Mirage, which controls Dysart access.

From the perspective of Master Plan land massing and design, Surprise Pointe developers are most appreciative of the City's participation. Municipal staff have been full partners in creating an innovative, mixed-use, PAD approach. It is anticipated that acceptable responses to the few TAC planning concerns will be addressed in Development Agreement as positive guides for individual parcels' contribution to Surprise Pointe form and function.

Building Safety. Construction will comply with all applicable codes. During construction, two points of ingress/egress will be maintained. Principal infrastructure is intended to be installed in a single phase, thereby providing full access throughout site development.

Review for access connectivity is being addressed. Each parcel will comply with accessible parking/maneuvering as individual site plans are submitted by each sub-site user/developer.

Likewise, structural design and detailed landscaping plans -- consistent with approved Master Plan themes -- are to be supplied for Development Services review (Building Safety, Planning) as individual site plans are submitted by each sub-site user/developer. Basic appearance criteria tailored to Surprise Pointe character areas, apply to all subsites.

All individual lot improvements / data including, but not limited to the following, building locations, square footage, parking calculations, fire access roads, access drives, landscaping, and
utility locations are conceptual only. Future individual projects will be submitted to community development along with complete analysis of current adopted code as proposed lots develop.

**Fire Protection.** As discussed at the TAC meeting, any alteration from assumed building type (VB) and/or basic allowable height (30') will be subject to further requirements and review. Plans, as noted, will indicate individual site plan processing -- at which time specific building footprints will allow designation of exact hydrant placement, fire lane locations and the like.

Hunter Engineering, project engineers, has provided information regarding water flow, hydrant placement and fire access roads. Access to within 150' of structural locations is intended, conceptually -- to be observed by subsite user-developers.

Turning/maneuvering solutions for fire apparatus at dead-end access points exceeding 150' (e.g., Sweetwater cul-de-sacs; the industrial building cited in Fire notes) were discussed. Dedicated on-site maneuvering on industrial parcel driveways was discussed as an acceptable alternative.

**Engineering.** A major drainage issue raised for the first time at the TAC meeting concerning the handling of off-site regional conveyance was presented to the design team. Hunter Engineering, along with Maricopa County Flood Management, proposes a drainage channel approximately 40-feet wide, along Litchfield Road and portions of Waddell and Sweetwater. This channel will help to capture and redirect the regional runoff towards the south in a manner consistent with the existing natural dispersal pattern. This solution helps to preserve the current flow of water and return it to the South in an almost undisturbed manner.

Utility locations, generally in PUEs, will be specified on individual site plans. City staff indicated a preference for placing reclaimed water distribution lines in street rights-of-way.

**Traffic.** Adjustments to circulation plans will require limiting the easterly access point on Waddell to right in-right out (design "porkchop" to prevent left turns), as well as some locations on Dysart and Litchfield Roads. Deceleration lanes and traffic signal conduits should be illustrated on site plan resubmittals.

The proposed Sweetwater cul-de-sacs are not considered a problem by the Traffic TAC representative.

Supporting technical response with documentation are attached to this general summation.
THE FOLLOWING RESPONSES HAVE BEEN RECEIVED FROM THE VARIOUS DEPARTMENTS:

WATER DEPARTMENTS –

Requirements for Surprise Pointe: These requirements are based on the City’s Integrated Water Master Plan.

1. Cactus Road & Dysart Road – Placement of a minimum 12” potable waterline (subject to project build out per Water Master Plan requirements) in a 20’ water easement within the City of El Mirage right-of-way in Dysart Road.
   a. Tie into Skyway Business Park’s Phase II 12” potable waterline at the corner of Cactus Road and Dysart Road, continue north to south property of proposed 84 Lumber Yard commercial development. Our conceptual utility plan now illustrates a proposed waterline being extended north from the intersection of Sweetwater Avenue and Dysart Road. This line will end near the south property line of the proposed 84 Lumber Yard commercial development. Also, as discussed with Richard Williams of the Water Department, this waterline extension may be constructed with the second phase of improvements when the lot east of the railroad is developed. A water model will have to be presented to the city for their approval and acceptance.
   b. Leave appropriate size water stubs at ¼ and ½ mile alignments for future development and for looping lines. – Comment noted.

2. Sweetwater Avenue alignment (mid section or half mile) and Dysart Road – Placement of 12” potable waterline from this intersection going west to Litchfield Road and tie into proposed 16” potable waterline. – This is currently shown on the conceptual utility plans.

3. Waddell Road at proposed onsite waterline location referenced on your “option 1 layout” – Tie into existing 16” potable waterline ¼ mile east of Litchfield Road on Waddell Road. Placement of 12” potable waterline from this tie point going south to Sweetwater Avenue alignment (mid section or half mile) and tie into proposed new 12” potable waterline for looped system. – This is currently shown on the conceptual utility plans.

4. All properties east of B.N.S.F. railroad to sewer into existing 24” sewer line in Dysart Road. – Per discussion with Richard Williams on October 10, 2006 it is acceptable to tie this developments sewer to the existing line near the intersection of Sweetwater Avenue and Dysart Road.

-5-
5. All properties west of B.N.S.F. railroad to place appropriate sewer line size and tie into manhole at the intersection of 136th Avenue and Cactus Road (MH# 49 sheet 27 of 30 on plan set labeled City of Surprise Sewer plans Reems Road / Cactus Road). — Per discussion with Richard Williams on October 10, 2006 it is acceptable to tie this developments sewer to the existing line near the intersection of Sweetwater Avenue and Dysart Road.

6. A minimum of 1 (one) well will be needed for this ½ square mile with appropriate well transmission line size feeding into the Ranch Gabriela WSF. If it is determined that there isn’t enough capacity in the Rancho Gabriela WSF that another 1.2 million gallon or larger WSF will need to be built next to the existing WSF. — We have revised our preliminary plat, concept grading plan and concept utility plan to illustrate the location of the proposed well site. It is proposed near the northwest corner of the BNSF railroad and proposed Sweetwater Avenue. Please see the revised plans for clarification.

7. Reclaimed water will need to be extended from the existing 24” reclaimed line in Litchfield Road to this commercial development for watering of all common areas and for landscaping. — Per discussion with Richard Williams on October 10, 2006 a reclaimed water line exists along a portion of Waddell Road. Our plan has been revised to illustrate the existing line in Waddell Road. The line may need to be extended to tie into our developments proposed reclaimed water system at 133rd Avenue.

8. From 12” waterline at N. 133rd Ave and Waddell Road, tie in and place 12” waterline southeast to proposed 12” waterline in Dysart Road. — Our conceptual utility plan illustrates a proposed waterline extending from Waddell Road and 133rd Avenue southerly and ultimately being stubbed under the BNSF railroad to the west side of the proposed 84 Lumber site. 84 Lumber will at least have to route their water line through their site to Dysart Road. A proposed waterline will then be extended southerly along Dysart Road to tie into the proposed line at Sweetwater Avenue.

9. On Litchfield Road from Cactus Road to Waddell Road there is a proposed 16” waterline that will need to be built for your development and with other future developers on the east and west sides of Litchfield Road. — We have been told that the waterline is being installed with the Marley Park development on the west side of Litchfield Road? Please clarify.

10. There will need to be 2 (two) B.N.S.F. railroad crossings within this project.
   a. Sweetwater Road Alignment (mid section or half mile) and B.N.S.F. — Correct we will have a sewer, water and reclaimed water crossing at this intersection.
   b. Proposed 12” waterline from Waddell Road to southeast to Dysart Road. — We are proposing the second crossing near the 84 Lumber site. This line is to be extended by 84 Lumber through their property.

11. There will need to be a Development Agreement for this project due to the amount of infrastructure that needs to be built. — Agreed. We need to discuss with city further.

Cc: Attached with these requirements are:
1. As-buils (with existing infrastructure highlighted) for your use. *Not sure what as-buils you are referring to? No as-buils were attached, however As-buils and exhibits were provided previously.*

2. Exhibits of the existing and proposed infrastructures for this development. *Not sure what exhibits you are referring to? No as-buils were attached, however As-buils and exhibits were provided previously.*

Traffic

1. After review of the revised traffic impact analysis and adjacent development it was decided that the access should be as follows: *I spoke to Tracey and we do not have to revise the TIA, only the Master Site Plan to accommodate their request. The site plans have been modified to reflect her request.*

   Litchfield –  
   Access N – Right in right out  
   Access M – Right in, left in, right out (no left out)  
   Access P – Remove  
   Access O – Right in, right out  
   Access Q – Remove  

   Waddell -  
   Access A – Right in, right out  
   Access R – Remove  
   Access B – Full (Signalized)  
   Access C – Right in, right out  
   Access D – Right in, right out  
   Access F – Full

2. Provide a cross access to 84 Lumber. *Per direction of Planning and Traffic this requirement is not required.*

Fire

1. Indicate Type of Construction and height of Buildings. Type VB construction will be assumed. Additional requirement apply for building heights greater than 30 feet. *This item was previously resolved this with a note on the drawings. A note on the master plan narrative will also be added.*

2. See International Fire Code Appendix B and C for required fire flow and amount of required hydrants per building. Because all commercial buildings are required to be sprinkler, a 50% reduction of the required fireflow is given; however, the amount of required fire hydrants per building is based on the unadjusted fireflow. Where access allows, fire hydrants shall be spaced around the buildings. *This item was previously resolved this with a note on the drawings. A note on the master plan narrative will also be added.*

3. Waterflow test results shall be provided to verify adequate waterflow. This shall be provided before a building permit will be issues. *This item was previously resolved this with a note on the drawings. A note on the master plan narrative will also be added.*

4. All access roads and all turning radius, including parking aisle islands shall comply with requirement of WB-50. Verify all turning radii comply with AASHTO WB-50. *This item was
previously resolved this with a note on the drawings. A note on the master plan narrative will also be added.

5. All access ways into the construction sites shall have the required FIRE DEPARTMENT ACCESS signage installed until the roads or the access into the area is hard surfaced. Two points of access are required. Permit submittal is required for the fire access. Additional requirements apply if building heights exceed 30 feet. – This item was previously resolved this with a note on the drawings. A note on the master plan narrative will also be added.

6. Fire access roads leading to and within the site shall be capable of supporting 75,000 pounds in all weather conditions with a minimum width of 20 feet. A separate permit is required. – This item was previously resolved this with a note on the drawings. A note on the master plan narrative will also be added.

7. A remote Fire Department Connection (FDC) shall be provided on the main entrance side of the building, outside of the collapse zone, and within 25 feet from a fire hydrant. Show FDC piping to the protected building. Contact Fire Department Plans Examiner for FDC options. – This item was previously resolved this with a note on the drawings. A note on the master plan narrative will also be added.

8. Fire access road shall extend to within 150' of all portions of the exterior walls and within 150' to the center of the furthest rooms on the second level as measured along normal pedestrian routes. Stairs count as 30 feet. Retention areas or other obstacles shall not be part of this access. Access from Litchfield, Waddell or Sweetwater shall not be used as a measurement for this distance unless an safe area outside of the flow of traffic is provided. This distance is exceeded in areas bordering Litchfield, Sweetwater and Waddell. – This item was previously resolved this with a note on the drawings. A note on the master plan narrative will also be added.

9. If a dead-end access road exceeds 150 feet, a means for apparatus to turn around shall be provided. This distance is exceeded in parking area southeast of the 55,777 square feet industrial building. – This item was previously resolved this with a note on the drawings. A note on the master plan narrative will also be added.

10. Site plan shall also indicate the fire access lanes. Acknowledge the fire lanes shall be identified per the Surprise Fire Department Emergency Access Details. – This item was previously resolved this with a note on the drawings. A note on the master plan narrative will also be added.

11. The City of Surprise requires the site plan to show all fire hydrants and a minimum 8-inch watermain size, and the Fire Department Connections with the piping to the protected building, for review and approval. Once the site plan is approved, submit two additional sets of Civil Plans directly to the Fire Department Permit Technician. – This item was previously resolved this with a note on the drawings. A note on the master plan narrative will also be added.

12. Submit a revised site plan and a response letter addressing each item of this review. - OK

FROM: Fred Stevens Jr., Associate Engineer (623) 594-5714 – fred.stevens@surpriseaz.com

The following are the Engineering Department’s comments for the Preliminary Plat that needs to be addressed:

Preliminary Plat:
1. Provide a typical sight triangle detail; sight triangles shall be designed in accordance with AASHTO Standards. – (Previous Comment) – Per conversation with Fred Stevens, we have added a detail to identify sight triangles.

2. Show the existing roadway easement in the roadway sections. – (Previous Comment) – Comment noted, cross sections have been revised.

3. The subdivision boundary should extend to the Section monument lines, the Legal Description needs to be revised to reflect this adjustment. - (Previous Comment) – Comment noted, plans and legal have been revised.

4. Provide street names for the interior roads. - (New Comment) – Street names have been added, please see revised plans.

5. Per City of Surprise Municipal Code 16.20.030.B.1 Street Design Standards, Table 1, the minimum lengths of tangents between reverse curves is 150’. Adjust the reverse curve between Lot 14 and Lot 28 per this standard. - (New Comment) – A 150-foot tangent was added, please see revised plans for clarification.

6. Litchfield Road Section – Show an 8’ median to back of curb, 32’ roadway to back of curb to back of curb, 7’ parkway from back of curb, 8’ sidewalk from end of parkway. (See Redlines) – (New Comment) – The Litchfield Road cross section has been revised to match these dimensions. Is the 8-foot sidewalk a new city standard, this seems a little excessive?

7. Waddell Road Section – Show 7’ parkway from back of curb and 8’ sidewalk from end of parkway. (See Redlines) – (New Comment) – The Waddell Road cross section has been revised to match these dimensions. Is the 8-foot sidewalk a new city standard, this seems a little excessive?

8. Sweetwater Avenue – Change the roadway width from centerline to back of curb from 30’ to 25’, provide a 6.5’ parkway from back of curb, and 8’ sidewalk from the end of the parkway. (See Redlines) – (New Comment) – The Sweetwater Avenue cross section has been revised to match these dimensions. Is the 8-foot sidewalk a new city standard, this seems a little excessive?

General Comments

1. I did not receive a response letter back for the preliminary plat. I noticed that inadvertently retained the redlines that were prepared for the TAC meeting. I have prepared another set of redlines with this review letter. Please send a courier to the front counter to pick up. – Plans and redlines have been picked up. The comments have been addressed and reflected on this resubmittal.

2. I have available for your use approved project plans of the adjacent Litchfield Improvements for Marley Park and the plans CMX prepared for the signalization of Waddell Road and Litchfield Road Intersection Project if you need them. I bring this to your attention due to the fact that the Surprise Point project will be responsible for completing the median construction on Litchfield Road. The Litchfield Road Section on the plat does not show this. I want in particular to call your attention to the right-turn lane at the intersection; there may not be enough room for the 8’ sidewalk required on
Litchfield Rd. A sidewalk easement may be provided to accommodate the construction or additional right-of-way can be dedicated depending on the developer's preference. Once As-built Drawings of the intersection project are completed we will make them available to you. I also recommend you contact SW GAS to obtain As-Built Drawings of the high-pressure gas line that was relocated for the intersection improvements. Plans have been picked up. We have revised our plans to match plans prepared by CMX. We will contact SW Gas to obtain current utility locations.

Drainage Report:

1. Section 3.2 Off-site Drainage Conveyance – An additional 144 cfs (half of the south diversion of sheet flow along Litchfield Rd.) impacts this site as well. How will this additional flow be handled? – Per conversation with Fred Stevens 50 cfs of the 144 cfs will be allowed within the right-of-way and the remainder (94 cfs) will have to be conveyed in the channel. We will now need approx 41-feet of channel width. The drainage easement has been revised to 45-feet +/- This is reflected on the preliminary drawings and revised drainage report.

2. Section 3.2 Off-site Drainage Conveyance – Provide more explanation in the report how the sheet flow will enter the proposed earthen drainage channel. – Per conversation with Fred Stevens, scuppers may be used to collect adjacent street flows along Litchfield Road. Retention for adjacent half street will be collected by scuppers and conveyed in the drainage channel. The drainage channel will ultimately discharge into a spreader basin along Sweetwater Avenue, which will allow the sites ultimate overflow to outfall similar to its historical condition. Once Litchfield Road reaches its capacity (50 cfs – acceptable half street conveyance within right-of-way) the offsite drainage will overflow the proposed curb and sidewalk and enter the proposed drainage channel along Litchfield Road. See revised drainage report for further clarification.
SHOPPES AT SURPRISE POINTE

Comprehensive Sign Plan

prepared by

YOUNG ELECTRIC SIGN COMPANY
PHOENIX DIVISION
6725 WEST CHICAGO STREET, CHANDLER, ARIZONA, 85226-3335
(480) 449-3786
SHOPPES
at
SURPRISE POINT

COMPREHENSIVE SIGN PROGRAM

FEBRUARY 2008
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SHOPPES AT SURPRISE POINTE

...a comprehensive sign program
Project Narrative

The Shoppes at Surprise Pointe shall be a contemporary retail center at Litchfield Road and Waddell Road in Surprise, Arizona. The project, Phase I, II & III consists of retail shop buildings for small and medium business merchants. Phase II & III are future projects. The development shall have nine multi tenant monument signs and one wall sign to identify the center and tenants and to direct visitors to the merchant of their choice.

Project Theme

The building architecture shall utilize traditional materials such as stone and stucco creating a contemporary architectural theme.

Detached Signs

The Pylon Signs A1 & A2, located on Litchfield Road and Waddell Road are the primary center identification signs. Each sign is 25'-0" in height and has 14 sq. ft. for the center name. The tenant panels (7) are a total of 171.16 sq. ft.

Pylon Signs B1, & B2 located on Litchfield Road and Waddell Road are the secondary center ID signs. Each sign is 12'-0" in height and has 15.67 sq. ft. for the center name. The tenant panels (3) are a total of 28.21 sq. ft.

The Monument Sign C1,C2,C3,C4 Located on 137th Avenue and Soledad Street are tenant only signs. Each sign is 8'-0" in height and has a total of 25.56 sq. ft.

The Wall Signs D1, D2 one located on the corner of Litchfield Road and Waddell Road, the second is located on the corner of Litchfield Road and Soledad Street. The signs consists of halo-illuminated channel letters 20" height and 37.35 sq. ft.

Walgreens monument (Sign E) is located on Litchfield Road, is a tenant sign only. The sign is 6'-0" in height and has 21.78 square feet in sign area.

Restaurant menu board placement, design and size to be determined as approved by the landlord and/or the Association and the City of Surprise.

The plan identifies areas on each building elevation where tenant identification may be placed. The sign boards shown on the building elevations shall be possible sign locations. The Landlord or Association shall provide the tenants with the sign boards allowed for their use. The sign bands shall not necessarily be attached to their leased space as the City code allows.

The building signage color palette for the retail tenants shall be open for face color, letter returns are painted bronze. Wall signs shall be internally illuminated with L.E.D., neon, non-illuminated or combination of all. Also included in this Comprehensive Sign Plan are the building address requirements. The wall sign requirements, shall be as follows:

- **Attached Wall Signs**
  1. Major tenants: 35000 and above, front side 2.5 sq. ft. / 1 linear ft. Back side 2 sq. ft. / 1 linear ft. Major Tenant Building A: Theater sign package includes various exposed neon star and stripe designs with no copy and neon logo with copy reading “Ultra Star Cinemas”. The theater will have a single face electronic red L.E.D. (11" x 12") marquee board at the entrance to the theater.
  2. Minor tenants: 10,000 to 34,999 sq. ft., front side 2 sq. ft. / 1 linear ft. Back side 1.5 sq. ft. / 1 linear ft. Minimum.
EXHIBIT A
PRIMARY TENANT SIGN
“A1-A2” DETAIL

SPECIFICATION KEY NOTES

1. ALUMINUM CAP & EMBELLISHMENTS PAINTED SW 6076 “TURKISH COFFEE”
2. CABINET PAINTED SW 6096 “MAPLE” WITH ROUTED OUT GRAPHICS AND 1” PUSH THRU ACRYLIC, 3M BLACK PERFORATED DYNAMIC VINYL OVERLAY.
3. ALUMINUM FRAME SW 6095 “TOASTY”.
4. 1/4” DEEP TENANT PANELS PAINTED SW 6095 “TOASTY” TO BE ROUTED OUT WITH BACK UP ACRYLIC CORE, ILLUMINATE WITH NO FLUORESCENT LAMPS.
5. MOUNTAIN LEDGE “BUCKSKIN” STONE VENEER (TO BE CONFIRMED).
6. FOSAD ADDRESS NUMBER PAINTED SW 6993 “BLACK OF NIGHT”

Glimcher Ventures Southwest

SHOPPES AT SURPRISE POINTE

...a comprehensive sign program

G6701038-21
EXHIBIT C

TENANT SIGN
C1 C2 C3 C4 DETAIL

SPECIFICATION KEY NOTES
1. Aluminum cap & embellishments painted SW 6076 "TURKISH COFFEE".
2. Aluminum cabinet SW 6095 "TOASTY"
3. 1/4" deep tenant panels painted SW 6095 "TOASTY" to be routed out with back up acrylic coat illuminate with fluorescent lamps.
4. Mountain ledge "BUCKSKIN" stone veneer [to be confirmed].
5. FCO address numbers painted SW 6979 "BLACK OF NIGHT".

Glimcher Ventures Southwest

SHOPPES AT SURPRISE POINTE
...a comprehensive sign program
EXHIBIT D1
CENTER ID WALL SIGN DETAIL

SPECIFICATION KEY NOTES

1. ALUMINUM CAP & UMBRELLA ENDS PAINTED SW KEY "CITRUS COFFEE"
2. HALO ILLUMINATED REVERSE PEN CHANNEL LETTERS PAINTED SW 6939 "BLACK OF NIGHT"
3. CMU WALL STUCCO FINISH PAINTED SW 2866 "NAPERY"
4. MOUNTAIN EDGE "BUCKSKIN" STONE VENEER (TO BE CONFIRMED.)

Gлимчер Вентуры Сouthwest

SHOPPES AT SURPRISE POINTE

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D1 HALO-ILLUMINATED REVERSE CHANNEL LETTERS ON CMU WALL

SCALE 1/4" = 1'-0" GITY: 1 51.95 SQ.FT.
TYPICAL BUILDING ADDRESS IDENTIFICATION

SCALE 3" = 1'-0"
VINYL WINDOW IDENTIFICATION
SIZE AND LOCATION AS INDICATED ON DETAIL.
LETTERS ARE NOT TO EXCEED OR BE SMALLER THAN 3" IN HEIGHT.

HELVETICA MEDIUM
1 2 3 4 5 6 7 8 9 0
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz

ALL MATERIALS ARE TO BE #200-10 WHITE,
REVERSE CUT HIGH PERFORMANCE ON
SCOTCHGLO VINYL, COMPUTER GENERATED.

NOTE: WINDOW GRAPHICS NOT TO EXCEED
25% OF TOTAL WINDOW AREA.

ENTRANCE ELEVATION... TYPICAL TENANT IDENTIFICATION & HOURS
SCALE 3/4"=1'-0"
SIGN BAND DEFINITION
THE SIGN BAND IS THE FLAT RECTANGULAR WALL SPACE UNOBSCURED BY DIMENSIONAL ARCHITECTURAL FEATURES (SEE TYPICAL ELEVATION ABOVE). ALL STORAGE SHALL BE LOCATED WITHIN THE SIGN BAND. ALL TENANT STORAGE PHYSICAL AREA DIMENSIONS SHALL BE 35% LESS (VERTICAL AND HORIZONTAL) THAN THE SIGN BAND (SEE TYPICAL ELEVATION ABOVE).

BUILDING WALL SIGN STANDARDS
ALL SIGNS SHALL BE PLACED WITHIN A SIGN BAND. NOT MORE THAN ONE OCCUPANT SIGN MAY BE PLACED IN EACH SIGN BAND. WALL SIGNS SHALL BE RESTRICTED TO IDENTIFYING THE PERSON, FIRM, CORPORATION OR THE PRODUCTS AND/OR SERVICES OFFERED SPECIFICALLY AT THIS LOCATION. ALL SIGNS SHALL COMPLY WITH THE FOLLOWING:

1. SIGN AREA FOR EACH OCCUPANT WALL SIGN SHALL BE LIMITED TO A MAXIMUM OF THE SIGN BAND SHOWN.
2. OCCUPANT MAY OCCUPY A MAXIMUM OF 3 SIGN BANDS, SUBJECT TO PROPERTY MANAGER APPROVAL.
3. PROPERTY MANAGER TO APPROVE SIGN BAND FOR EACH OCCUPANT.
4. OCCUPANT OCCUPYING A CORNER LOCATION MAY BE GRANTED A SECOND SIGN SPACE SUBJECT TO PROPERTY MANAGER APPROVAL.
5. ALL PENETRATIONS OF THE BUILDING SHALL BE NEATLY SEALED AND KEPT IN A WATER-TIGHT CONDITION. BUILDING PENETRATIONS SHALL BE MINIMIZED. UPON REMOVAL OF ANY SIGN, THE FAÇADE SHALL BE RESTORED TO THE TEXTURE, COLOR AND FINISH OF THE SURROUNDING WALL AREA AT THE OCCUPANT'S EXPENSE.
6. THE PROPERTY MANAGER RESERVES THE SOLE RIGHT TO INTERPRET, ENFORCE AND ADMINISTER THE TERMS AND CONDITIONS OF THE COMPREHENSIVE SIGN PLAN AND ALL RELATED DOCUMENTS AND POLICIES.
7. NO EXPOSED HARDWARE OR FASTENERS ALLOWED.
8. NO EXPOSED CONDUIT OR RAC EWAYS MAY BE USED. ALL CONDUCTORS AND TRANSFORMERS MUST BE CONCEALED.
9. ALL EXTERIOR BOLTS, FASTENERS, CLIPS OR OTHER HARDWARE SHALL BE OF HOT-DIPPED GALVANIZED IRON OR STAINLESS STEEL. NO BLACK IRON MATERIALS OF ANY TYPE SHALL BE PERMITTED.
10. ALL SIGNS INSTALLED AT THE "SHOPS" & "PAD" BUILDING SHALL:
1) BE CONSTRUCTED OF ALUMINUM, PAN CHANNEL, ILLUMINATED INDIVIDUAL LETTERS EXCEPT AS APPROVED BY PROPERTY MANAGER.
2) BE INTERNALLY ILLUMINATED WITH I.E.D., NEON OR A COMBINATION OF BOTH.
3) HAVE THE PROPERTY MANAGERS APPROVAL FOR ALL LOGO AND COPY COLORS.
4) HAVE A MAXIMUM OF 5" DEEP LETTER RETURNS, EXCEPT AS APPROVED BY PROPERTY MANAGER.
5) HAVE PRE-PAINTED BRONZE LETTER RETURNS (EXCEPT MAJOR TENANTS).
This is a typical of the building id sign. Size of star sign can be scaled down to fit locations on building. All outdoor signage is to be connected to light sensors that will keep signs off during the day (night hours). Blue Ultra needs to have:

- Pan-Channel Letters

   - Wall (various)
   - Aluminum back & 5" aluminum returns
   - 1" trim cap edges
   - 1/4" acrylic face
   - 16mm neon tube
   - Rubber insulator boot
   - Glue wire power leads
   - Neon tube support
   - Fastener (depending on wall surface, top & bottom)
   - Typical 4 per letter
   - Service disconnect switch
   - 0/1 transformer
   - In transformer box behind wall
   - Jack with power provided by customers electrical contractor
   - 1/4" weep hole on low points & bottom area of each cut

Specs/Color Guide

Scale: 1/2"=1'-0" 141.29 sq. ft.
ILLUMINATED EXPOSED NEON DISPLAY - COLOR GUIDE

SCHEDULE 3/4" ≈ 1/8"
NON ILLUMINATED D/F TENANT UNDERCANOPY SIGN

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

S

BABA

END VIEW

END VIEW

74"

24"
MOUNTAIN LEDGE “BUCKSKIN” STONE VENEER

Sw6386
"NAPERY"

Sw6101
"SANDS OF TIME"

Sw6095
"TOASTY"

Sw6076
"TURKISH COFFEE"

Sw6993
"BLACK OF NIGHT"
City of Surprise  
Development Services Department  
16000 N. Civic Center Plaza  
Surprise, AZ 85374  

Date: July 19, 2011  

RE: Subject: Surprise Pointe South - Case File: PRJ09-178/CR11-194  
Request for a Minor Amendment to the PAD Regarding Building Setbacks.

The Following is a request for a Minor Amendment to the PAD Regarding Building Setbacks. We are proposing to incorporate the following language as it relates to the PAD for the project:

"Building setbacks internal to any site that do not front, back onto, or side to right-of-way are flexible and will meet all building code requirements. Said setbacks will require the review and approval by the city at the time of site plan and/or final plat review."

<table>
<thead>
<tr>
<th>Administrative Approval</th>
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<tbody>
<tr>
<td>Community Development Director</td>
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<tr>
<td>[Signature]</td>
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<tr>
<td>Water Services Director</td>
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<td>[Signature]</td>
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<tr>
<td>City Engineer</td>
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<td>[Signature]</td>
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Sincerely,

Jeff Hunter, PE  
President
Dear City of Surprise

I am submitting this letter today in regards to amend the comprehensive sign package for The Boulevard at Surprise Pointe (Shoppes at Surprise Pointe).

Our proposed request will be to add and additional A Type Sign to be placed on Litchfield Road. Currently there is only one multitenant A Type sign placed on Litchfield Road. There are no B Types or C Types located on Litchfield Road.

The Boulevard at Surprise Pointe has 1,212 feet of frontage on Litchfield Road. Currently the only freestanding sign that has been installed on Litchfield Road is the Walgreens Sign Type E. There are also two Shopping Center ID (Type D1 and D2) and do not allow any tenant copy. The D type signs are approved for the Northwest and Southwest Corners of this development but not yet installed. Approved but not yet installed also is the Sign Type A1.

Our reason for adding an additional A Type Sign which we will call sign type A3 is because Litchfield road is a high traffic major thoroughfare and will only increase with time. We feel the current Comprehensive Sign Package has not allocated enough tenant panels for Litchfield Road. By allowing an additional A Type (A3) sign on Litchfield Road will accomplish our goals to offer the retail tenants viability on this high volume traveled road. Also allowing an A Type (A3) Sign on Litchfield Road is the right thing to do when it comes to it being aesthetically pleasing as to not clutter Litchfield Road with different sign types.

The placement of the proposed Sign Type A3 will be on the north side of the second driveway south of Waddell Road. The placement and set backs will duplicate sign type A1. Sign Type A1 is to be located on the north side of the third driveway south of Waddell Road. The distance from Sign Type A1 and Sign Type A3 will be 281'.

Please review our revised site plan and sign placement showing the location of the proposed sign Type A3.

Sincerely,

Scott Mahlhoff
President
Identity Sign Group Inc.
10027 N. 12th Street
Phoenix AZ 85020
602-279-9268 Office
602-266-1289 Fax

<table>
<thead>
<tr>
<th>Administrative Approval</th>
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<tbody>
<tr>
<td>Community Development Director</td>
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<tr>
<td>Date: 8-30-11</td>
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<tr>
<td>Water Services Director</td>
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<tr>
<td>Date: 8-30-11</td>
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<tr>
<td>City Engineer</td>
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<td>Date: 8-30-11</td>
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</tbody>
</table>
SITE PLAN

INDICATING
SIGN LOCATION

SIGHT VISIBILITY TRIANGLE

PROPOSED SIGN A3

VISIBILITY TRIANGLE
AS PER AASHTO

SITE PLAN
SCALE: 1" = 40'-0"