



City of Surprise  
Planning and Zoning Commission  
AGENDA

Tuesday, March 3, 2009 - 6 P.M.

Surprise City Hall

12425 West Bell Road, Suite D100, Surprise, AZ

**CALL TO ORDER**

- A. Roll Call
- B. Pledge of Allegiance
- C. Approval of items on the **Consent** Agenda – all items with an asterisk (\*) are considered to be routine matters and will be enacted by one motion and one roll call vote to the Planning and Zoning Commission. There will be no separate discussion on these items unless a Commissioner requests; in which event, the item will be removed from the consent agenda and considered in its normal sequence on the agenda.

ITEM NO.	ITEM DESCRIPTION	STAFF RECOMMENDATION
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**CURRENT EVENTS REPORT**

1	COMMUNITY DEVELOPMENT DEPARTMENT REPORT	JEFF MIHELICH
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**CONSENT AGENDA:**

2*	APPROVE PLANNING/ZONING COMMISSION MINUTES FOR FEBRUARY 3, 2009.	APPROVAL SECRETARY: DEBBIE PERRY
3*	<b>SP08-164 – CONSIDERATION AND ACTION – MOON VALLEY NURSERY:</b> REVIEW A SITE PLAN FOR MOON VALLEY NURSERY RELOCATING TO THE NORTHEAST CORNER OF SANTA FE DRIVE AND COTTONWOOD STREET. REQUEST IS SUBJECT TO STIPULATIONS A THROUGH E.	APPROVAL PLANNER: HOBART WINGARD
4*	<b>RS08-002 – CONSIDERATION AND ACTION – WILDCAT RANCH:</b> REVIEW A RURAL SUBDIVISION FOR WILDCAT RANCH LOCATED ON THE NORTHWEST CORNER OF ADOBE ROAD AND 223 <sup>RD</sup> AVENUE. REQUEST IS SUBJECT TO STIPULATIONS A THROUGH C.	APPROVAL PLANNER: DENNIS DORCH

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

5	<b>GPA08-170 AND PADA08-171 – CONSIDERATION AND ACTION – PINNACLE PEAK COUNTRY ESTATES – VERDUGO:</b> REVIEW A MINOR GENERAL PLAN AMENDMENT AND A MAJOR PLANNED AREA DEVELOPMENT AMENDMENT TO CHANGE 60 ACRES OF A SUBURBAN RESIDENTIAL LAND USE CLASSIFICATION ON THE NORTHEAST CORNER OF 163 <sup>RD</sup> AVENUE AND PINNACLE PEAK ROAD. REQUEST IS SUBJECT TO STIPULATIONS A THROUGH D.	RECOMMEND APPROVAL PLANNER: ADAM COPELAND
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**PRESENTATION:**

- 6 **TA08-341 – DISCUSSION ONLY – SURPRISE UNIFIED DEVELOPMENT CODE (SUDC):** PRESENT THE CHAPTERS (4, 7, & 8) OF THE SUDC COVERING FORMS AND DESIGN.

**DISCUSSION  
PLANNER:  
DENNIS DORCH**

**OPEN CALL TO PUBLIC:**

**CALL TO THE PUBLIC**

Note: During this time, members of the public may address the Commission on any item not on the agenda. At the conclusion of the open call, Commissioners may respond to criticism, may ask staff to review the matter or may ask that the matter be put on a future agenda. No discussion or action shall take place on any item raised.

**CURRENT EVENTS REPORT**

CHAIRPERSON AND COMMISSIONERS

**CONSIDERATION AND ACTION TO HOLD AN EXECUTIVE SESSION:**

Pursuant to A.R.S. § 38-431.03(A)(3), the Planning and Zoning Commission may go into executive session with the City Attorney for legal advice on any item listed on the agenda.

**ADJOURNMENT:**

**POSTED:** February 24, 2009      **TIME:** 4 p.m.

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Jeffrey J. Mihelich, Director  
Community Development

**REQUEST TO SPEAK:** Comments pertaining to the Planning and Zoning Commission business are welcome. If you wish to address the Planning and Zoning Commission, please complete a Public Comment Form and present it to the secretary before the call to order for this meeting.

**SPECIAL NOTE:** Individuals needing reasonable accommodations, such as large print materials and oral/ASL interpreters, should contact the Disability Advocate at 623.222.2266 (Voice); 623.222.3802 (VP) or 623.222.2003 (TTY) at least three (3) business days prior to the event so arrangements can be made.

## **CITY OF SURPRISE**

### **PLANNING AND ZONING COMMISSION 12425 West Bell Road, Suite D-100 Surprise, Arizona 85374**

**February 3, 2009**

### **REGULAR MEETING MINUTES**

#### **CALL TO ORDER**

Vice Chair Steve Somers called the Planning and Zoning Commission Meeting to order at 6 p.m. at the Surprise City Hall, 12425 West Bell Road, Suite D100, Surprise, Arizona 85374, on Tuesday, February 3, 2009.

#### **ROLL CALL**

In attendance with Vice Chair Somers were Commissioners Matthew Bieniek, Ken Chapman, and Robert Rein. Commissioner Fred Watts arrived at 6:04 p.m. (Chair Jan Blair and Commissioner John Hallin were absent).

#### **PLEDGE OF ALLEGIANCE**

#### **COMMUNITY DEVELOPMENT DEPARTMENT REPORT**

Director Jeff Mihelich reported that the city has scheduled public outreach meetings for village planning. The first meeting is scheduled for Village 1 on Wednesday, February 4<sup>th</sup> at the Northwest Regional Library. The second meeting is scheduled for Wednesday, February 11<sup>th</sup> at Willow Canyon High School for Village 3 planning. Both meetings begin at 6 p.m.

The annual General Plan Major Amendment offsite public hearing is scheduled for Tuesday, April 28, 2009 at the Northwest Regional Library.

#### **CONSENT AGENDA**

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

Commissioner Chapman made a motion to approve the **Consent Agenda**. Commissioner Bieniek seconded the motion. The motion passed with a vote of 4 ayes. (Blair, Hallin, Watts absent).

- **Item 2\*: Planning and Zoning Commission Minutes for January 6, 2009.**

## REGULAR AGENDA ITEMS NOT REQUIRING A PUBLIC HEARING

- **Item 3: TA08-320 – Consideration and Action – Temporary Use Permits**

Commissioner Chapman made a motion to **continue TA08-320, Temporary Use Permits**, to the April 7, 2009 Planning and Zoning Commission meeting. Commissioner Rein seconded the motion. The motion passed with a vote of 4 ayes. (Blair, Hallin, Watts absent).

## DISCUSSION

- **Item 4: TA08-341 – Discussion Only – Surprise Unified Development Code**

Director Mihelich introduced the Surprise Unified Development Code (SUDC) and its importance in relation to the streamlining of the development review process and to the General Plan. Senior Planner Dennis Dorch presented the SUDC zoning chapters 1, 2, 3, 5 and 6 to the Commission.

Director Mihelich advised the commission that a stakeholders group has been formed to provide input and feedback. The group includes a land use attorney, an engineer, a representative from the home builders industry, and a representative for commercial development.

In response to Commissioner Rein, Senior Planner Dorch stated that the SUDC was originally written in 2004. Due to the increase in development, the project was put on hold. City staff is reviewing, revising, and updating this original draft version.

In response to Commissioner Rein, Director Mihelich explained that projects already in the development process, and that have already had a public hearing, would not be required to resubmit their project based on the new requirements; however, they would be allowed to if they choose.

In response to Commissioner Rein, Senior Planner Dorch stated that by state law we are unable to annex property that is not contiguous to city limits. Commissioner Rein stated that this section does not specifically address annexation.

There was discussion and comments regarding:

- Financial assurance requirement
- Developer warranty period
- Conservation – Suggestion to adopt phasing for LEED certifications and to create minimum standards for solar technology.

In response to Commissioner Bieniek, Director Mihelich stated that the city has two monetary incentives to encourage sustainability. Plan review and building permit fees will be waived on any project that includes new solar technology. In addition, any project that attains LEED certification will have those fees rebated.

In response to Commissioner Watts, Senior Planner Dorch indicated that there are several development documents referenced within the SUDC, including the Integrated Water Master Plan, Parks and Trails Master Plan and the Engineering Development Standards.

There was some discussion and comments regarding:

- Release of hazardous discharge
- Wetland boundaries
- Increasing the rear setback requirements for single-family residential
- Neighborhood center/open space requirements
- Flexibility with z-lots
- Four-sided architecture
- Recreational space
- Residential clusters

In response to Commissioner Chapman, Senior Planner Dorch stated that developers, regardless of the size of the project, are required to meet with the school district regarding a donations agreement, if they are developing in an area that has been identified as a possible school site. The city does not enforce the agreement between the two; however, the city does require the agreement.

Vice Chair Somers stated that he would suggest adding a visitability requirement in the model home complex section of chapter 6.

### **OPEN CALL TO PUBLIC**

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

### **CURRENT EVENTS REPORT:**

### **CONSIDERATION AND ACTION TO HOLD AN EXECUTIVE SESSION**

**Pursuant to A.R.S. § 38-431.03(A)(3), the Planning and Zoning Commission may go into executive session with the City Attorney for legal advice on any item listed on the agenda.**

No request was made to call for an executive session.

### **ADJOURNMENT**

Hearing no further business, Vice Chair Somers adjourned the regular Planning and Zoning Commission meeting at 7:04 p.m.

### **STAFF PRESENT:**

Community Development Director Jeff Mihelich, City Attorney Jim Gruber, Senior Planner Dennis Dorch, and Planning and Zoning Commission Secretary Deb Perry.

**COUNCIL MEMBERS PRESENT:** None

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Jeffrey J. Mihelich, Director  
Community Development Department

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Steve Somers, Vice Chair  
Planning and Zoning Commission



## COMMUNITY DEVELOPMENT DEPARTMENT

**Date:** March 3, 2009

**To:** Planning and Zoning Commission

**From:** Jeffrey J. Mihelich, Community Development Director  
Hobart Wingard, Planner

**Re:** **SP08-164 Moon Valley Nursery**

### Introduction

Moon Valley Nursery is to relocate their existing business currently located at 16685 North Greasewood Street to a new location nearer to Grand Avenue at the northeast corner of Santa Fe Drive and Cottonwood Street in the Original Town Site. The project will include a new plant nursery with retail sales of trees and other plant materials.

### History

On December 17, 2007, the applicant submitted for a preapplication meeting, PA07-0050, to preliminarily determine the city's requirements for the proposed facility. On August 20, 2008, the owners of Moon Valley Nursery submitted for a site plan review, SP08-164.

### Staff Review

#### **Location:**

The proposed nursery center is located on the northeast corner of Santa Fe Drive and Cottonwood Street in the Original Town Site.

#### **Access:**

Primary vehicular access to the site is from Cottonwood Street to the south. Pedestrian access is provided by an existing sidewalk along Cottonwood Street that intersects a pedestrian route that bisects the parking area with a landscaped pedestrian walk leading directly to the sales area.

**Site Plan:**

The nursery facility will consist of a 5,000-square-foot indoor display and sales office building, a 144-square-foot sales kiosk, as well as outdoor plant display areas. Other enhancements include an outdoor sales patio, parking for 87 vehicles, screened equipment area, and staging/loading area. The plant display area is to be separated from the parking area with a decorative wrought iron security fence and to the surrounding areas by a six-foot block wall. Paved paths will loop through the display area to provide access for pedestrians, material stocking, and emergency vehicles. The balance of the display area will be covered by gravel mulch for dust and mud control.

**Architecture:**

The architecture of the Moon Valley Nursery display building and kiosk are consistent with the character of buildings found in the Original Town Site. Sustainable building materials such as concrete block will serve as the primary building material, and low maintenance concrete tile will serve as the primary roofing material. Although the building and kiosk operate as open air facilities, the applicant has introduced earth-toned colors and some patterning to add visual interest along the elevations.

**Lighting:**

There is no exterior lighting associated with this project. All sales are to occur during daylight hours only.

**Landscape Plans:**

A 50-foot landscape buffer consisting of low water use plant material will be provided along the frontage of the nursery center, and a minimum 15-foot landscaped buffer will be located on the eastern and western sides where parking is located. Additionally, a three-foot screen wall will provide screening of parked vehicles.

**Signage:**

Monument signage will be located at the southwest corner of the site along Santa Fe Drive and west of the entrance located along Cottonwood Street. The signage will conform to the current Surprise Municipal Code.

**Parking:**

Screened parking is located on the southern portion of the site. Parking for 87 vehicles has been provided. Four accessible spaces align adjacent to the indoor display building providing unfettered access to the grounds.

Findings:

1. Staff finds that the proposed site plan complies with Section 125-33, procedures for site plan approval of the Surprise Municipal Code.
2. Staff finds that the proposed site plan complies with the approved Planning and Design Guidelines that are adopted by Section 125-223 of the Surprise Municipal Code.

Recommendation:

Staff recommends SP08-164, Moon Valley Nursery, for approval, subject to the following stipulations:

- a. Non-residential monitoring manhole(s) are required on all project laterals, before entering the street sewer. The manhole(s) must be accessible to City of Surprise Water Services Department (COSWSD) 24 hrs/day/365, through rights-of-way or exclusive easement deeded to the city.
- b. All off-pavement sewer rights-of-way/easements (both public and private) with manholes must have all-weather access and be above stormwater levels. Bolted gasketed covers will be required in problem areas. Fiberglass manhole markers per COSWSD standard details as required.
- c. Trees located along pedestrian routes are to be thornless.
- d. All parcel numbers shall be active prior to submittal of any building permit and shall stay active throughout the construction process until a Letter of Compliance and/or Certificate of Occupancy is issued. Any subdivision or lot split shall be reviewed and approved by the City of Surprise prior to recordation with Maricopa County.
- e. The applicant shall include all approved stipulations related to the project on the title sheet of construction plans prior to plan check submittal.

Attached:

Narrative, vicinity map, ADOT letter, site plan, elevations, and landscape plan.

## PROJECT NARRATIVE

November 24, 2008

**PROJECT:** Moon Valley Nursery  
13040 West Cottonwood Street

**APPLICATION No:** SP08-164

**Project Description:** The Proposed project is for a new plant nursery with retail sales of trees and other plant materials. The proposal consists of a 5,000 sf. Indoor display and sales office building, a 144 sf. sales kiosk as well as outdoor plant display areas. The nature of the outdoor display is plant materials, with the majority of the plants being trees (24" box or larger). Other site development includes an outdoor sales patio, an 87 car landscaped parking lot, screened equipment area, and trash enclosure.

**Location:** This proposed project is located at the northeast corner of Santa Fe Drive and Cottonwood Street.

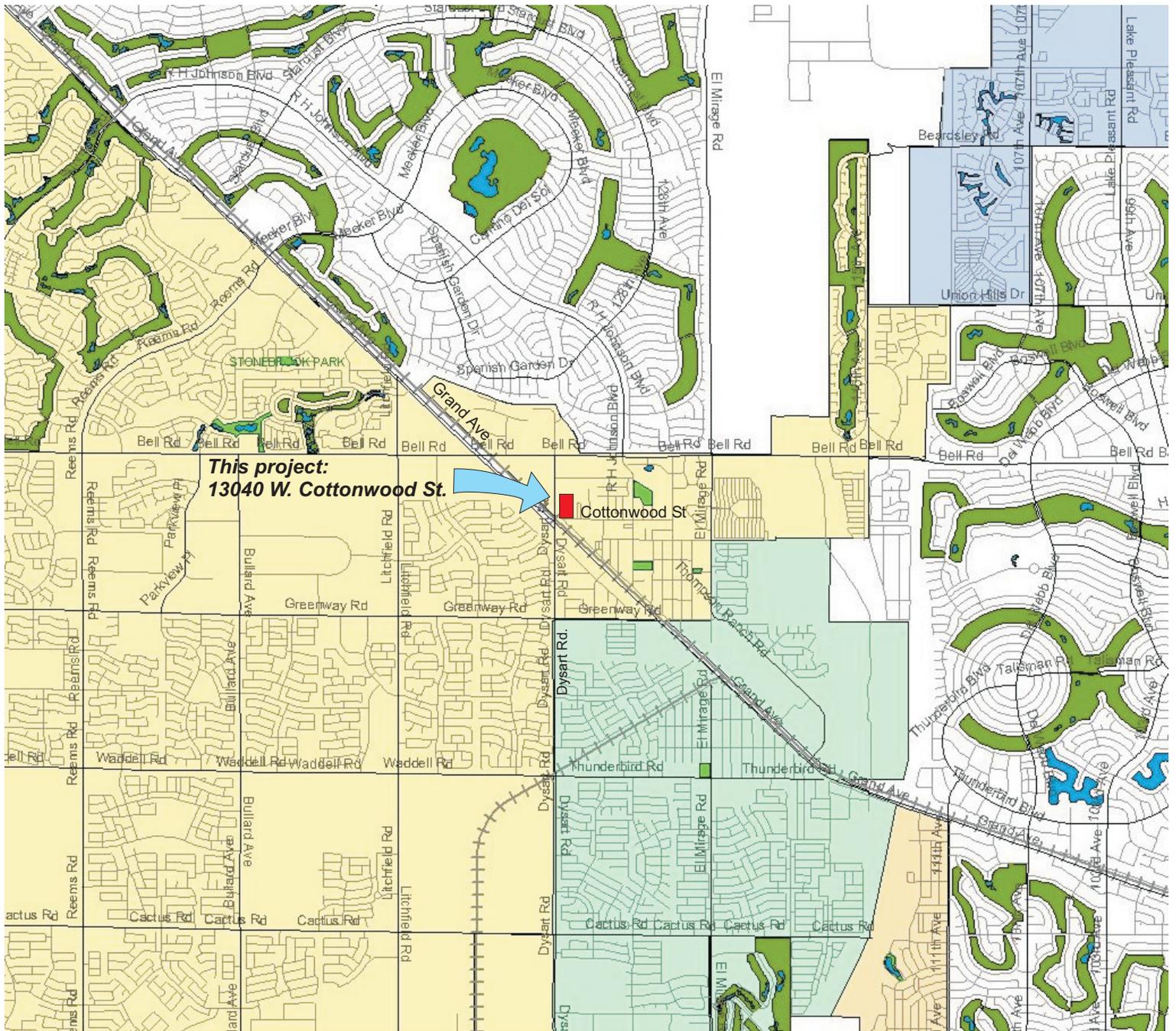
**Historical:** The existing land is vacant and zoned C-2, a previous building on site has long been removed. The proposed use is consistent with C-2 zoning with Site Plan approval.

**Adjacent uses:** The adjacent land to the north is zoned C-2 and is vacant. Land to the west is zoned C-2 and is occupied by a strip center. Land to the south is vacant and zoned I-1. The adjacent parcel to the east is also vacant and is zoned R1-5.

**Operations:** The plant growing and display areas are separated from the parking by a wrought iron security fence with large gates that will remain open during business hours (daylight hours). Paved paths loop through the outdoor display area that allows easy pedestrian access to the tree display as well as access for emergency vehicles and plant material stocking. The outdoor display ground surface will be covered with gravel mulch for dust & mud control and to allow percolation of rainwater into the soil. Sales will take place at the outdoor patio & sales kiosk. The indoor display will be for small plants and landscape/gardening supplies. Loading will occur at the northwest corner of the parking lot.

**Infrastructure:** There are existing sewer, water and power services at the site that once served an existing building on site. New services will be provided as required by this project.

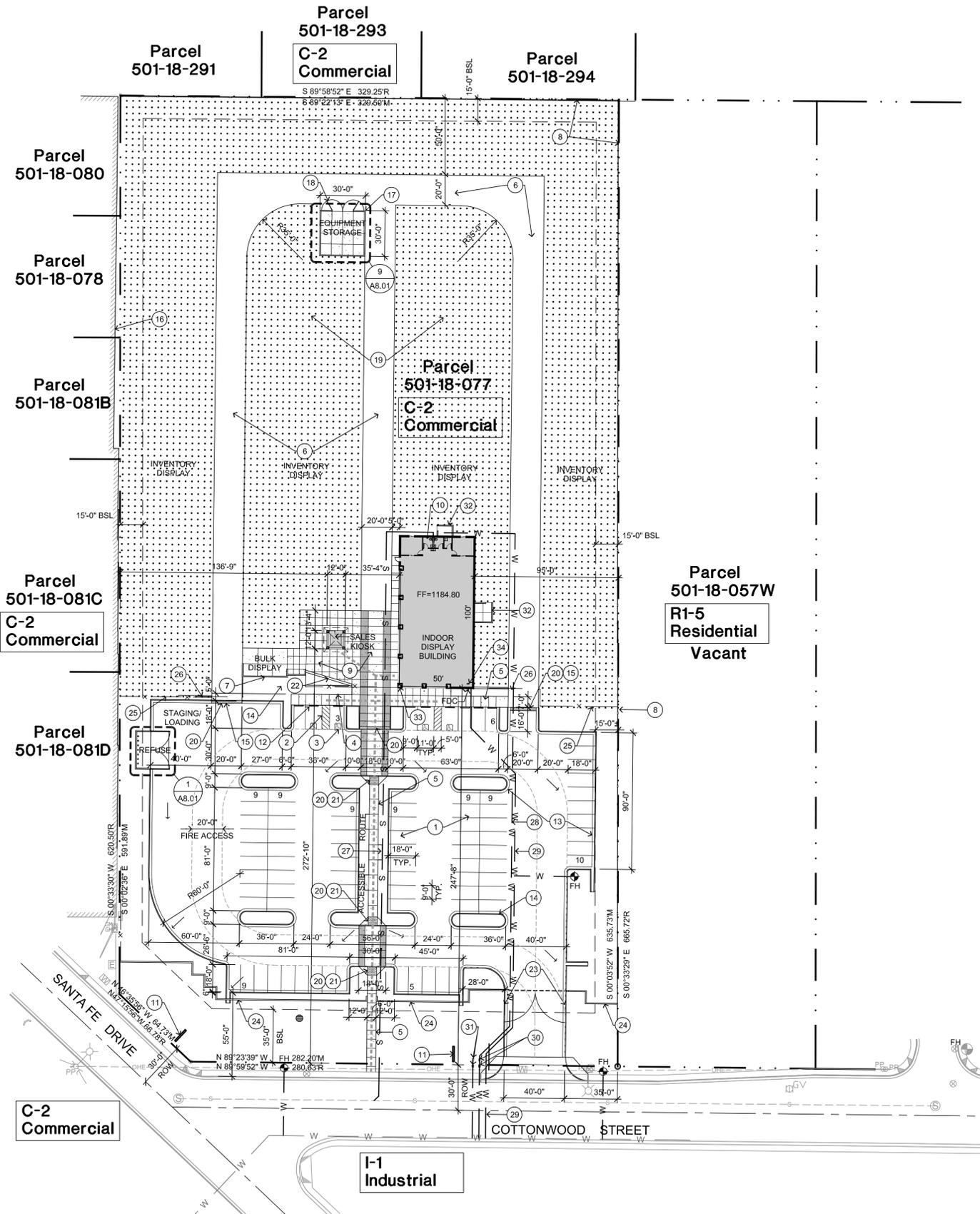
**Phasing:** This project will not be phased.



# Vicinity Map

January 27, 2009

**Moon Valley Nursery**  
 13040 W. Cottonwood Street  
 Surprise, Arizona



**SITE DATA:**

SITE AREA:

GROSS:	218,086 SF (5.0066 AC)
NET:	208,377 SF (4.7837 AC)

BUILDING FOOT PRINT:  
LOT COVERAGE: 5,144 SF  
2.47%

PAVED PARKING + ENTRY DRIVE:  
PAVED LOOP ACCESS PATH + UTIL:  
PATIO & SIDEWALKS: 52,632 SF  
6,382 SF

OUTDOOR DISPLAY : 95,273 SF

LANDSCAPE AREA (ONSITE): 26,729 SF

LANDSCAPE AREA (OFFSITE): 1,445 SF

OPEN SPACE: 68.97% 143,712 SF

RETENTION:  
PARKING RETENTION AREA: 11,135 SF

ADWR RATIO:  
LOW WATER USE PLANTS 442 98.9%  
TOTAL PLANTS 447

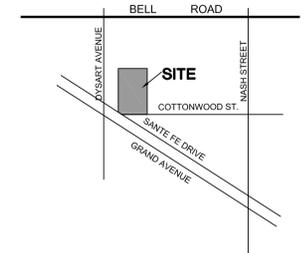
PLANT SIZE RATIO:  
24" BOX 25 PLANTS 48%  
36" BOX 15 PLANTS 29%  
48" BOX 12 PLANTS 23%

**KEY NOTES**

- ASPHALT PAVED PARKING LOT
- PAINTED PARKING STRIPING
- ACCESSIBLE PARKING SYMBOL
- ACCESSIBLE PARKING SIGN TYP. AT EA.  
ACCESSIBLE PARKING SPACE SEE DETAIL 6/A8.01
- CONCRETE SIDEWALK
- ASPHALT PAVED PATH (ASPHALT PAVED WALK IS  
ACCESSIBILITY COMPLIANT)
- NEW 6" HIGH CMU WALL SEE DETAIL 2/A8.01
- NEW 6" HIGH CMU FENCE SEE DETAIL 3/A8.01
- CONCRETE PAVED PATIO
- ACCESSIBLE RESTROOMS
- LIGHTED MONUMENT SIGN (SEPARATE PERMIT)
- PRECAST CONCRETE WHEEL STOP
- CONCRETE CURB & GUTTER PER CITY OF  
SURPRISE STANDARDS SEE ALSO CIVIL  
DRAWINGS
- LANDSCAPED PLANTER TYP.
- DEPRESS CURB FLUSH W/ ASPHALT FOR  
VEHICLE ACCESS
- FACE OF EXISTING MASONRY BUILDING ALONG  
WEST PROPERTY LINE TYPICAL
- NEW 6" HIGH CMU EQUIPMENT ENCLOSURE WALL  
SEE DETAIL 9/A8.01
- NEW PAIR 7'x8" SOLID METAL GATES SEE DETAIL  
9/A8.01
- 2" MIN. PEA GRAVEL SURFACE TYPICAL AT ALL  
DISPLAY AREAS
- TACTILE WARNING PAVERS (FLUSH)
- ACCESSIBLE CURB RAMP SEE 8/A8.02
- 16" WIDE x 18" HIGH C.M.U. SEAT WALL W/  
PRECAST CONC. CAP SEE DETAIL 8/A8.01
- VEHICLE BARRIER GATES SEE DETAIL 6/A8.02
- 8" C.M.U. SCREEN WALL 3" ABOVE ADJACENT  
PAVEMENT SEE DETAIL 5/A8.01
- 6'-0" HIGH WROUGHT IRON FENCE W/ 1/2" SQ.  
PICKETS AT 4" O.C. SEE DETAIL 5/A8.02
- NEW SANITARY SEWER LINE
- NEW DOMESTIC WATER LINE
- NEW FIRE LINE
- NEW 1" DOMESTIC WATER METER, BACKFLOW  
PREVENTER AND SCREEN COVER
- NEW 2" IRRIGATION WATER METER, BACKFLOW  
PREVENTER AND SCREEN COVER
- 8" CMU MECHANICAL EQUIPMENT SCREENWALL
- FIRE DEPARTMENT KNOX BOX
- BUILDING FIRE RISER W/ DOUBLE BACKFLOW  
PREVENTER

**GENERAL NOTES**

- A. PROVIDE WATER LINE AND SEWER LINE SEPARATION  
PROTECTION AT ALL CROSSINGS



**VICINITY MAP**

DESCRIPTION:  
PROPOSED PLANT NURSERY & OUTDOOR TREE DISPLAY AREA  
(PARCEL 501-18-077). THE PROJECT INCLUDES A NEW 144 SF, SALES  
KIOSK BUILDING & 5,000 S.F. INDOOR DISPLAY BUILDING WITH OFFICES  
& ACCESSIBLE RESTROOMS AND NEW PARKING FACILITIES. THE  
PERIMETER OF THE PROPERTY WILL BE FENCED WITH NEW 6"  
MASONRY FENCE.

**PROJECT DATA:**

PROJECT ADDRESS: MOON VALLEY NURSERY 13040 W. COTTONWOOD ST. SURPRISE, ARIZONA 85374	OWNER: LES BLAKE MOON VALLEY NURSERY 18047 N. TATUM BLVD. PHOENIX, ARIZONA 85032
ARCHITECT: CHARLES TRAVIS GRABER TRAVIS ARCHITECTS, INC. 4200 N. CENTRAL AVE. PHOENIX, ARIZONA 85012	

**SHEET INDEX**

SP1	SITE PLAN	C1	PRELIMINARY
A3.00	BUILDING ELEVATIONS	L1.00	LANDSCAPE PLAN
A8.01	SITE DETAILS	L8.01	LANDSCAPE DETAILS
A8.02	SITE DETAILS	L8.02	LANDSCAPE DETAILS

**CODE DATA:**

ZONING:	C2
FEMA FLOOD ZONE:	ZONE X
SITE AREA: PARCEL 501-18-077	GROSS: 5,006 ACRES/218,086 SF
	NET: 4,7837 ACRES/208,377 SF
ALLOWABLE HEIGHT:	35'
HEIGHT PROVIDED:	15.0'
OCCUPANCY:	M
CONSTRUCTION TYPE:	VB
	FULLY SPRINKLED PER NFPA 13 & COS REQUIREMENTS

**NEW LOCATION FOR MOON VALLEY NURSERY**

13040 W. COTTONWOOD ST.  
SURPRISE, ARIZONA 85374



**GTAI**  
GRABER TRAVIS  
ARCHITECTS INC.

**602.864.0777**  
4200 NORTH CENTRAL AVENUE  
PHOENIX, ARIZONA 85012  
FAX 602.864.0791  
WWW.GTAI.NET

Revisions

10/08/08	CITY COMMENTS
11/24/08	CITY COMMENTS

Drawn	LEH
Checked	CKT
Date	06/09/08
Scale	AS NOTED
Job No.	0716

Sheet Description

**SITE PLAN**

SP08-164

Sheet No. **SP1**

**LEGAL DESCRIPTION**

THAT PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 3 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 2, BEARING NORTH 89 DEGREES 58 MINUTES 52 SECONDS WEST, A DISTANCE OF 130.87 FEET RECORD, 129.48 MEASURED FROM THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER SAID SECTION 2, SAID POINT ALSO BEING THE NORTHWEST CORNER OF THE EAST 2 ACRES OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER;

THENCE SOUTH 00 DEGREES 33 MINUTES 29 SECONDS EAST, ALONG THE WEST LINE OF SAID EAST 2 ACRES, A DISTANCE OF 665.72 FEET RECORD;

THENCE NORTH 89 DEGREES 59 MINUTES 52 SECONDS WEST, A DISTANCE OF 280.63 FEET RECORD TO A POINT ON THE NORTHEASTERLY LINE OF SANTA FE DRIVE;

THENCE NORTH 47 DEGREES 15 MINUTES 56 SECONDS WEST, ALONG SAID NORTHEASTERLY LINE, A DISTANCE OF 66.78 FEET RECORD;

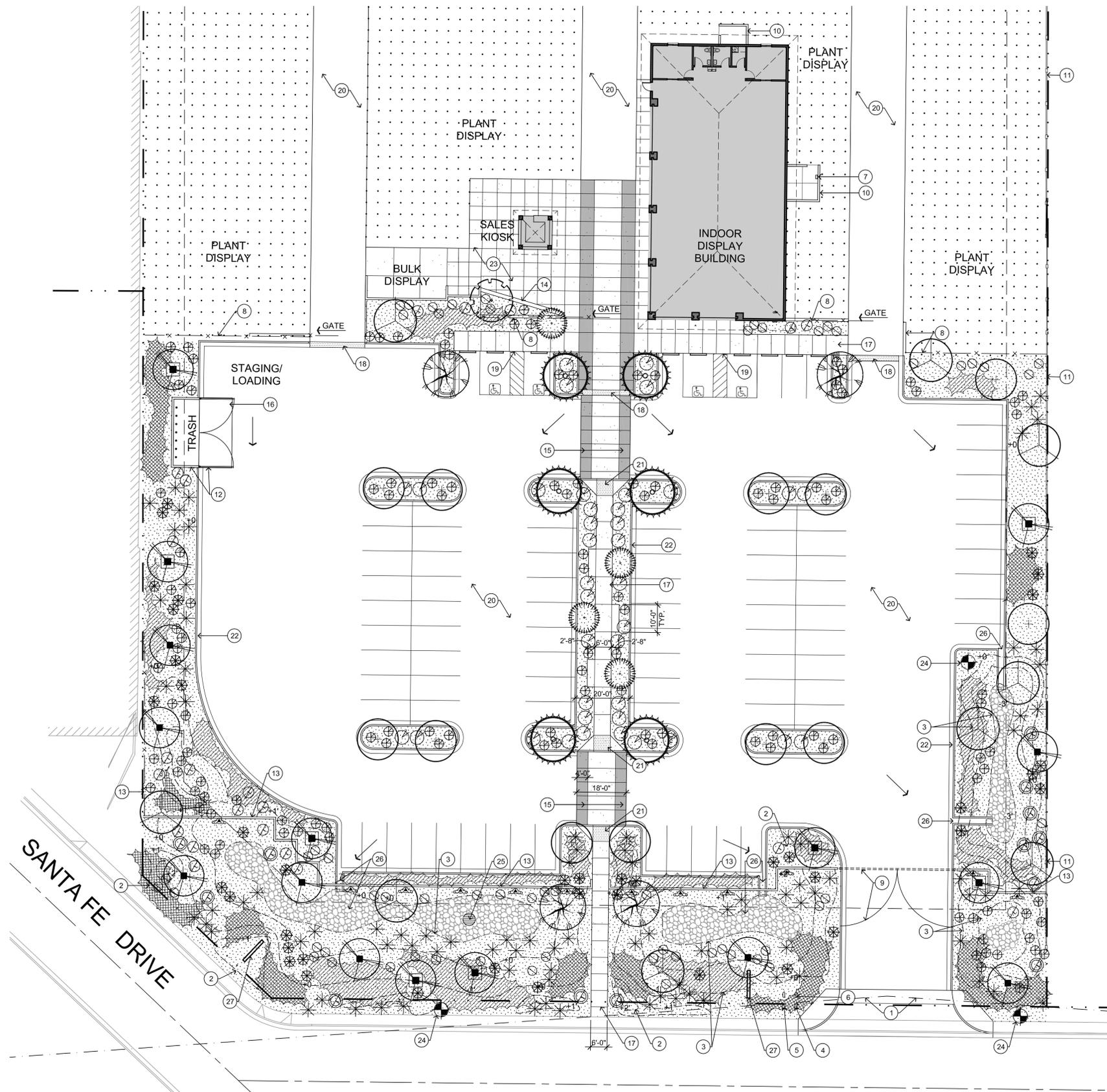
THENCE NORTH 00 DEGREES 33 MINUTES 30 SECONDS WEST, A DISTANCE OF 620.50 FEET RECORD TO A POINT ON THE NORTH LINE OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 2;

THENCE SOUTH 89 DEGREES 58 MINUTES 52 SECONDS EAST, A DISTANCE OF 329.25 FEET RECORD, 329.50 FEET MEASURED TO THE POINT OF BEGINNING.

SAID PARCEL IS SUBJECT TO ANY RIGHTS-OF-WAY OR EASEMENTS NOT REFLECTED IN THE TITLE REPORT.

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





**SITE DATA:**

**SITE AREA:**

GROSS:	218,086 SF (5.0066 AC)
NET:	208,377 SF (4.7837 AC)

**BUILDING FOOTPRINT:** 5,144 SF  
**LOT COVERAGE:** 2.47%

**PAVED PARKING + ENTRY DRIVE:** 52,632 SF  
**PAVED LOOP ACCESS PATH + UTIL:** 25,310 SF  
**PATIO & SIDEWALKS:** 6,382 SF

**OUTDOOR DISPLAY:** 95,273 SF

**LANDSCAPE AREA (ONSITE):** 26,729 SF  
**LANDSCAPE AREA (OFFSITE):** 1,445 SF

**OPEN SPACE:** 68.97% 143,712 SF

**RETENTION:**  
**PARKING RETENTION AREA:** 11,135 SF

**ADWR RATIO:**  
 LOW WATER USE PLANTS 442 98.9%  
 TOTAL PLANTS 447

**PLANT SIZE RATIO:**  
 25 PLANTS 48%  
 36" BOX 15 PLANTS 29%  
 48" BOX 12 PLANTS 23%

**LANDSCAPE NOTES**

- A. PROVIDE AUTOMATIC IRRIGATION TO ALL TREES AND SHRUBS
  - B. PROVIDE DUAL SYSTEM IRRIGATION, CAPABLE OF USE OF BOTH POTABLE WATER AND NON-POTABLE RECLAIMED WATER (ONCE AVAILABLE)
  - C. ANY SHRUBS WITHIN THE VISIBILITY TRIANGLE TO BE MAINTAINED AT 24".
  - D. NO PLANT SUBSTITUTIONS, TYPE, SIZE, OR QUANTITY DEVIATIONS FROM THE APPROVED LANDSCAPE OR IRRIGATION PLANS WITHOUT PRIOR APPROVAL FROM THE CITY OF SURPRISE.
  - E. ALL TREES SHALL COMPLY WITH THE LATEST AMENDED EDITION OF "THE ARIZONA NURSERY ASSOCIATION - RECOMMENDED TREE SPECIFICATIONS".
  - F. ALL RIGHT OF WAY AND CITY REQUIRED (PERIMETER, RETENTION AND PARKING) PLANT MATERIAL TO BE IN COMPLIANCE WITH THE DEPARTMENT OF WATER RESOURCES LOW WATER USE PLANT LIST.
  - G. ALL ON SITE SIDEWALKS SHALL BE A MINIMUM OF 5'-0" WIDE & SHALL HAVE A MAX. SLOPE OF 1:20 W/ THE MAX. CROSS SLOPE OF 1:50. ALL CURBS MUST PROVIDE ACCESSIBLE RAMPS PURSUANT TO THE ADA STANDARDS.
  - H. PARKING LOT TREES MUST HAVE A MIN. CLEAR CANOPY DISTANCE OF 5'.
  - I. FINISH GRADE OF LANDSCAPE AREAS (TOP OF TURF OR D.G.) MUST BE 1 1/2" BELOW CONCRETE OR OTHER PAVED SURFACES.
  - J. THERE SHALL BE NO OBSTRUCTION OF SIGNAGE BY LANDSCAPE PLANT MATERIAL, AND THAT SUCH MUST BE RELOCATED/CORRECTED BEFORE THE FIELD INSPECTION WILL ACCEPT/PASS THE SIGN IN THE FIELD OR ISSUE A CERTIFICATE OF OCCUPANCY FOR A PROJECT.
  - K. ALL SITE IMPROVEMENTS, INCLUDING LANDSCAPE AND SITE CLEAN UP, MUST BE COMPLETED PRIOR TO CERTIFICATE OF OCCUPANCY FOR ANY BUILDING WITH IN PHASE
- CITY OF SURPRISE NOTES:**
- L. ALL CHANGES TO BE APPROVED BY THE CITY OF SURPRISE COMMUNITY DEVELOPMENT DEPARTMENT.
  - M. SIGNS ARE A SEPARATE PERMIT.
  - N. ALL UTILITY BOXES AND STRUCTURES ARE TO BE SCREENED FROM VIEW.
  - O. PLANT MATERIAL IS NOT TO BE WITHIN 3 FEET OF ANY FIRE HYDRANT OR FIRE DEPARTMENT CONNECTION.
  - P. TREES IN PAVED AREAS ARE TO HAVE DEEP ROOT BARRIERS.
  - Q. ALL PLANT MATERIAL SIZES ARE TO BE CONSISTANT WITH ANA STANDARDS.
  - R. ALL PLANT MATERIAL LOCATED WITHIN AASHTO VISIBILITY TRIANGLES ARE TO BE MAINTAINED NO HIGHER THAN 2 FEET HIGH, AND HANG NO LOWER THAN 7 FEET FROM GROUND LEVEL.

**PLANT LEGEND**

- 1/2" MINUS DESERT GOLD DECOMPOSED GRANITE GROUND COVER (2" THICK MIN.)
  - 3"-6" RIVER RUN 8" THICK
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- TOTAL SHRUBS PROVIDED: = 395

- 24" BOX TREE CHILEAN MESQUITE (Prosopis Chilensis) 12 PROVIDED
  - 24" BOX TREE (MULTI-TRUNK) PALO BREA (Cercidium Praecox) 7' HT. 4" W. 1" CALIPER 9 PROVIDED
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- TOTAL TREES PROVIDED: = 52  
 395/52 = 7.6 SHRUBS/TREE

**KEY NOTES**

1. SITE VISIBILITY TRIANGLE
2. LANDSCAPE BERM 24" HIGH MAX. PROVIDE WATER PROOF MEMBRANE ON C.M.U. WALLS WHERE BERM CREATES GRADE DIFFERENTIAL AT WALL
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23. CONC. PATIO PER ARCH. DRAWINGS
24. FIRE HYDRANT BASIN PER CIVIL
25. DRYWELL PER CIVIL
26. SPILLWAY & RIP-RAP PER CIVIL
27. MONUMENT SIGN

**GENERAL NOTES**

- A. SEE ARCHITECTURAL DRAWINGS FOR SITE WALL DETAILS AND ADDITIONAL PAVING INFORMATION
- B.

**NEW LOCATION FOR MOON VALLEY NURSERY**  
 13040 W. COTTONWOOD ST.  
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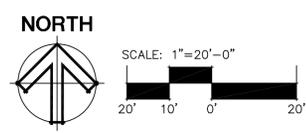
Drawn	LEH
Checked	CKT
Date	08/09/08
Scale	AS NOTED
Job No.	0718

Sheet Description

**LANDSCAPE PLAN**

SP08-164  
 Sheet No. **L1.00**

**1 LANDSCAPE PLAN**  
 SCALE: 1"=20'-0"





**SITE DATA:**

**SITE AREA:**

GROSS:	218,086 SF (5.0066 AC)
NET:	208,377 SF (4.7837 AC)
<b>BUILDING FOOTPRINT:</b>	5,144 SF
<b>LOT COVERAGE:</b>	2.47%
<b>PAVED PARKING + ENTRY DRIVE:</b>	52,632 SF
<b>PAVED LOOP ACCESS PATH + UTIL:</b>	25,310 SF
<b>PATIO &amp; SIDEWALKS:</b>	6,382 SF
<b>OUTDOOR DISPLAY :</b>	95,273 SF
<b>LANDSCAPE AREA (ONSITE):</b>	26,729 SF
<b>LANDSCAPE AREA (OFFSITE):</b>	1,445 SF
<b>OPEN SPACE:</b>	68.97%
	143,712 SF
<b>RETENTION:</b>	
<b>PARKING RETENTION AREA:</b>	11,135 SF
<b>ADWR RATIO:</b>	
LOW WATER USE PLANTS	442 98.9%
TOTAL PLANTS	447
<b>PLANT SIZE RATIO:</b>	
25 PLANTS	48%
36" BOX	15 PLANTS 29%
48" BOX	12 PLANTS 23%

**LANDSCAPE NOTES**

- A. PROVIDE AUTOMATIC IRRIGATION TO ALL TREES AND SHRUBS
  - B. PROVIDE DUAL SYSTEM IRRIGATION, CAPABLE OF USE OF BOTH POTABLE WATER AND NON-POTABLE RECLAIMED WATER (ONCE AVAILABLE)
  - C. ANY SHRUBS WITHIN THE VISIBILITY TRIANGLE TO BE MAINTAINED AT 24".
  - D. NO PLANT SUBSTITUTIONS, TYPE, SIZE, OR QUANTITY DEVIATIONS FROM THE APPROVED LANDSCAPE OR IRRIGATION PLANS WITHOUT PRIOR APPROVAL FROM THE CITY OF SURPRISE.
  - E. ALL TREES SHALL COMPLY WITH THE LATEST AMENDED EDITION OF "THE ARIZONA NURSERY ASSOCIATION - RECOMMENDED TREE SPECIFICATIONS".
  - F. ALL RIGHT OF WAY AND CITY REQUIRED (PERIMETER, RETENTION AND PARKINGS) PLANT MATERIAL TO BE IN COMPLIANCE WITH THE DEPARTMENT OF WATER RESOURCES LOW WATER USE PLANT LIST.
  - G. ALL ON SITE SIDEWALKS SHALL BE A MINIMUM OF 5'-0" WIDE & SHALL HAVE A MAX. SLOPE OF 1:20 W/ THE MAX. CROSS SLOPE OF 1:50. ALL CURBS MUST PROVIDE ACCESSIBLE RAMPS PURSUANT TO THE ADA STANDARDS.
  - H. PARKING LOT TREES MUST HAVE A MIN. CLEAR CANOPY DISTANCE OF 5'.
  - I. FINISH GRADE OF LANDSCAPE AREAS (TOP OF TURF OR D.G.) MUST BE 1 1/2" BELOW CONCRETE OR OTHER PAVED SURFACES.
  - J. THERE SHALL BE NO OBSTRUCTION OF SIGNAGE BY LANDSCAPE PLANT MATERIAL, AND THAT SUCH MUST BE RELOCATED/CORRECTED BEFORE THE FIELD INSPECTION WILL ACCEPT/PASS THE SIGN IN THE FIELD OR ISSUE A CERTIFICATE OF OCCUPANCY FOR A PROJECT.
  - K. ALL SITE IMPROVEMENTS, INCLUDING LANDSCAPE AND SITE CLEAN UP, MUST BE COMPLETED PRIOR TO CERTIFICATE OF OCCUPANCY FOR ANY BUILDING WITH IN PHASE
- CITY OF SURPRISE NOTES:**
- L. ALL CHANGES TO BE APPROVED BY THE CITY OF SURPRISE COMMUNITY DEVELOPMENT DEPARTMENT.
  - M. SIGNS ARE A SEPARATE PERMIT.
  - N. ALL UTILITY BOXES AND STRUCTURES ARE TO BE SCREENED FROM VIEW.
  - O. PLANT MATERIAL IS NOT TO BE WITHIN 3 FEET OF ANY FIRE HYDRANT OR FIRE DEPARTMENT CONNECTION.
  - P. TREES IN PAVED AREAS ARE TO HAVE DEEP ROOT BARRIERS.
  - Q. ALL PLANT MATERIAL SIZES ARE TO BE CONSISTANT WITH ANA STANDARDS.
  - R. ALL PLANT MATERIAL LOCATED WITHIN AASHTO VISIBILITY TRIANGLES ARE TO BE MAINTAINED NO HIGHER THAN 2 FEET HIGH, AND HANG NO LOWER THAN 7 FEET FROM GROUND LEVEL.

**PLANT LEGEND**

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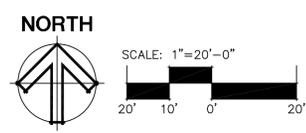
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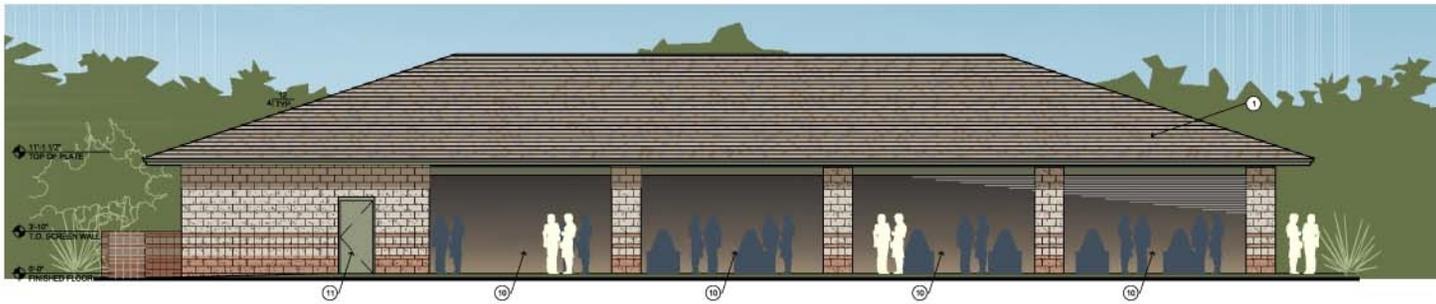
Sheet Description

**LANDSCAPE PLAN**

SP08-164  
 Sheet No. **L1.00**

**1 LANDSCAPE PLAN**  
 SCALE: 1"=20'-0"





**1 WEST ELEVATION DISPLAY BUILDING**  
SCALE: 3/16"=1'-0"



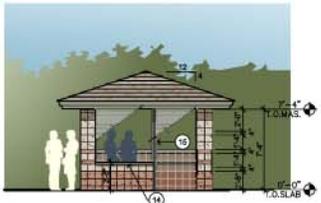
**3 SOUTH ELEVATION DISPLAY BUILDING**  
SCALE: 3/16"=1'-0"



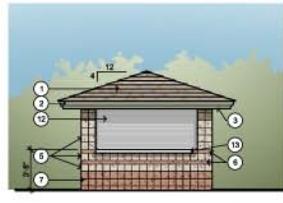
**2 NORTH ELEVATION DISPLAY BUILDING**  
SCALE: 3/16"=1'-0"



**4 EAST ELEVATION DISPLAY BUILDING**  
SCALE: 3/16"=1'-0"



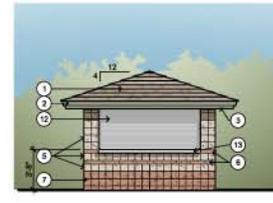
**8 NORTH ELEVATION KIOSK**  
SCALE: 3/16"=1'-0"



**7 WEST ELEVATION KIOSK**  
SCALE: 3/16"=1'-0"



**6 SOUTH ELEVATION KIOSK**  
SCALE: 3/16"=1'-0"



**5 EAST ELEVATION KIOSK**  
SCALE: 3/16"=1'-0"

**1 KEY NOTES**

1. FLAT CONCRETE TILE ROOF (EAGLE ROOFING PRODUCTS - ICE LEACH REPORT EH-486) (STYLE: TIMBER RANGE - FLAT, COLOR: CASCADE BLEND 1P970)
2. 2x6 RS WOOD TRIM CONT.
3. 2x6 RS WOOD FASCIA CONT.
4. ALUMINUM & GLASS STOREFRONT SYSTEM - 1/4" CLEAR GLASS IN CLEAR ANODIZED ALUMINUM FRAME SOUTHWEST ALUMINUM SYSTEMS, INC. SW-400 SERIES CENTER GLAZES
5. 8"X8"X10" INTEGRALLY COLORED SMOOTH C.M.U. (SUPERLITE BONE 30.17.0) TYP.
6. 8"X6"X10" SPLIT FACED INTEGRALLY COLORED C.M.U. BAND (SUPERLITE SEDONA RED 60.26) TYP.
7. 8"X8"X10" SPLIT FACED INTEGRALLY COLORED C.M.U. BASE (SUPERLITE SEDONA RED 60.26) TYP.
8. 2" SMOOTH INTEGRALLY COLORED SOLID CAP BLOCK (SUPERLITE SEDONA RED 60.26) TYP.
9. MASONRY CONTROL JOINT SEE DETAIL.
10. METAL OVERHEAD ROLL UP DOOR PAINTED
11. HOLLOW METAL DOOR & FRAME PAINTED
12. PUSH UP COUNTER DOOR - COOKSON CDR-2 CLEAR ANODIZED ALUMINUM
13. GALV. SHEET METAL CLAD COUNTER AT +4'
14. GALV. SHET METAL CLAD COUNTER AT +3'
15. ALUMINUM RAIL FOR ROLL UP COUNTER DOOR
16. MECHANICAL EQUIP. SCREENWALL
17. FIRE DEPARTMENT CONNECTION (FDC)
18. FIRE DEPARTMENT KNOX BOX
19. 15" HIGH ADDRESS NUMBERS

**COLOR LEGEND**

- (TC) TRIM COLOR #1 - FASCIAS AND TRIM DE 6278 STONE CHEEK
- (VC) FIELD COLOR #1 - C.M.U WALLS SUPERLITE BONE 30.17.0
- (AC) ACCENT COLOR #1 - C.M.U WALLS SUPERLITE SEDONA RED 60.26

**NEW LOCATION FOR**  
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Sheet Description  
**BUILDING ELEVATIONS**



## COMMUNITY DEVELOPMENT DEPARTMENT

**Date:** March 3, 2009

**To:** Planning and Zoning Commission

**From:** Jeffrey J. Mihelich, Community Development Director  
Dennis Dorch, Senior Planner

**Re:** RS08-002 Wildcat Ranch

---

### Introduction

The applicants are requesting a land division that will create eight individual residential parcels from a combination of three existing lots, totaling 10 acres. The size of each of the new parcels will be one acre or larger.

### Location

Wildcat Ranch is located on the northwest corner of Adobe Road and 223<sup>rd</sup> Avenue.

### History

The project was originally submitted on January 3, 2008. Drainage questions, fire concerns, and other development issues delayed this project pending resubmittal of the application from the applicants. This resubmittal was received by the City of Surprise on November 19, 2008, with all issues resolved.

### Staff Review

The applicants own the three parcels that are proposed to be subdivided into eight residential lots. Access for lots five through eight will be from Adobe Road to the south. Lots one through four will have access from a twenty-foot easement to the north of the project from 223<sup>rd</sup> Avenue (see attached map).

One of the engineering division concerns was the Zone "A" flood hazards located within the proposed subdivision. "A" zones do not have detailed base flood data and are presently unregulated by the City of Surprise or Maricopa County. However, it was staff's direction that a note be added to the map to alert any future property owners of this potential issue. The applicants did add this note.

Recommendation:

Staff recommends RS08-002, Wildcat Ranch, for approval, subject to the following stipulations:

- a) All homes or accessory buildings built will be subject to the R1-43 setback standards found in the City of Surprise Municipal Code.
- b) If future rear or side yard fences are constructed, they must be built with transparent material such as wrought iron, not chain link or cyclone fencing.
- c) Homes will have to conform to A.R.S. 28-8482 in regards to sound attenuation.

Attachments: Narrative, Plat, Vicinity Map, Luke Letter, ADOT Letter

# WILDCAT RANCH

A RURAL SUBDIVISION  
S.E. 1/4, N.E. 1/4, S.W. 1/4, Sec. 14, T.4N, R.3W, 4th S.R.B. & M.  
City of Surprise, Maricopa County, Arizona

ORIGINAL PARCEL  
THE N 1/2, SE 1/4, NE 1/4, SW 1/4, THE SE 1/4, NE 1/4, SW 1/4, THE SW 1/4, SE 1/4, NE 1/4, SW 1/4, OF SECTION  
14, TOWNSHIP 4 NORTH, RANGE 3 WEST OF THE GILA & SALT RIVER BASE & MERIDIAN,  
MARICOPA COUNTY, ARIZONA.  
APN 503-81-098, APN 503-81-100, APN 503-81-099.

DEDICATION:  
STATE OF ARIZONA )  
                                  ) SS  
COUNTY OF MARICOPA )

KNOW ALL MEN BY THESE PRESENTS:

THAT DOUGLAS AND VERNA MORTEMORE AND NATHAN AND LONA KING, OWNERS, HAVE SUBDIVIDED UNDER THE NAME "WILDCAT RANCH" A RURAL SUBDIVISION OF A PORTION OF THE SOUTHWEST QUARTER OF SECTION 14, TOWNSHIP 4 NORTH, RANGE 3 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, AS SHOWN AND PLATTED HEREON AND DOES HEREBY PUBLISH THIS PLAT AS AND FOR THE PLAT OF "WILDCAT RANCH" AND DECLARES THAT THIS PLAT SETS FORTH THE LOCATION AND GIVES THE DIMENSIONS OF THE EACH LOT, STREET AND EASEMENT CONSTITUTING SAME, AND THAT EACH LOT, STREET AND EASEMENT SHALL BE KNOWN BY THE NUMBER AND/OR NAME GIVEN TO EACH RESPECTIVELY AS SHOWN ON THIS PLAT.

OWNER HEREBY DEDICATES TO THE CITY OF SURPRISE FEE TITLE TO ALL PUBLIC RIGHTS-OF-WAY AS SHOWN ON THE PLAT.  
OWNER HEREBY GRANTS TO THE CITY OF SURPRISE A NON-EXCLUSIVE EASEMENT OVER, UPON AND ACROSS THE AREAS DESIGNATED AS PUBLIC UTILITY EASEMENTS AS SHOWN ON THE PLAT FOR THE PURPOSE OF INSTALLING, CONSTRUCTING, MAINTAINING, REPAIRING, REPLACING AND UTILIZING PUBLIC UTILITIES.  
OWNER HEREBY GRANTS TO THE CITY OF SURPRISE A NON-EXCLUSIVE EASEMENT OVER, UPON AND ACROSS THE AREAS DESIGNATED AS SIGHT VISIBILITY TRIANGLES FOR THE PURPOSE OF ENSURING THAT THESE AREAS REMAIN FREE OF SIGHT VISIBILITY OBSTRUCTIONS.  
OWNER HEREBY GRANTS TO THE ULTIMATE OWNER OF EACH PARCEL CREATED BY THIS PLAT A CROSS ACCESS EASEMENT OVER, UPON AND ACROSS THE ENTIRE PLAT FOR THE PURPOSE OF PROVIDING CONTINUOUS AND UNINTERRUPTED INGRESS AND EGRESS TO EACH PARCEL CREATED BY THIS PLAT.  
OWNER HEREBY GRANTS TO THE UNITED STATES OF AMERICA DEPARTMENT OF THE AIR FORCE (USAF) AN AVIATION EASEMENT OVER AND ACROSS THIS PLAT AND EVERY LOT AND PARCEL THEREOF, WHICH EASEMENT SHALL INCLUDE, BUT NOT BE LIMITED TO, THE RIGHT OF FLIGHT OF AIRCRAFT OVER THIS PLAT, TOGETHER WITH ITS ATTENDANT NOISE, VIBRATIONS, FUMES, DUST, FUEL, AND LUBRICANT PARTICLES, AND ALL OTHER EFFECTS THAT MAY BE CAUSED BY THE OPERATION OF AIRCRAFT LANDING AT, OR TAKING OFF FROM, OR OPERATING AT OR ON LUKE AIR FORCE BASE.  
ALL IMPROVEMENTS, FOR STREETS AND PUBLIC UTILITIES OWNED AND OPERATED BY THE CITY, INSTALLED OR CONSTRUCTED BY OWNER WITHIN THE PUBLIC RIGHTS-OF-WAY, THE EASEMENTS OR EASEMENTS HEREBY DEDICATED TO THE CITY OF SURPRISE SHALL BE DEEMED TO HAVE BEEN DEDICATED BY OWNER TO THE CITY UPON THEIR COMPLETION; HOWEVER, SUCH TRANSFER SHALL NOT OCCUR UNTIL THE CITY COUNCIL FOR THE CITY OF SURPRISE MANIFESTS ITS ACCEPTANCE BY FORMAL COUNCIL ACTION. IN WITNESS WHEREOF, THE EASEMENTS GRANTED WITHIN THIS DEDICATION ARE PERMANENT AND PERPETUAL AND SHALL RUN WITH THE LAND AND BE BINDING UPON OWNER AND ITS HEIRS, ASSIGNS, AND SUCCESSORS IN INTEREST TO THIS PLAT OR ANY LOT THEREOF.

**NOTES:**

- ALL RESIDENTIAL UNITS SHALL BE EQUIPPED WITH A FIRE SPRINKLING SYSTEM, SUBJECT TO THE REVIEW AND APPROVAL BY THE CITY OF SURPRISE FIRE CHIEF, OR THE FIRE CHIEF'S DESIGNEE.
- PROPERTIES BEING SERVED BY PRIVATE WELLS OR SEPTIC SYSTEMS SHALL BE CONNECTED TO MUNICIPAL WATER AND/OR SEWER SERVICE WITHIN 90 DAYS FROM THE DATE SUCH SERVICES BECOME AVAILABLE, AND THE PROPERTY OWNER SHALL PAY ALL APPLICABLE DEVELOPMENT, CONNECTION AND SERVICE FEES. S.M.C. 13.04.230, 13.08.180.
- THE PROPERTY OWNERS, OR ANY SUBSEQUENT OWNERS SHALL NOT PROCEED WITH ANY ON SITE GRADING OR EXCAVATION WITHOUT FIRST OBTAINING A PERMIT FROM THE CITY OF SURPRISE ENGINEERING DEPARTMENT. INDIVIDUAL LOT GRADING AND DRAINAGE PLANS WILL BE REQUIRED.
- THE PROPOSED SPECIAL FLOOD HAZARD AREA, ZONE A, AS DEPICTED ON THIS PLAT, IS RECOGNIZED AS THE "BEST AVAILABLE DATA" FOR FUTURE FLOOD HAZARDS AT THE TIME OF RECORDING. "BEST AVAILABLE DATA" IS CURRENTLY UNDER REVIEW BY THE FLOOD CONTROL DISTRICT OF MARICOPA COUNTY (FCDMC) AND IS PENDING ZONE A PRIOR TO REVIEW AND APPROVAL BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA).  
FUTURE DEVELOPMENT WITHIN A DELINEATED FLOODPLAIN MAY BE REGULATED NOW, OR IN THE FUTURE BY STATE, COUNTY, OR LOCAL JURISDICTIONS.  
FOR EXISTING SPECIAL FLOOD HAZARD AREAS AND FLOODPLAIN DEFINITIONS, REFER TO THE EFFECTIVE FLOOD INSURANCE RATE MAP (FIRM) FOR THIS LOCATION. MANDATORY FLOOD INSURANCE THROUGH THE NATIONAL FLOOD INSURANCE PROGRAM ADMINISTERED BY FEMA IS ONLY REQUIRED IF THE LOCATION IS IN THE SFHA ON THE EFFECTIVE FIRM PANEL.
- DEVELOPMENT OF EACH LOT SHALL BE IN ACCORDANCE WITH THE APPROVED MASTER SITE PLAN FOR THE ENTIRE PROPERTY. PLEASE CONTACT THE CITY OF SURPRISE COMMUNITY DEVELOPMENT DEPARTMENT TO OBTAIN A COPY OF THE MASTER SITE PLAN.
- AT A TIME WHEN CITY OF SURPRISE SEWER INFRASTRUCTURE IS AVAILABLE AT THE PROPERTIES CREATED IN THE SUBDIVISION, FUTURE OWNERS SHALL BE REQUIRED TO CONNECT IN ACCORDANCE WITH SECTION 13.08.180 (SEWER) OF THE SURPRISE MUNICIPAL CODE, AND PAY ALL APPLICABLE FEES. ANY OWNERS OF THE PROPERTIES CREATED BY THIS SUBDIVISION SHALL NOTIFY PROSPECTIVE BUYERS OF THIS STIPULATION IN THE SALES CONTRACT AND PUBLIC.

**PUBLIC NOTICE**

The lots depicted on this plat are located within the vicinity of Luke Air Force Base and may be subject to over flights by jet aircraft. All structures within this plat shall be constructed in compliance with the sound attenuation standards adopted by the City of Surprise. A map depicting the 1988 MAG noise contour lines in relation to this plat shall be displayed in all sales offices. Additional information may be obtained by contacting the City of Surprise Community Development Department.

**RELEASE OF LIABILITY**

Douglas and Verna Mortemore and Nathan and Lona King owner does (1) release and discharge the USAF and the City of Surprise, and (2) indemnify, defend, and hold harmless the City of Surprise, of and from any liability for any and all claims for damages of any kind to persons or property that may arise at any time in the future over or in connection with aircraft over flights from aircraft utilizing Luke Air Force Base. Whether such damage shall originate from noise, vibrations, fumes, dust, fuel and lubricant particles, and all other effects that may be caused by the operation of aircraft landing at, or taking off from, or operating at or on Luke Air Force Base. This instrument shall run with the land and be binding upon owner and it heirs, assigns, and successors in interest to this plat or any parcel or lot thereof. This instrument does not release the USAF from liability for damage or injury to person or property caused by falling aircraft or falling physical objects from aircraft, except as stated herein with respect to noise, vibrations, fumes, and dust, fuel and lubricant particles.

**SPECIAL STIPULATION**

"At a time when City of Surprise water and sewer infrastructure as available at the properties created in the subdivision, future owners shall be required to connect in accordance with Section 13.08.348 (sewer) and 13.04.230 (water) of the Surprise Municipal Code and pay all applicable fees. Any owners of the properties created by this subdivision shall notify prospective buyers of this stipulation in the sales contract and public".

Pursuant to A.R.S. § 42-11102, the City of Surprise, a political subdivision of the State of Arizona, is exempt from all taxes and assessments based on assessed value except for special districts #14751 and 14710, when applicable.

IN WITNESS WHEREOF:  
OWNER HAS HEREUNTO CAUSED HIS NAME TO BE SIGNED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2009.

BY: \_\_\_\_\_ DOUGLAS MORTEMORE \_\_\_\_\_ VERNA MORTEMORE

\_\_\_\_\_ NATHAN KING \_\_\_\_\_ LONA KING

**APPROVALS:**

DATA ON THIS PLAT REVIEWED AND APPROVED \_\_\_\_\_ CITY ENGINEER  
THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2009.

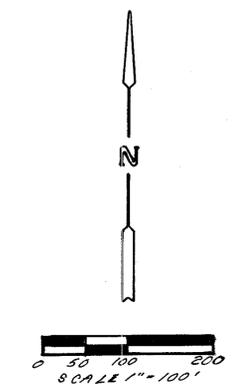
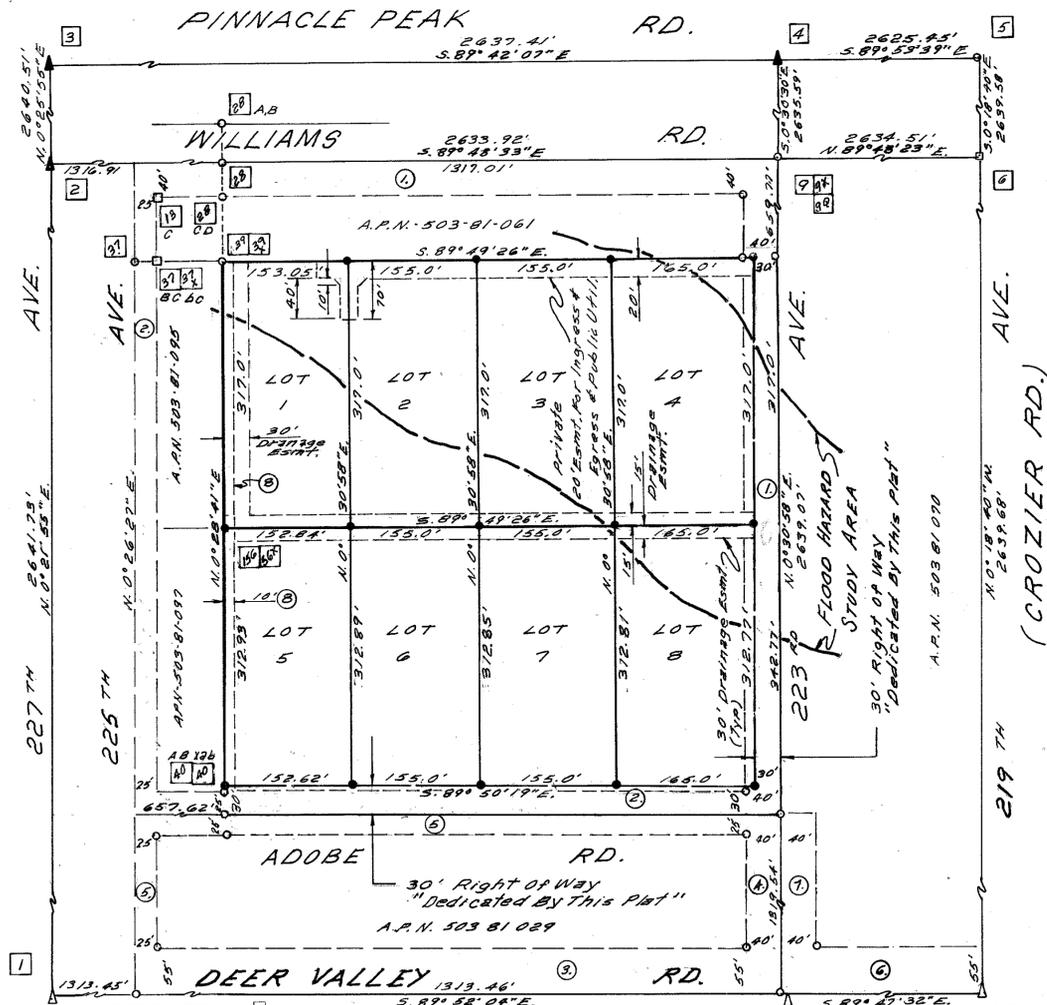
THIS PLAT APPROVED BY THE CITY COUNCIL OF THE CITY OF SURPRISE, ARIZONA  
COMMISSION THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2009.

ATTEST: \_\_\_\_\_ MAYOR \_\_\_\_\_ DATE \_\_\_\_\_  
\_\_\_\_\_ CITY CLERK \_\_\_\_\_ DATE \_\_\_\_\_

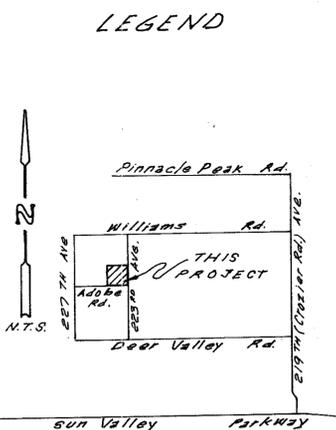
**ACKNOWLEDGMENT:**

STATE OF ARIZONA )  
                                  ) SS  
COUNTY OF MARICOPA )  
ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2009, BEFORE ME, THE UNDERSIGNED  
NOTARY PUBLIC, PERSONALLY APPEARED DOUGLAS AND VERNA MORTEMORE AND  
NATHAN AND LONA KING, ACKNOWLEDGED THAT THEY, AS OWNERS, BEING DULY  
AUTHORIZED TO DO SO, EXECUTED THE FOREGOING INSTRUMENT FOR THE  
PURPOSES THEREIN CONTAINED.

IN WITNESS WHEREOF:  
I HEREBY SET MY HAND AND OFFICIAL SEAL.  
BY: \_\_\_\_\_ NOTARY PUBLIC \_\_\_\_\_ DATE \_\_\_\_\_  
MY COMMISSION EXPIRES: \_\_\_\_\_



- Denotes Set 1/2" Rebar w/ Tag R.I.S. # 13554
- ▲ F.d. M.C.D.O.T. Alum. Cap.
- ▲ F.d. 2.0 B/C
- ▲ F.d. 1/2" Rebar
- F.d. 5/8" Rebar
- Property Line
- Existing R/W
- Boundry Line



VICINITY MAP

- MONUMENT NOTES:**
- MARICOPA COUNTY ALUMINUM CAP, SOUTHWEST CORNER OF SECTION 14
  - G.L.O. BRASS CAP ABOVE GROUND, WEST 1/4 OF SECTION 14
  - G.L.O. BRASS CAP ABOVE GROUND, NORTHWEST CORNER OF SECTION 14
  - G.L.O. BRASS CAP ABOVE GROUND NORTH 1/4 OF SECTION 14
  - 1/2 INCH REBAR .10 FEET DOWN NORTHEAST CORNER OF SECTION 14
  - 5/8 INCH REBAR 0.8 FEET DOWN LSH# 22285 EAST 1/4 CORNER OF SECTION 14
  - MARICOPA COUNTY ALUMINUM CAP SOUTHEAST CORNER OF SECTION 14
  - 1 INCH PIPE 0.10 FEET DOWN SOUTH 1/4 CORNER OF SECTION 14
  - MARICOPA COUNTY ALUMINUM CAP MARKED S1/4 CORNER OF SECTION 14. 2.29° SOUTH & 8.51° EAST. CORNER DOES NOT AGREE WITH FOUND MONUMENTATION, OCCUPATION AND POWER LINE EASEMENT THROUGHOUT SECTION 14. NOT ACCEPTED
  - 1/2 INCH REBAR CENTER OF SECTION 14 0.07N&0.18E.
  - 1/2 INCH REBAR
  - 28AB 1/2 INCH REBAR
  - 28CD 1/2 INCH REBAR
  - 37 1/2 INCH REBAR 0.16'S.
  - 37BC 1/2 INCH REBAR 0.24'S&0.08E.
  - 39 1/2 INCH REBAR
  - 40AB 1/2 INCH REBAR
  - 156 1/2 INCH REBAR @ SE. CORNER N 1/2 SW 1/4 NE 1/4 SW 1/4
  - 9x 5/8 INCH REBAR LSH# 22285 4.04E. NOT ACCEPTED
  - 9q 1/2 INCH REBAR LSH# 26410 3.18'S&4.27E. NOT ACCEPTED
  - 37bc 5/8 INCH REBAR LSH# 22285 0.24S.&2.02E. NOT ACCEPTED
  - 39x 5/8 INCH REBAR LSH# 22285 0.52'N.&3.92'E. NOT ACCEPTED
  - 40xab 5/8 INCH REBAR LSH# 22285 0.91'S.&4.65'E. NOT ACCEPTED
  - 56x 5/8 INCH REBAR LSH# 22285 0.91'S.&4.65'E. NOT ACCEPTED

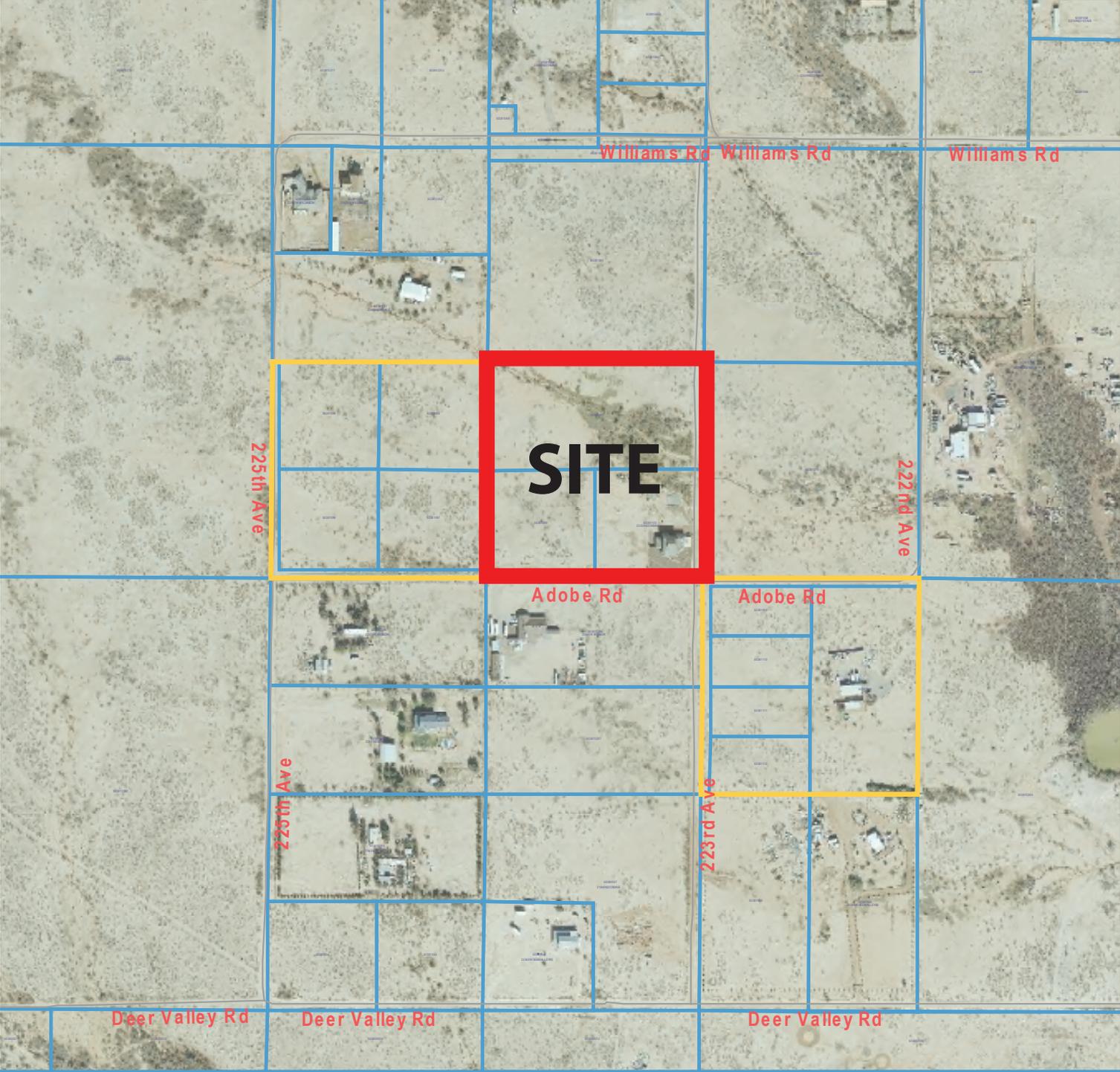
- RECORD OWNER:**  
DOUGLAS AND VERNA MORTEMORE  
NATHAN AND LONA KING
- BASIS OF BEARINGS:**  
AN "ASSUMED" BEARING PER MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION CDACS PLAT OF T4N, R3W, 4th S.R.B. & M, OF NORTH 0°00'49" EAST ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 14, AS MEASURED BETWEEN MONUMENTS NUMBERED 1 AND 2 SHOWN HEREON AND DESCRIBED UNDER MONUMENT NOTES.
- ACREAGE**  
TOTAL NUMBER OF LOTS = 8 LOTS  
TOTAL SQUARE FEET = 434,062 GROSS, 395,444 NET SQUARE FEET MORE OR LESS  
TOTAL ACREAGE = 9.965 GROSS, 9.078 NET ACRES MORE OR LESS
- |          |                       |                    |
|----------|-----------------------|--------------------|
| LOT 1    | 48480 NET SQ. FT. +/- | 1.11 NET ACRES +/- |
| LOTS 2-3 | 49135 NET SQ. FT. +/- | 1.13 NET ACRES +/- |
| LOT 4    | 52305 NET SQ. FT. +/- | 1.20 NET ACRES +/- |
| LOT 5    | 47794 NET SQ. FT. +/- | 1.10 NET ACRES +/- |
| LOTS 6-7 | 48492 NET SQ. FT. +/- | 1.11 NET ACRES +/- |
| LOT 8    | 51611 NET SQ. FT. +/- | 1.18 NET ACRES +/- |
- RECORDED EASEMENTS: O**
- | DOCKET  | PAGE                     |                         |
|---------|--------------------------|-------------------------|
| 1 14548 | 411                      | 40.00' EASEMENT         |
| 2 14548 | 411                      | 25.00' EASEMENT         |
| 3 14548 | 412                      | 55.00' EASEMENT         |
| 4 14548 | 412                      | 40.00' EASEMENT         |
| 5 14548 | 412                      | 25.00' EASEMENT         |
| 6 14548 | 407                      | 55.00' EASEMENT         |
| 7 14548 | 407                      | 40.00' EASEMENT         |
| 8       | INSTRUMENT NO. 86-400086 | 10.00' UTILITY EASEMENT |

- REFERENCE DOCUMENTS**
- | RECORDERS# | PAGE                             |
|------------|----------------------------------|
| 14543      | 427                              |
| 14548      | 404, 406, 407, 408, 411, AND 412 |
- BOOK OF MAPS PAGE
- |     |    |
|-----|----|
| 412 | 22 |
| 515 | 24 |
| 686 | 42 |
- UNRECORDED SURVEYS  
WILLIAM NAU 1988 SURVEY IN SW 1/4  
W. S. GOOKIN JR. 1992 SURVEY IN SW 1/4

This is to certify that the land shown hereon was surveyed under my direction during the month of \_\_\_\_\_ and reflects the conditions shown here on and is correct to the best of my knowledge and belief.

SCOTT T. BURDEN  
SURVEYOR  
R.L.S. 13554  
8151 W. ROMA  
PHOENIX, AZ 85033  
623-849-5337

# WILDCAT RANCH VICINITY MAP





Arizona Department of Transportation  
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano  
Governor

Sam Elters  
State Engineer

Victor M. Mendez  
Director

March 12, 2008

Ms. Carol Dager  
City of Surprise Planning Department  
12425 West Bell Road Suite D100  
Surprise, Arizona 85374

RE: **Wildcat Ranch** / RS08-002 / 22224 N. 223<sup>rd</sup> Avenue

Dear Ms. Dager:

Thank you for your notification regarding the Rural Subdivision on the above-referenced subject. After a complete review, we have concurred that at this time the proposed project will not have impact on our highway facilities in this area.

**ADOT does reserve the right to review and comment any further development plans, changes and or additions for this site, as to any impact they may have on the State Highway System.**

Should you have any questions, you may contact me at 602-712-8876, or in writing at 205 S. 17<sup>th</sup> Avenue, Right of Way Project Management Section, MD 612E, Phoenix, Arizona 85007. Thanking you in advance for your cooperation.

Sincerely,

Annette Close  
Administrative Assistant III  
Right of Way Project Management  
[aclose@azdot.gov](mailto:aclose@azdot.gov)



2001 Award Recipient



DEPARTMENT OF THE AIR FORCE  
AIR EDUCATION AND TRAINING COMMAND

16 January 2008

Mr. James R. Mitchell  
Director, Community Initiatives Team  
56th Fighter Wing  
14185 West Falcon St.  
Luke AFB AZ 85309-1629

Ms. Carol Dager  
City of Surprise Planning Department  
12425 West Bell Road  
Surprise AZ 85374

Re: Case #RS08-002 Wildcat Ranch

Dear Ms. Dager

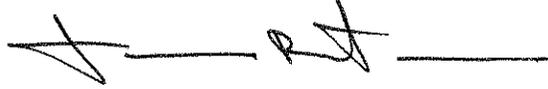
Thank you for the opportunity to provide comments on the Rural Subdivision Application for the Wildcat Ranch. This parcel (503-81-029N) is located on 10 gross acres north of the northwest corner of Deer Valley Road and 223rd Avenue. The request is to subdivide the parcel into eight 1 1/4 acre lots for residential construction with a density of 0.8 dwelling units (du) per acre. The site is approximately 1 1/2 miles outside the Luke AFB Auxiliary Field #1 2004 65 Ldn, "high noise or accident potential zone," as defined by A.R.S. § 28-8461 and is inside the "territory in the vicinity of a military airport," also defined by A.R.S. § 28-8461.

Luke AFB follows the guidelines in the Graduated Density Concept (GDC). The GDC proposes, in the absence of a more restrictive state, county or municipal general or comprehensive plan, graduating densities away from the 65 Ldn as follows: a maximum of 2 du/acre from the 65 Ldn to 1/2 mile, a maximum of 4 du/acre from 1/2 to 1 mile, and a maximum of 6 du/acre from 1 to 3 miles. This subdivision falls within these guidelines. As described, Wildcat Ranch will not negatively impact the flying operations at Luke AFB.

Since Wildcat Ranch will be located inside the "territory in the vicinity of a military airport," and in close proximity to the Luke AFB Auxiliary Field #1, it will be subjected to approximately 13,000 flight operations per year, with some as low as 1,500 feet above ground level. We recommend you review the sound attenuation requirements found in A.R.S. § 28-8482 for construction planning. In addition, a strong notification program on the part of the applicant would be essential to inform potential residents about Luke AFB operations. We also recommend a review of the Luke AFB web site at <http://www.luke.af.mil>, Community Interests and Community Initiatives links, for further information.

If you have any questions, please contact my Community Planner, Mr. Bob Dubsy at (623) 856-6195.

Sincerely

A handwritten signature in black ink, appearing to read 'JRM', followed by a horizontal line.

JAMES R. MITCHELL

cc:

Colonel Henry M. Reed III, Vice Commander, 56th Fighter Wing



## COMMUNITY DEVELOPMENT DEPARTMENT

**Date:** March 3, 2009

**To:** Planning and Zoning Commission

**From:** Jeffrey J. Mihelich, Community Development Director  
Adam Copeland, Planner

**Re:** GPA 08-170 and PADA 08-171  
Verdugo – Pinnacle Peak Country Estates

### Introduction

The applicant is proposing a minor general plan amendment and a major amendment to the Pinnacle Peak Country Estates PAD to change 60 acres of a suburban residential land use classification on the northeast corner of 163<sup>rd</sup> Avenue and Pinnacle Peak Road. The proposed land use change consists of 14.8 gross acres of medium- density residential, 12.3 acres of medium/high-density residential, and 32.9 acres of commercial.

The applicant worked with staff to reduce the initial amount of commercial land use proposed in order to avoid a major general plan amendment process. By decreasing the amount of commercial area, it provided more opportunity for this area to develop into a neighborhood commercial district. Staff is of the opinion this area is not appropriate for regional commercial development.

### History

- The original Pinnacle Peak Country Estates PAD was approved by the Mayor and City Council on February 12, 2004.
- Following the PAD approval, a preliminary plat (PP04-024) was approved by Mayor and City Council on October 27, 2004. The preliminary plat expired on October 27, 2005.
- On September 3, 2008, the applicant submitted a major PAD amendment and a minor general plan amendment to the Community Development Department which are moving forward concurrently.

### Community Outreach Meeting

A community outreach meeting was held on November 19, 2008 at the Desert Moon Elementary school, which is located in the Asante development on the northwest corner of 163<sup>rd</sup> and Grand Avenue. One resident and a property owner to the north attended the meeting. They asked general questions about the project and had no opposition.

## Location

The subject site is located generally on the northeast corner of 163<sup>rd</sup> Avenue and Pinnacle Peak Road. There are some scattered one-acre residential dwellings within a quarter mile of the development and existing medium/low-density residential to the west in the Asante development.

## Staff Review

Any change to an existing PAD is required to go through an amendment process. Staff had a concept meeting with the applicant and determined that the requested change to the Pinnacle Peak Country Estates PAD is significant enough to be considered a major PAD amendment. Staff worked with the applicant to substantially reduce the amount of commercial zoning proposed in order to provide a greater mix of land uses along 163<sup>rd</sup> Avenue. It is staff's opinion that a regional commercial approach to the subject area is not appropriate.

In the concept review stages, staff made the applicant aware that if any change in zoning is proposed that does not meet the density or intent of the suburban residential land use classification as illustrated in the General Plan 2020, a general plan amendment would be required. The applicant worked with staff and reached a point where it was determined that the proposed zoning change, which included higher densities and more intense commercial, would require approval of a minor general plan amendment.

Staff determined that the proposal to moderately increase density and commercial land use in the area would transition well with the development pattern progressing north from Grand Avenue along 163<sup>rd</sup> Avenue. Staff commented on transitioning the land uses appropriately to better accommodate surrounding land uses. The applicant revised the document to include more suburban residential land uses that transitioned well with nearby large lot residential dwellings.

It is anticipated that the proposed commercial land use will serve neighborhoods along 163<sup>rd</sup> Avenue, which will help reduce traffic conditions along Grand Avenue and Bell Road.

## Architecture:

Architecture will be reviewed at the time of site plan application and platting. The architecture and layout of any future site plan or plat shall be designed in accordance with the municipal code at the time of application.

## Pedestrian Ways/Connectivity:

The current layout of the proposed amendment will allow residents to access the commercial parcel directly from the adjacent community. This will provide residents the opportunity to walk or drive to commercial areas without entering onto a major arterial.

Vehicular access to the site will be from 163<sup>rd</sup> Avenue to the west, San Ysidro Road to the north, and Pinnacle Peak Road to the south.

Project Data:

Land Use	Gross Acres	Max Dwelling Units Per Acre
Suburban Residential	113.3	3
Medium Density	14.8	8
Medium/High Density	12.3	15
Commercial	23.8	N/A
Office	9.1	N/A
<b>Total</b>	<b>173.3</b>	<b>3.70</b>

NOTE: The dwelling unit per-acre calculation above is based on gross density. At the time of platting, net density will be calculated, excluding any land used (or to be used) as rights-of-way or private nonresidential uses except parks, open space, and recreational areas. Gross density is calculated including all of the area regardless of land use.

Staff Findings:

1. Staff finds that the proposed planned area development amendment complies with Section 125-35 (c) (2) procedure for planned area development (PAD) of the Surprise Municipal Code.
2. Staff finds that the proposed planned area development complies with Section 125-194 planned area development zone (PAD) of the Surprise Municipal Code, which allows an alternative to conventional zoning and development approaches and processes per the City of Surprise Municipal Code.
3. Staff finds that the proposed minor general plan amendment and major PAD amendment is consistent with the Surprise General Plan 2020.

Recommendation:

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

- a. All development will be bound by the applicable codes adopted by the city.
- b. There is an outside third party drainage study to be conducted on the offsite drainage contributions to the existing drainage feature north of the Happy Valley alignment. The results of this study may have a direct impact on the offsite drainage impacting this project.
- c. Any impacts that the drainage study may have on the hydraulic/hydrology calculations and civil plans for the subject project shall be accounted for during the design document phase.

- d. A Detailed Water, Waste Water, and Reclaimed Master Plans must be submitted prior to any plat or site plan approval.
- e. A school district agreement shall be approved by Dysart Unified School District prior to any plat or site plan approval.

Attached: Vicinity map, General Plan Amendment Document, PADA Document, ADOT Letter, Luke Letter, Land Owner Letter, Draft School District Agreement, Dysart Letter

# Verdugo

GPA08-170

## Minor General Plan Amendment Application

January 9, 2009

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### Project Overview:

Pinnacle Peak Country Estates consists of approximately 370 acres at the northwest corner of 163<sup>rd</sup> Avenue and Pinnacle Peak Road and was zoned PAD by the City Council in early 2004. Prior to any development occurring, that property was divided into three separate ownerships. A 13.26 acre commercial parcel was split off and sold and the remaining R1-18 residential split into two large parcels. This proposal considers only the western residential parcel, which consists of 173 gross acres and is to be named Verdugo. Given the current volatility of the housing market, the designation of 163<sup>rd</sup> Avenue as a regional parkway, and the approval of the Asante development, the current land owner, SCC Canyon II LLC, is looking to re-evaluate Verdugo's land uses.

Since 2004, the land use pattern of the land surrounding Verdugo has changed dramatically with the approval and construction of the Asante project. This development placed small lot residential along the west side of 163<sup>rd</sup> opposite of the planned large lot residential of the original Pinnacle Peak Country Estates.

Currently the subject property has a designation of Suburban Residential which allows a large-lot, single-family housing at densities from 1 to 3 dwelling units per acre. (See Exhibit B, Existing Land Plan)

This application is for a Minor Amendment to the City of Surprise General Plan for only the property currently owned by SCC Canyon II LLC, know known as Verdugo. Just over half that property is proposed to remain under the current Suburban Residential land use designation but this land is still included in this application in order to accurately depict the properties development limits. Proposed is a change of the westernmost 60 acres of the project along 163<sup>rd</sup> from Suburban Residential to 32.9 acres of Commercial, 14.8 acres of Medium Density Residential and 12.3 acres of Medium/High Density Residential. (See Exhibit C, Proposed Land Plan)

The Medium/High Density Residential land use category could allow zoning for 200 or more multi-family residential units. In order to limit that potential, we have agreed to a self-imposed stipulation limiting the number of multi-family residential units to no more than 199. This stipulation is also included in the companion Planned Area Development Amendment application.

The application has been initiated by the landowners and requests an increase in land use intensity, from the aforementioned Suburban Residential to Commercial, Medium Density Residential and Medium/High Density Residential; however with the self-imposed stipulations, pursuant to the provisions of the General Plan, the request is considered a Minor Amendment.

The following two tables provide a comparison of existing vs. proposed land uses in the project area and the overall City of Surprise Area.

<b>LAND USE COMPARISON – VERDUGO</b>					
<b>Land Use Designation</b>	<b>Existing Acres</b>	<b>Existing Land Use%</b>	<b>Proposed Acres</b>	<b>Proposed Land Use%</b>	<b>Adjusted Acres +/-</b>
Suburban Residential	173	100%	113	65%	(-60)
Medium Density Res.	0	0%	14.8	9%	+14.8
Medium/High Density Res.	0	0%	12.3	7%	+12.3
Commercial	0	0%	32.9	19%	+32.9
<b>TOTAL</b>	<b>173</b>	<b>100%</b>	<b>173</b>	<b>100%</b>	

<b>LAND USE COMPARISON –CITY OF SURPRISE PLANNING AREA (EXISTING AS OF JUNE 2008)</b>					
<b>Land Use Designation</b>	<b>Existing Acres</b>	<b>Existing Land Use%</b>	<b>Adjusted Acres +/-</b>	<b>Proposed Acres</b>	<b>Proposed Land Use%</b>
Rural Residential	103,202	50.37%	<b>(-60)</b>	<b>103,142</b>	<b>50.31%</b>
Suburban Residential	15,805	7.71%	0	15,805	7.71%
Low Density Residential	37,573	16.92%	0	37,573	16.92%
Medium Density Residential	4,538	2.21%	<b>+14.8</b>	<b>4,553</b>	<b>2.22%</b>
Medium High Density Res.	517	.25%	<b>+12.3</b>	<b>529</b>	<b>.26%</b>
High Density Residential	476	.23%	0	476	.23%
Commercial	2,536	1.24%	<b>+32.9</b>	<b>2,569</b>	<b>1.25%</b>
Employment	15,665	7.64%	0	15,665	7.64%
Mixed Use	4,353	2.12%	0	4,353	2.12%
Airport Preservation	7,048	3.44%	0	7,048	3.44%
OTS and Surprise Center	1,314	.64%	0	1,314	.64%
Proving Grounds	1,540	.75%	0	1,540	.75%
Military, Public, and Landfill	2,267	1.11%	0	2,267	1.11%
Agriculture & Open Space	8,051	3.93%	0	8,051	3.93%

## **Impact Analysis Questionnaire**

**1. Does the proposed amendment encourage concentration of development intensity in cores?**

Verdugo is located just outside a Village Center defined in the 2030 General Plan. When looked at in context with the other developments in the surrounding area, such as Asante, the proposed amendment encourages the concentration of all types of land uses in this Village Center which is centered at the intersection of 163rd Avenue and Pat Tillman Blvd/Pinnacle Peak Rd. See Exhibit A, Regional Context Map)

**2. How will this amendment affect the tax base and opportunities for economic development and employment?**

The proposed General Plan Amendment will positively affect the tax base. Approval of the amendment will allow for the property to be developed with a mix of commercial and residential uses which when developed will provide a positive effect on the City's tax base and economic development.

**3. How many potential housing units would be created or lost by approving and implementing the proposed amendment?**

Under the current General Plan Designation of Suburban Residential, the subject property could be developed with an overall density of up to 3 dwelling units per acre. Without considering any other impacts and site constraints, this could translate to 519 dwelling units. By offsetting commercial development with the requested higher-density residential the proposed plan exhibits a maximum of 641 dwelling units which translates to a gross density of 3.7 dwelling units per acre.

**4. Is there a need for the proposed use in the requested location? Explain:**

Yes, with the Asante Development directly across 163<sup>rd</sup> Avenue and Verdugo's proximity to higher density Residential and Commercial, an increase in density is needed to allow for the creation of an attractive housing development. Large lots directly adjacent to the 163<sup>rd</sup> Avenue and the higher densities of Asante will be hard to market and sell. By creating a buffer and transition to the larger lots by way of this amendment, the property can be developed into a compatible project with an appropriate mix of land uses. The increase in density and intensity is also supported by the General Plan designated Village Center which is directly adjacent to Verdugo. Based on market studies, additional commercial will also be needed in the area to support all the planned residential units in the surrounding area.

**5. What impact would the proposed amendment have on adjacent or nearby land?**

While much of the land in this area is still primarily undeveloped, most of it has already been planned under the Asante, Desert Oasis, and Tierra Verde Developments. The subject property as part of the Pinnacle Peak Country Estates Planned Area Development is also entitled and could be built with its 18,000 square foot lots. The proposed amendment would bring the western portion of the original Pinnacle Peak Country Estates project into to greater conformance with the existing and entitled development in Asante directly across 163<sup>rd</sup> Avenue. A majority of the project will remain with a Suburban Residential designation with is comparable with the small portions of surrounding land that is not within a master planned community.

**6. How will the proposed amendment affect traffic generation and transportation systems?**

The proposed change does included higher intensity uses however given the small land area involved, the impacts are minimal given the overall scope of the adjacent Asante Development. While it is commonly acknowledged that commercial land uses, such as that proposed, generate large amounts of traffic, in this area along 163<sup>rd</sup> Avenue, additional commercial might actually benefit the transportation system.

With the limited commercial options in the area, residents would be forced to travel through the intersection of 163<sup>rd</sup> and Grand to reach commercial areas beyond 163<sup>rd</sup> Avenue. With additional options on the north side of the Grand Avenue intersection, the residents already traveling on 163<sup>rd</sup> won't have to leave the area.

**7. How will this amendment affect the existing infrastructure of the area, specifically the water, wastewater and street systems?**

The current owners of Verdugo are part of the SPA 2 group of owners working to provide a wastewater system to expand on the existing treatment plant already in operation for SPA 2. They are financially participating in the wastewater system to a level that would meet the needs of the land uses currently proposed in this amendment

The owners are also working with the directly adjacent developments for a regional water system. If this system does not come to fruition, they will construct there own public water system within the project and dedicate to the City.

Verdugo will be responsible for construction of the east half of the 163<sup>rd</sup> frontage.

Consistent with the City's Cost of Development Plan, development on the Verdugo property will pay its "fair share" of the cost of necessary services through development impact fees including the Roads of Regional Significance fee which goes towards constructing Parkways to assist in moving regional traffic flows into and out of the area.

**8. Will the proposed amendment create additional need for recreational and open space facilities?**

While the proposal includes an increase in residential densities on a portion of the property, that increase is offset by the inclusion of additional commercial which has no demand for recreational and open space facilities. The residential development will provide private on-site open space and amenities in excess of the ratios and percentages required in the General Plan and Zoning Ordinance and each dwelling unit will pay the required impact fee for regional facilities. The revenue produced from the sales tax generated at the commercial development could be used to create or improve open space or recreational amenities for the City.

**9. How will the proposed amendment affect the character and image of the adjacent neighborhood?**

In this situation, it is the subject property with its Suburban Residential, which is now out of character with the existing or planned adjacent land uses. Approval of zoning for the Asante project across 163<sup>rd</sup> Avenue changed the dynamics of the 163<sup>rd</sup> Avenue Corridor between Happy Valley Road and Grand Avenue. With higher density housing along the west side of 163<sup>rd</sup> the existing Suburban Residential would appear to no longer be appropriate. By allowing higher density housing and commercial along 163<sup>rd</sup> which transitions eastward into lower density residential the property can be re-planned to allow compatible higher densities on the west and lower densities on the east next to the existing rural residential land. Given the higher density and intense uses planned in the Asante Project, development on the subject property could be planned in a way so as to allow for higher density and intensity matching Asante along 163<sup>rd</sup> with a buffer and transition to the adjacent Suburban Residential lands to the east.

**10. How will this amendment promote the creation of compatible neighborhood patterns?**

Consistent with the Land Use Element of the General Plan which encourages development diversity and innovation through development master planning, Verdugo is proposed to be rezoned in a way to promote the creation of compatible neighborhood patterns. While the General Plan Land Use Plan sets the general rules for future land uses, it is the actual zoning to be considered by the City Council in the future that will truly determine the compatibility. For this task, the Council has a trained Planning Staff with tools such as the General Plan, Municipal Code, and Planning and Design Guidelines to regulate the zoning and its effect on the surrounding properties.

**11. Will this amendment affect any cultural or historical property?**

Not that we are currently aware of. Detailed studies can be accomplished prior to any disturbance of the property.

**12. Will this amendment pose a threat of impact to wildlife or endangered species?**

Not that we are currently aware of. Detailed studies can be accomplished prior to any disturbance of the property.

**13. How will this amendment impact the school district's ability to accommodate children?**

While only a small increase in dwelling units is planned, this increase still affects the Dysart School District. The developer will either need to modify an existing development agreement with the District or enter into a new agreement to address voluntary donations to offset the impact of the new residential dwelling units. A new elementary school in the adjacent Asante Development supports, as well as planned new area schools, will support any increase in area children.

**14. How will this amendment constitute an overall improvement to the Plan?**

The General Plan Amendment proposed for Verdugo furthers many of the goals, objectives and policies outlined in the Surprise General Plan. Listed below are a few of the elements of the General Plan that will be successfully achieved:

**2.1.3 Growth Goals and Policies**

***Goal 1:***

The City of Surprise supports sustainable growth that ensures effective, efficient, and equitable provision of public services, land, and infrastructure.

***Policies:***

- Promote compact development
- Support the integration of mixed land uses into communities
- Ensure a range of housing opportunities and choices

***Goal 2:***

Diverse, distinct, and well structured villages are located throughout the city.

***Policies:***

- Determine where village centers should be located within villages.
- Assure transit supportive density and design where such density can be adequately served by public facilities and services.

**2.2.3 Land Use Goals and Policies**

***Goal 1:***

The City of Surprise has a sustainable balance of land uses.

***Policies:***

- Incorporate desired land use balance goals into the general plan where possible
- Assure sufficient land for a variety of uses, facilities, and services needed to serve present and future residents.
- Promote medium and higher density land uses near major transportation routes and transit centers.

***Goal 3:***

Land uses create a development pattern that supports a village planning strategy.

***Policies:***

- Promote a compatible mix of land uses throughout the planning area that support a village planning process.
- Promote density ranges that are located where appropriate according to village plans.

### **2.4.3 Housing Use Goals and Policies**

**Goal 1:**

Adequate housing sites and opportunities are provided for all types of households.

**Policies:**

- Maintain a supply of appropriately zoned land with amenities to accommodate the projected housing needs.
- Support transit oriented residential development along transit corridors.
- Encourage the development of a variety of housing styles and lot sizes to accommodate all types of households.

### **2.6.3 Community Design Goals and Policies**

**Goal 2:**

The city has a high-quality built environment.

**Policies:**

- Promote quality architecture and landscape design that contributes to the creation of unique “places” and an active, well-defined, and human-scaled public realm.
- Encourage new development to incorporate qualities and characteristics that make the city desirable and memorable including human-scaled streets, open spaces, and varied architectural styles.

**Goal 3:**

Design is an integral part of village planning

**Policies:**

- Promote design that incorporates new and existing developments with a compatible mix of residential, retail, service employment, and open space uses that are consistent with the predominant use and scale of the neighborhood.
- Encourage the design and development of neighborhoods that makes them more pedestrian-friendly.

**Goal 4:**

The city has diverse, distinct, and well-structured neighborhoods.

**Policies:**

- Promote the design of complete and well structured neighborhoods whose physical layout and land use mix promote walking, biking, and transit while reducing vehicle trips.
- Promote development of mixed-use village neighborhood centers that accommodate local-serving commercial, employment, and entertainment uses; provide diverse housing opportunities; and are efficiently served by transit.

**15. How will this amendment promote the use of alternative modes of transportation?**

While the requested amendment would appear to not directly promote or discourage alternative modes of transportation on a regional basis, commercial and mixed use development on the property could be designed to encourage pedestrian activity as well as support public transit in the surrounding area. A convenient and safe system of bike and pedestrian facilities could connect homes to parks, open space, schools and future neighborhood commercial centers.

**General Plan 2030 Policy compatibility:**

**LAND USE:**

1. *Encourage residential land uses to be located in close proximity to jobs centers to reduce travel times.*

***Directly south of Verdugo is approximately 200 acres of Employment designated land with another 200 found extending to the east along the loop 303 freeway. Jobs will also be located within the proposed commercial and office of the Verdugo project and the Asante Gateway to the west.***

2. *Encourage well managed and phased growth and development to achieve orderly, directed development.*

***Verdugo is located between Asante and Rancho Mercado, two existing projects with approved zoning therefore it cannot be considered leap-frog development of the property is logical and will support orderly growth along the 163<sup>rd</sup> Avenue corridor.***

3. *Foster land uses that balance the city job-housing ratio.*

***Verdugo will provide a wide mix of housing opportunities and service commercial and office along a regional transportation corridor.***

4. *Promote a compatible mix of land uses throughout the planning area that support a village planning process.*

***Verdugo is partially located within the defined Village Center and the more intense land uses within that center will support and anchor the village. The remainder of the property will combine a mix of residential, neighborhood commercial, and office all designed to encourage walkability.***

5. *Consider preserving major washes as open space land use for preservation and recreation uses.*

***There are no major washes traversing the site but an artificial wash will be created to move existing drainage flows from the north of Verdugo to the south. As shown in the PAD, this drainage corridor will provide opportunities for passive and active open space and support a trail system that links the entire property.***

**TRANSPORTATION:**

1. *Design transportation infrastructure in villages to support land use goals for compact, accessible and walkable neighborhoods.*

***The instinct of most people to get in their cars and drive cannot be changed overnight and if this instinct is ignored, a project will fail. As part of Verdugo we are including a central trail corridor that will link all parts of the project, and are proposing that the mixed use and commercial parcels take advantage of this corridor and provide connections for pedestrians.***

2. *Develop a comprehensive, coordinated and continuous system of multi-modal facilities throughout the city.*

***A system of detached sidewalks and multi-use trails will provide access to open space and park facilities as well as the commercial parcels. A bikeway system including bike lanes along the arterial and collector roads, the multi-use trail as well as providing bicycle parking will be provided where appropriate. Neighborhood Electric Vehicles (NEV) will be allowed on streets with speed limits 35 mph or less. Pedestrian access through the open space corridor and between the commercial and residential parcels will be provided. Bus bays along 163<sup>rd</sup> Ave. will be provided where deemed appropriate by City Traffic Engineer. With frontage on 163<sup>rd</sup> Avenue and proximity to Grand Avenue and the rail corridor, Verdugo is prime for support of a multi-modal transportation including public transportation with busses and trains.***

3. *Ensure the local transportation system to be fully and effectively connected to the regional transportation system.*

***Verdugo provides three direct roadway connections to 163<sup>rd</sup> Avenue, the most important regional roadway in the area.***

4. *Require transportation systems to be designed in accordance with all applicable safety standards.*

***This is a city-wide comment, but all roadway improvements of Verdugo will be designed in accordance with all City requirements.***

5. *Support the provision of high frequency transit service and capital investments to benefit high density/intensity areas.*

***Verdugo will provide bus bays along 163<sup>rd</sup> Avenue where deemed appropriate by the City Traffic Engineer.***

6. *Improve pedestrian experience through streetscape enhancements, focusing improvements where there is greatest need.*

***The outdoor plaza feature in the commercial and office parcels of Verdugo will provide a pedestrian-friendly experience while mixing pedestrian focused circulation principals with traditional automobile circulation principals.***

7. *Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel.*

***As part of Verdugo we are including a central trail corridor that will link all parts of the project, and are proposing that the office and commercial parcels take advantage of this corridor and provide connections for pedestrians.***

8. *Promote a system of bicycle facilities that provide a continuous, connective, safe and accessible system.*

***As noted above a mix of on street and off street trails and bikeways will be provided and pursuant to the City's Planning and Design Guidelines requirements, bike racks will be provided at all retail and office buildings.***

9. *Support the designation of neighborhood electric vehicle routes.*

***Neighborhood Electric Vehicles (NEV) will be allowed on streets with speed limits 35 mph or less. The exact location of such routes will be determined at the time of plat/site plan approval.***

#### **ECONOMIC DEVELOPMENT:**

1. *Ensure that adequate land is reserved for business/employment land uses as the population grows.*

***This is a city-wide comment that cannot be addressed solely by Verdugo however we are not asking to change any land that is designated in the general plan as employment. We would suggest that by allowing a more intense development on the Verdugo property adjacent to the Village Center, that intensity is in support of that center and in support of providing compatible uses to the planned employment to the south of Pinnacle Peak Road.***

2. *Identify and establish community-wide attractions and amenities that take advantage of the resources of the planning area for tourism related development.*

***This is a city-wide comment that cannot be addressed by Verdugo.***

3. *Foster the creation of neighborhood business associations and unique commercial district identities.*

***An outdoor plaza is proposed between the office and commercial parcels. This open-air plaza will be a focal point for retail patrons and office workers on their lunch breaks. It will also be a gathering point for other users and residents after normal business hours and on weekends. The location of the plaza has been carefully thought out so that it will create a destination point that will be beneficial to the retail users but also conveniently located for pedestrian access from both the office and residential parcels. The plaza will be***

*located directly adjacent to the open space park along the trail corridor for maximum visibility and pedestrian access.*

4. *Encourage investment in village cores.*

*Verdugo is located adjacent to a Village Center, therefore the PADA encourages investment and development of that core/center.*

5. *Ensure that jobs-housing ratio is attained within each of the Special Planning Areas through implementation of the economic development element of the general plan.*

*As stated above, the proposed 23.8 acres of commercial and 9.1 acres of office will bring some jobs to the area, but the breakdown and number of those jobs is unknown at this time. It is safe to say that jobs will be created and that with Surprise being mostly a bedroom community, any jobs created will help the jobs to housing ratio in the long run.*

## **HOUSING:**

1. *Support well designed and compatible second units and carriage homes and other conventional housing opportunities such as live-work spaces.*

*While not specifically mentioned in the PAD, on the larger lots, pursuant to current city zoning and building codes, guest houses and/or carriage houses could be built.*

2. *Support transit oriented residential development along transit corridors.*

*163<sup>rd</sup> Avenue is a regional parkway and as such it is more likely in the future to have a transit system such as regional buses. By allowing for higher density residential in the area around the Village Center, future residents can easily access transit systems serving the area including local and regional buses and future transit on the railroad corridor along Grand Avenue.*

3. *Promote and facilitate the build out of vacant and underutilized urban land through infill, reuse and redevelopment activities as appropriate for housing.*

*While not exactly infill, Verdugo is located directly adjacent to Asante, which is already under development.*

4. *Encourage the development of a variety of housing styles and lot sizes to accommodate all types of households.*

*The inclusion of multiple residential categories, such as medium density and medium high density along with Suburban Residential will encourage a wide range of housing types and sizes.*

5. *Support LEED or similar standards that provide certifications to buildings and neighborhoods exceeding minimum efficiency energy standards.*

***Verdugo understands the need and benefits in adopting “green” standards for development. Standards for neighborhoods under Leadership in Energy and Environmental Design for Neighborhood Design (LEED-ND) or other standards that ensure a high level of energy efficiency in new development are encouraged.***

#### **OPEN SPACE AND RECREATION:**

1. *Identify the level of service, locations, types and general standards for all recreational opportunities.*

***Pursuant to the requirements of the General Plan, detail on the recreational opportunities is included In the PAD.***

2. *Continue to improve, expand, and construct parks in conjunction with housing growth, demographic composition, and resident preferences.*

***As part of the residential development of Verdugo parks and open space will be provided to its residents and will be maintained by those residents at no cost to the City. As the time of construction, impact fees will also be paid in support of the future resident’s impact on and demand for future regional recreation amenities.***

3. *Enhance the number and variety of recreation activities available to city residents.*

***As part of the residential development of Verdugo parks and open space will be provided to its residents and will be maintained by those residents at no cost to the City. As the time of construction, impact fees will also be paid in support of the future resident’s impact on and demand for future regional recreation amenities.***

#### **ENVIRONMENTAL PLANNING / WATER RESOURCES:**

1. *Encourage mixed use development near transit lines and provide retail; and other service oriented uses within walking distance to minimize automobile dependent development.*

***163<sup>rd</sup> Avenue is a regional parkway and as such it is more likely in the future to have a transit system such as regional buses. By allowing for higher density residential in the area around the Village Center, future residents can easily access transit systems serving the area including local and regional buses and future transit on the railroad corridor along Grand Avenue.***

2. *Encourage the use of trees which provide biogenic benefits to air quality and are suitable to local environment. Consider planting of trees for every significant tree removed at a project site.*

***Understood. At the time of development, all plants will comply with the City and State requirements. The site contains existing mesquite trees and scrub brush occurring naturally on the property. It is safe to say that after development, more trees will be placed within the project than there are existing.***

3. *Actively support the development of a regional public transportation system.*

***This is a city-wide comment that cannot be addressed by Verdugo however we are supportive of some form of transportation system running along 163<sup>rd</sup> Avenue.***

4. *Minimize noise spillovers from commercial and industrial operations into adjacent residential neighborhoods, while maximizing the land use element's objectives to encourage mixed-use development.*

***With the large landscape buffer and utilizing the standards set forth in the City's Planning and Design Guidelines, noise spillover will be limited.***

5. *Strive to achieve a natural nighttime environment and an uncompromised public view of the night sky by reducing light pollution.*

***This is a city-wide comment that cannot be addressed by Verdugo however we will comply with any City standards for lighting at the time of development.***

6. *Protect and enhance wash corridors and environs through a comprehensive management strategy.*

***There are currently no major washes traversing the property. A manmade drainage corridor will be provided as an amenity to the site development.***

7. *Discourage mass grading of large parcels to prevent environmental damage.*

***With small lot sizes, mass grading is nearly impossible to be avoided. While there is not much environment on the property worth preserving, we will encourage the limitation on mass grading where possible.***

8. *Encourage new flood control projects to consider storm water recharge designs alternatives to channelization and to impermeable bank protection.*

***In Verdugo, the drainage corridor through the property will be designed to mimic a natural wash as opposed to channelization.***

9. *Preserve wildlife ecosystems and sensitive habitat areas.*

***A large amount of open space within the project will provide replacement ecosystems for the wildlife displaced by development.***

10. Encourage the preservation of the scenic quality and vistas of all mountain ranges in the city.

**While there are no mountains on the property, during the platting stage, attempts will be made to preserve the mountain views to the north.**

11. Require establishment of development and design standards to ensure retention of ridgelines and prominent hillsides.

**The Verdugo property is relatively flat and has no ridgelines or hillsides to preserve.**

### **Water Resources**

12. Implement conservation programs that meet Surprise Water management Plan conservation requirements.

**Verdugo will comply with all applicable Surprise codes and ordinances, including water conservation.**

13. Support conservation and efficient water use in an effort to minimize the need for new water sources.

**Verdugo will comply with all applicable Surprise codes and ordinances, including water conservation.**

14. Pursue programs and procedures that require application of xeriscape concepts for all landscaped areas, limit turf to active recreation areas, and keep natural desert in washes.

**Verdugo will comply with all applicable Surprise codes and ordinances, including water conservation.**

15. Continue to research and implement programs to increase the use of reclaimed water and secondary effluent.

**This is a city-wide comment that cannot be addressed by Verdugo however we will utilize reclaimed water when it becomes available.**

16. Analyze and mitigate the potential for contamination of groundwater supplies from proposed industrial or commercial land uses.

**This is a city-wide comment that cannot be addressed by Verdugo.**

17. Develop and implement a program for preventing hazardous substances from entering the aquifer and the water supply system.

**This is a city-wide comment that cannot be addressed by Verdugo.**

18. *Preserve and enhance the design conveyance capacity of the surface water drainage system.*

***This is a city-wide comment that cannot be addressed by Verdugo.***

### **Energy**

19. *Encourage housing design and orientation to enable each unit to take advantage of solar energy, wind shelter, and other micro climatic devices.*

***This is a city-wide comment that cannot be addressed by Verdugo however we are in support of any work the City can do to encourage and incentives the use of energy efficient construction techniques and devices in new construction.***

20. *Promote resource efficient building design.*

***As noted above we are in support of any work the City can do to encourage and incentives the use of energy efficient construction techniques and devices in new construction.***

### **GROWTH**

1. *Promote compact development.*

***By allowing higher density uses adjacent to the defined Village Center Verdugo Pinnacle Peak County Estates is encouraging compact development.***

2. *Provide variety of transportation choices.*

***This is a city-wide comment that cannot be addressed by Verdugo however we are supportive of some form of transportation system running along 163<sup>rd</sup> Avenue and are developing a compact pedestrian friendly project.***

3. *Ensure a range of housing opportunities and choices.*

***Verdugo proposes a mix of residential zoning categories, which will allow a wide range of housing opportunities and choices.***

4. *Assure transit supportive density and design where such density can be adequately served by public facilities and services.*

***As 163<sup>rd</sup> Avenue is planned as a major regional parkway and the subject property is within and adjacent to the village center, we are planning an increase in density and intensity in support of the services that will be available in that center and along that corridor.***

## **CONSERVATION & REHABILITATION**

1. *Identify and promote the preservation of areas that exhibit unique cultural or character attributes.*

***To our knowledge there are no unique cultural attributes on the property. Prior to any development appropriate studies will be required.***

2. *Develop area plans and accompanying provisions that recognize and preserve an area's unique attributes.*

***To our knowledge there are no unique cultural attributes on the property. Prior to any development appropriate studies will be required.***

3. *Install public improvements in targeted areas where needed to encourage and strengthen rehabilitation and redevelopment activity.*

***Verdugo is not in an area that needs rehabilitation and redevelopment but the adjacent land to the south needs redevelopment and the development Verdugo may help encourage that redevelopment.***

## **COMMUNITY DESIGN**

1. *Promote development that is compatible with the City's overall urban form, community character, and environmental setting.*

***Verdugo is adjacent to the Village Center defined by the 2030 General Plan. Development at the proposed intensity and density is in support of the village center.***

2. *Promote infill development that reflects the sensitivity to site, context, and surrounding neighborhoods.*

***Verdugo is not necessarily infill, but it is surrounded by some development. We believe the presented plan is sensitive to the existing development of Asante that is incompatible with the existing land use of the original Pinnacle Peak Country Estates PAD and the presented plan for Verdugo also is sensitive to the adjacent rural residential home sites and the future redevelopment of those home sites.***

3. *Promote residential development that reinforces Surprise's character.*

***We believe the proposed plan continues the high standards set forth by the existing developments approved in the area by Surprise.***

4. *Promote quality architecture and landscape design that contributes to the creation of unique places, and an active, well-defined and human scaled public realm.*

***The architectural and development standards included in the PAD when combined with the existing Planning and Design Guidelines of the City will promote the development of a great place.***

5. *Encourage new development to incorporate qualities and characteristics that make the city desirable and memorable including human scaled streets, open spaces, and varied architectural styles.*

***The architectural and development standards included in the PAD when combined with the existing Planning and Design Guidelines of the City will promote the development of a great place.***

6. *Promote building design that is respectful and responsive to the local context, including the use of local materials, responsiveness to Surprise's hot desert climate, and consideration of cultural and historic context.*

***The proposed architectural designs will comply with the City's Single Family Home Product Design Guidelines and pay accurate homage to the historical architectural styles found in the Southwestern United States.***

7. *Promote design that incorporates new and existing developments with a compatible mix of residential, retail, service employment, and open space uses that are consistent with the predominant use and scale of the neighborhood.*

***The Verdugo PAD Amendment proposed a change from incompatible large lot residential (with septic systems) to a mix of various types of housing, retail, service and useable open space.***

8. *Encourage the design and development of neighborhoods that makes them more pedestrian friendly.*

***By providing a strong system of trails and pedestrian walkways and a close proximity between residential and commercial uses, Verdugo encourages walkability.***

9. *Promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking, biking, and transit while reducing vehicle trips.*

***By providing a strong system of trails and pedestrian walkways and a close proximity between residential and commercial uses, Verdugo encourages walkability.***

10. *Preserve, protect and enhance established neighborhoods by providing sensitive transitions between neighborhoods and adjoining areas.*

***Verdugo provides a large landscape buffer between the proposed Suburban Residential and the existing large acreage lots in the County south of Pinnacle Peak Road, so as to protect those large lots from our development and protect our development from those***

***large lots when they are redeveloped into the Employment the City General Plan proposes for that area.***

*11. Require new development, both private and public, to respect and respond to those existing physical characteristics, buildings, streetscapes, open spaces, and urban form that contribute to the overall character and livability of the neighborhood.*

***When platted, Verdugo will provide buffers and appropriate transitions to respect the existing development in the area.***

*12. Promote the development of mixed use village neighborhood centers that accommodate local-serving commercial, employment, and entertainment uses, diverse housing opportunities and are efficiently served by transit.*

***Verdugo proposes approximately 23.8 acres of Commercial and 9.1 acres of Office development and a mix of residential zoning categories, which will allow a diverse range of housing opportunities and choices.***

*13. Promote sensitive transitions in scale between buildings in centers and adjacent traditional neighborhoods.*

***When designed, Verdugo will provide buffers and appropriate transitions to respect the adjacent development both inside and outside of the village center.***

*14. Promote planning and architecture that complements adjoining uses.*

***When designed, Verdugo will provide buffers and appropriate transitions to respect the existing development in the area.***

*15. Create ample public realm.*

***This is a city-wide comment that cannot be addressed solely by Verdugo however the project's open space provides many public opportunities for future residents. Examples of the public realm that will be provided by Verdugo can be found in the PADA zoning document.***

*16. Protect views along major streets, gateways and pedestrian paths to provide a sense of place and orientation.*

***When designed in accordance with the City's Planning and Design Guidelines, the views of the project along 163<sup>rd</sup> Avenue will provide a sense of place. An entry feature has been designed at the intersection of 163<sup>rd</sup> Avenue and Asante Blvd. so as to provide a sense of arrival.***

*17. The design qualities of developments abutting designated scenic corridors are to be compatible with the aesthetic character of the scenic corridor.*

***Verdugo is not along a designated scenic corridor.***

18. *Encourage a built environment that reduces automobile dependence and promotes more sustainable modes of transportation.*

***As part of Verdugo we are including a central trail corridor that will link all parts of the project, and are proposing that the office and commercial parcels take advantage of this corridor and provide connections for pedestrians.***

19. *Provide for transitions between neighborhoods along the alignment of alleys or rear lot lines, rather than along street centerlines, in order to maintain consistent scale, form, and character on both sides of public streetscapes.*

***The various housing types within Verdugo are separated yet connected by the landscaped drainage corridor.***

20. *Require newly developing and redeveloping areas to promote multiple modes of transportation systems.*

***As part of Verdugo we are including a central trail corridor that will link all parts of the project, and are proposing that the mixed use and commercial parcels take advantage of this corridor and provide connections for pedestrians.***

## **UTILITIES**

1. *Actively pursue and support program and activities that reduce the amount of waste that must be land-filled.*

***This is a city-wide comment that cannot be addressed solely by Verdugo.***

2. *Encourage new or remodeled multifamily residential and all nonresidential development to incorporate attractive and convenient interior and exterior storage areas for recyclables.*

***At the time of design/site plan, consideration for storage of recyclables can be addressed in the high density residential and non-residential.***

## **HEALTH AND SAFETY**

1. *Continue to identify and reduce barriers to create an accessible community for all.*

***Verdugo will comply with all applicable ADA requirements appropriate at the time of development.***

2. *Promote the design of walkable inclusive communities.*

***As part of Verdugo we are including a central trail corridor that will link all parts of the project, and are proposing that the office and commercial parcels take advantage of this corridor and provide connections for pedestrians.***

3. *Strive to minimize the hazards of flooding from rivers, washes and storm-water.*

***Verdugo will be working with the City, FEMA, and the Army Corp of Engineers to solve the flooding situation on the property.***

4. *Protect the community from geological instability and subsidence.*

***No subsidence is known on the property.***

5. *Promote protection and preservation of natural drainage systems as the primary emphasis of city storm-water management efforts.*

***No major natural drainage ways are found on the property.***

6. *Provide adequate access for emergency vehicles, particularly fire-fighting equipment, as well as secure evacuation routes.*

***At the time of site plan/platting all concerns of the Fire Department and Police Department related to access of emergency vehicles can be addressed. Nothing is proposed in the PAD that would limit that access.***

## **EDUCATION**

1. *Work closely with each of the school districts within the planning area to ensure that educational facility needs are met when new development occurs.*

***We are in current communication with the School District and their attorneys and are will be entering into an agreement with them prior to the approval of any preliminary plats. Additional residential will impact the school district, but this impact is offset by the donation agreement and the taxes paid by each one of these new homes into the district funds.***

2. *Locate and site an appropriate mix of high quality primary, secondary, and post-secondary educational facilities in the city to support the population growth.*

***As one of the smaller developments in the area, educational facilities for the area have already been addressed by the School district when the surrounding larger developments were being planned.***

3. *Support education based facilities such as museums, science centers, gardens etc.*

*This is a city-wide comment that cannot be addressed by Verdugo however we are supportive of museums and science centers which could be constructed within the non-residential portions of the project.*

## **CULTURAL HERITAGE & ARTS**

*1. Increase access to the arts and culture through displays, classes, special events, and activities.*

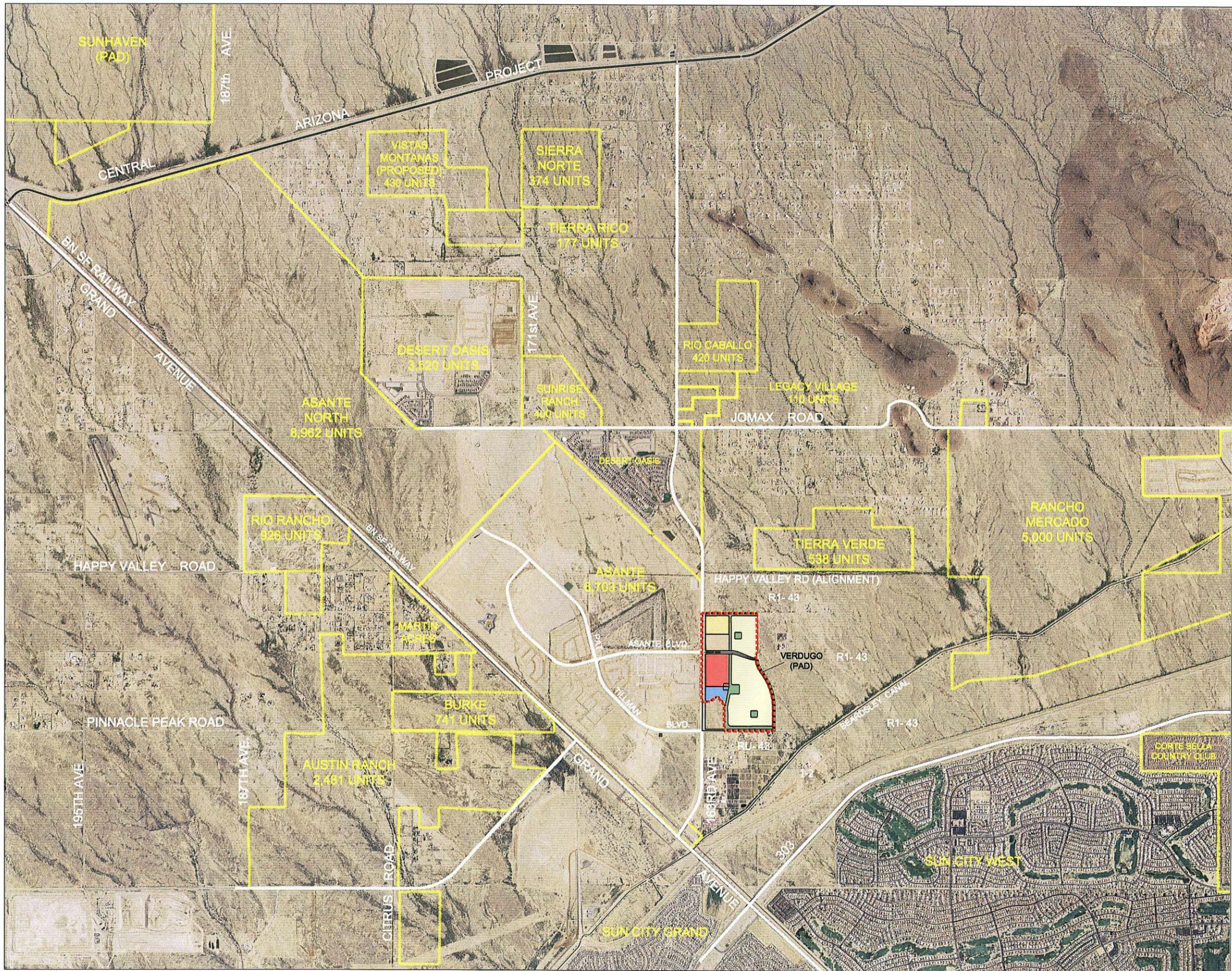
*These elements will be incorporated, where appropriate, in the outdoor plazas and other public spaces found in Verdugo.*

*2. Use arts and cultural events to revitalize neighborhoods through aesthetic improvements and economic stimuli.*

*As a new development, no revitalization is needed in Verdugo.*

*3. Create public gathering places*

*Public gathering places are planned in both the open space of the project as a whole and could be incorporated into the office and commercial developments.*



# VERDUGO

Planned Area Development  
Surprise, Arizona

Exhibit #3  
LOCATION MAP



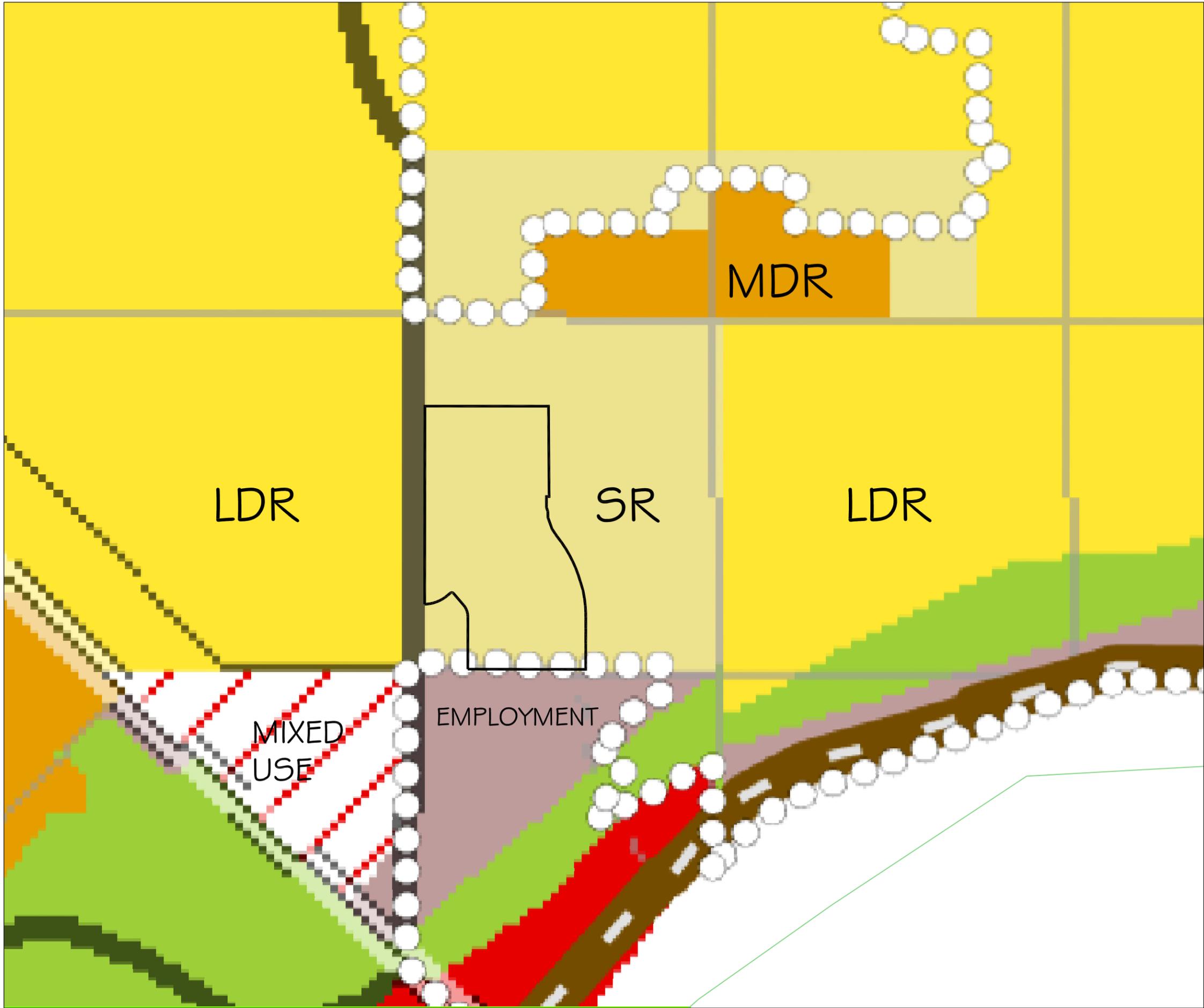
North

DATE: 01.06.09  
N.T.S.



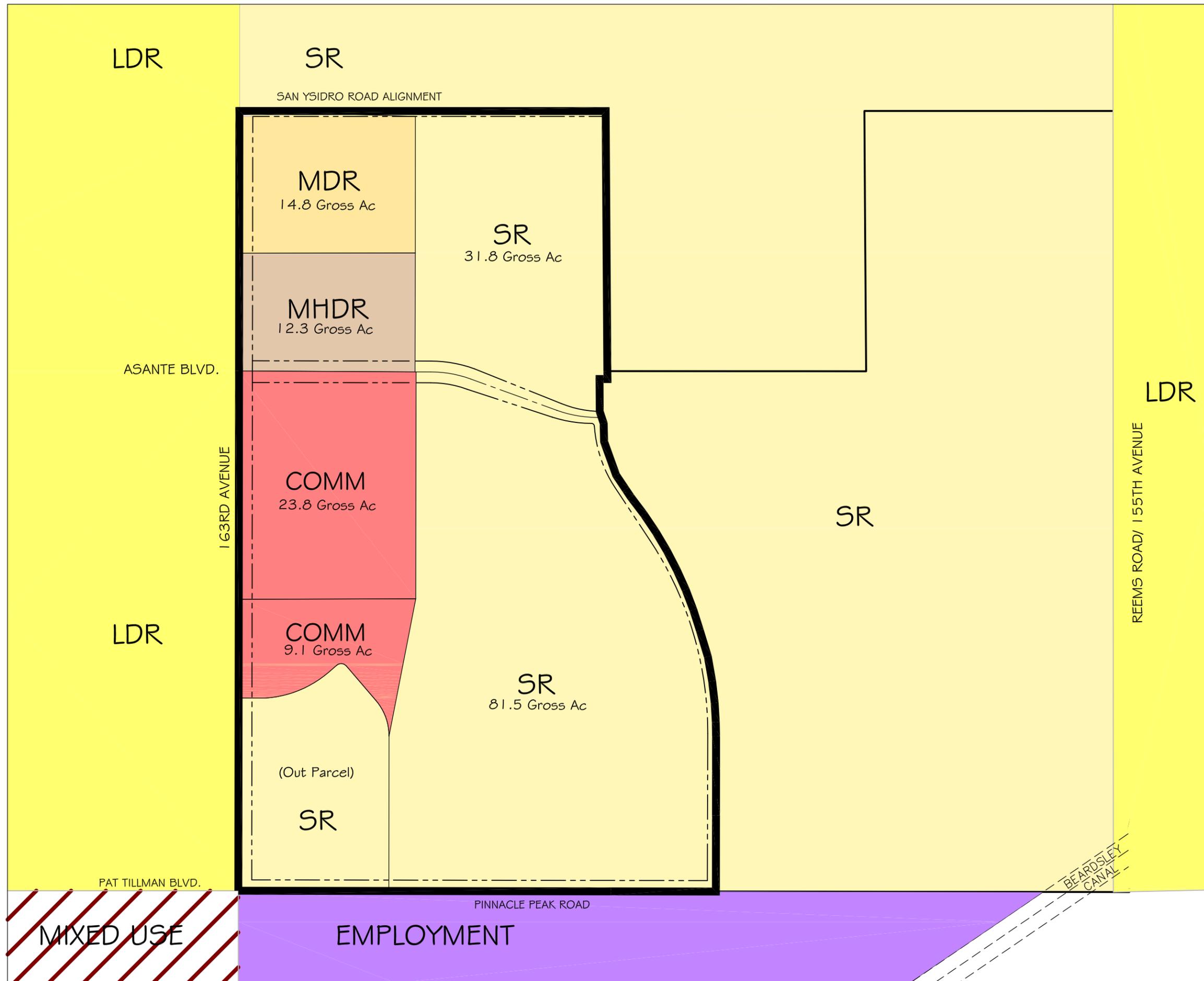
6225 N. 24th Street, Suite 200  
Phoenix, Arizona 85016  
Phone: (602) 954-0038  
Fax: (602) 944-8605

VERDUGO  
CITY OF SURPRISE  
LAND USE DESIGNATIONS



-  Suburban Residential
-  Low Density Residential
-  Medium Density Residential
-  Mixed Use
-  Employment
-  Commercial

# VERDUGO PROPOSED LAND USE DESIGNATIONS



-  Suburban Residential
-  Low Density Residential
-  Medium Density Residential
-  Medium High Density Residential
-  Mixed Use
-  Employment
-  Commercial



*Verdugo*  
**(Formerly Pinnacle Peak Country Estates)**

**Planned Area Development Amendment**

Submittal  
October 16, 2008  
January 9, 2009

**Zoning Case Number: PAD A08-171**

Prepared For:  
SCC Canyon II LLC  
401 Wilshire Blvd. Suite 850  
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## **Introduction**

The purpose of this request is to obtain a Planned Area Development Amendment for approximately 173 gross acres within the project currently known as the Pinnacle Peak Country Estates PAD (now known as the Verdugo PAD Amendment) generally located at the northeast corner of Pinnacle Peak Road and 163<sup>rd</sup> Avenue. The site has been annexed into the City of Surprise, Arizona. The owner will also process a Minor General Plan Amendment concurrently with this PAD Amendment to amend the current General Plan from Suburban Residential to a mixture of uses, including Commercial, Medium High Density Residential and Suburban Density Residential.

The proposed Verdugo PAD Amendment combines commercial, office and residential uses. This comprehensive plan establishes a quality residential living environment and provides goods and services beneficial to the community as a whole. The proposed changes will provide a more diverse use of the land, resulting in a balanced and sustainable land use plan that will establish a distinct, complimentary and exceptional community in which to reside, work, shop and play.

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

## **Project Overview**

The original Pinnacle Peak Country Estates (PPCE) PAD consists of approximately 369 acres at the northeast corner of 163<sup>rd</sup> Avenue and Pinnacle Peak Road. The PPCE PAD was approved by the City Council in early 2004. Given the lack of sewer infrastructure in place at the time of original approval, the project was planned for larger lots that could be served by septic systems. Prior to any development occurring, the property was divided into three separate ownerships. A 13.26 acre commercial parcel was split off and sold and the remaining residential was divided into two large parcels. This proposal considers an amendment to only the western residential parcel (Phase 1 of the original 369 acres), which consists of approximately 173 gross acres owned by SCC Canyon II LLC. The remaining 196 acres of the original PPCE PAD will remain under the current Commercial and Suburban Residential land use designations.

Since 2004, the land use pattern surrounding Verdugo has changed dramatically with the approval and construction of the Asante project to the west and the approval of a general plan amendment for the Arizona State Land Department (ASLD) property immediately to the east. The Asante development places small lot residential along the west side of 163<sup>rd</sup>, and the ASLD property will now consist of residential development with densities in the 3 to 5 du/ac range. Currently the subject property has a designation of Suburban Residential which allows a large-lot, single-family housing at densities from 1 to 3 dwelling units per acre.

The area surrounding the major intersection of 163<sup>rd</sup> Avenue and Pinnacle Peak Rd./Pat Tillman Blvd. has been designated in the City's General Plan as a Village Center and as such is poised for an increase of intensity and density. With the increased growth of residents to the area, the lack of commercial options and the designation of 163<sup>rd</sup> Avenue as a major transportation corridor, there will be a need for commercial options that will provide service for the region as well as the surrounding community.

## Legal Description

### PINNACLE PEAK COUNTRY ESTATES-PARCEL A

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

COMMENCING at the Southwest corner of said Section 7;

THENCE North 00 degrees 04 minutes 45 seconds East, along the West line of said Section 7, a distance of 976.17 feet to the TRUE POINT OF BEGINNING;

THENCE continuing North 00 degrees 04 minutes 45 seconds East, along the West line of said Section 7, a distance of 1657.96 feet to the West quarter corner of said Section 7;

THENCE North 00 degrees 04 minutes 46 seconds East, along the West line of said Section 7, a distance of 1317.20 feet;

THENCE leaving the West line of said Section 7, South 89 degrees 59 minutes 23 seconds East, a distance of 1861.31 feet;

THENCE South 00 degrees 22 minutes 47 seconds East, a distance of 1318.19 feet to the center of said Section 7;

THENCE South 44 degrees 49 minutes 14 seconds West, a distance of 56.37 feet;

THENCE South 00 degrees 22 minutes 47 seconds West, a distance of 164.41 feet;

THENCE South 89 degrees 58 minutes 31 seconds East, a distance of 19.81 feet;

THENCE South 00 degrees 01 minutes 29 seconds West, a distance of 60.00 feet;

THENCE South 08 degrees 11 minutes 01 seconds East, a distance of 151.36 feet;

THENCE South 23 degrees 52 minutes 01 seconds East, a distance of 148.00 feet;

THENCE South 33 degrees 31 minutes 38 seconds East, a distance of 121.44 feet;

THENCE South 36 degrees 44 minutes 33 seconds East, a distance of 106.11 feet;

THENCE South 33 degrees 36 minutes 39 seconds East, a distance of 105.48 feet;

THENCE South 30 degrees 28 minutes 45 seconds East, a distance of 105.48 feet;

THENCE South 27 degrees 20 minutes 51 seconds East, a distance of 105.48 feet;

THENCE South 24 degrees 12 minutes 57 seconds East, a distance of 105.48 feet;

THENCE South 21 degrees 05 minutes 03 seconds East, a distance of 105.48 feet;

THENCE South 17 degrees 57 minutes 09 seconds East, a distance of 105.48 feet;

THENCE South 14 degrees 46 minutes 20 seconds East, a distance of 108.76 feet;

THENCE South 09 degrees 41 minutes 07 seconds East, a distance of 40.00 feet to the beginning of a non-tangent curve;

THENCE Easterly along said curve, having a radius of 480.00 feet, concave Southerly, whose radius bears South 09 degrees 41 minutes 07 seconds East, through a central angle of 01 degrees 04 minutes 36 seconds, a distance of 9.02 feet;

THENCE South 09 degrees 49 minutes 48 seconds East, a distance of 143.85 feet;

THENCE South 06 degrees 01 minutes 27 seconds East, a distance of 113.42 feet;

THENCE South 02 degrees 40 minutes 08 seconds East, a distance of 113.42 feet;

THENCE South 00 degrees 27 minutes 21 seconds East, a distance of 36.19 feet;

THENCE South 00 degrees 04 minutes 45 seconds West, a distance of 786.42 feet to the South line of said Section 7;

THENCE along the South line of said Section 7, North 89 degrees 55 minutes 12 seconds West, a distance of 533.69 feet to the South quarter corner of said Section 7;

THENCE North 89 degrees 54 minutes 10 seconds West, along the South line of said Section 7, a distance of 1128.31 feet;

THENCE leaving the South line of said Section 7, North 00 degrees 04 minutes 45 seconds East, a distance of 785.66 feet to the beginning of a curve;

THENCE Northwesterly along said curve, having a radius of 275.00 feet, concave Southwesterly through a central angle of 40 degrees 46 minutes 42 seconds, a distance of 195.72 feet;

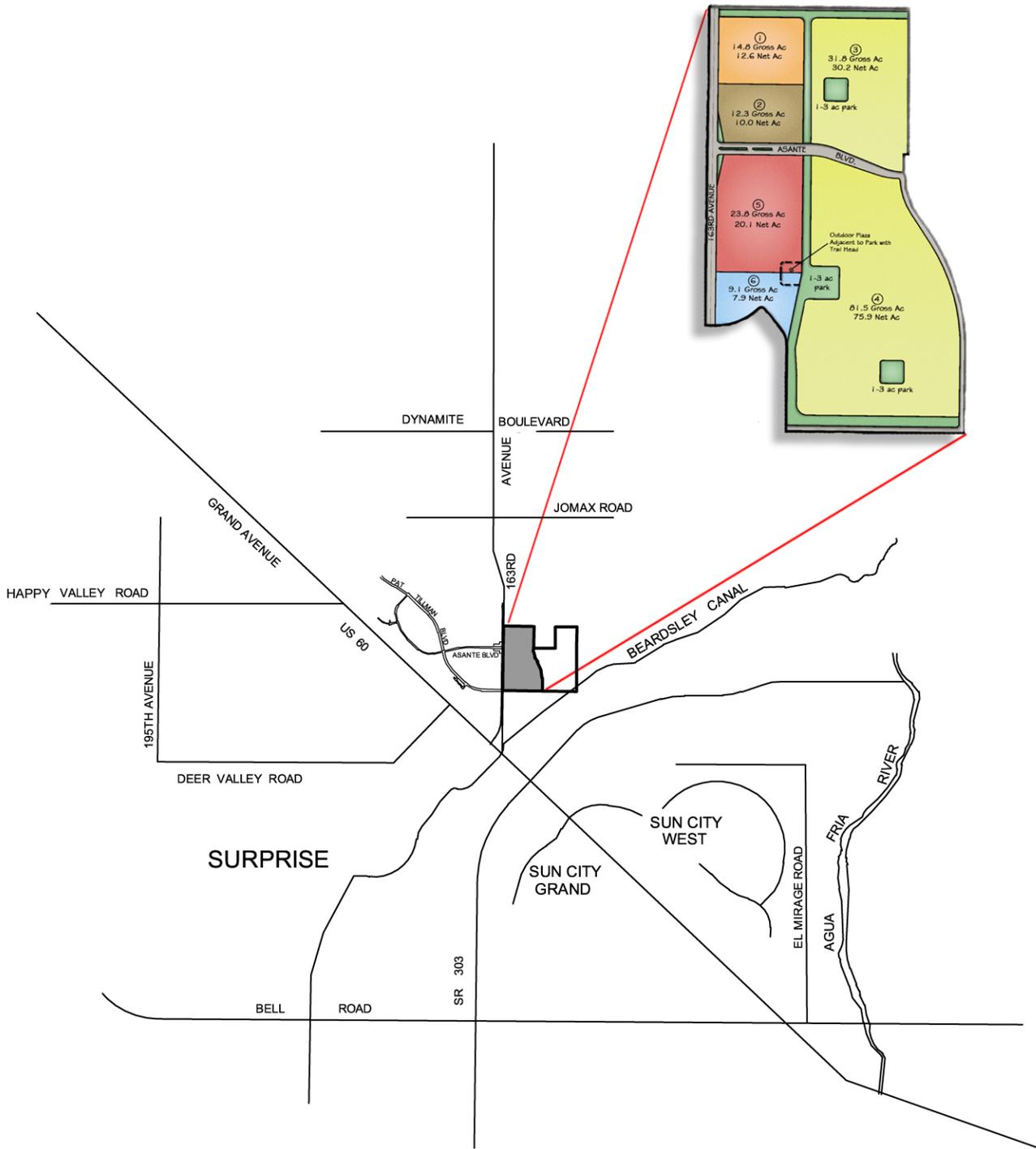
THENCE North 40 degrees 41 minutes 57 seconds West, a distance of 230.35 feet to the beginning of a curve;

THENCE Westerly along said curve, having a radius of 35.00 feet, concave Southerly, through a central angle of 90 degrees 00 minutes 00 seconds, a distance of 54.98 feet;

THENCE South 49 degrees 18 minutes 03 seconds West, a distance of 52.96 feet to the beginning of a curve;

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

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



VICINITY MAP  
 VERDUGO  
 Surprise, Arizona



## Area Description

The majority of the surrounding properties are zoned for single family residential use. The land immediately east of the site is vacant ASLD property zoned R1-43 within the City of Surprise. To the west, across 163<sup>rd</sup> Avenue, is the Asante Planned Area Development. To the south, across Pinnacle Peak Road, there are several existing homes zoned RU-43 within the County. The land north of the site is generally vacant private property zoned R1-43. Some existing single family homes exist along San Ysidro Road. These existing homes, like those on the south side of Pinnacle Peak Road, are on lots generally between 1 to 5 acres in size. **(Exhibit 3: Location Map) (Exhibit 4: Surrounding Development Photos)**

The subject property holds a designation of Suburban Residential (1 to 3 du/ac) under the City's current General Plan. This category is shared to the north and east. The Asante project across 163<sup>rd</sup> Avenue is designated as Low Density Residential (3 to 5 du/ac) and the land directly to the south on the other side of the Pinnacle Peak Road alignment is designated for Employment land uses.

## Existing Site Conditions

The site, currently vacant open desert, is located on the east side of 163<sup>rd</sup> Avenue north of Pinnacle Peak Road. **(Exhibit 5: Site Photos)**

### Topographic /Existing drainage

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

### Vegetation and wildlife

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

### Zoning & Land Use

The existing land use on the site consists of vacant desert. The property is currently zoned PAD as part of the Pinnacle Peak Country Estates Planned Area Development.

The current approved Pinnacle Peak Country Estates PAD approves a total of 561 single-family homes and approximately 15 acres gross of commercial at the northeast corner of Pinnacle Peak Road and 163<sup>rd</sup> Avenue. The area of the PAD proposed to be amended with this application is currently approved for 277 Single-family homes.

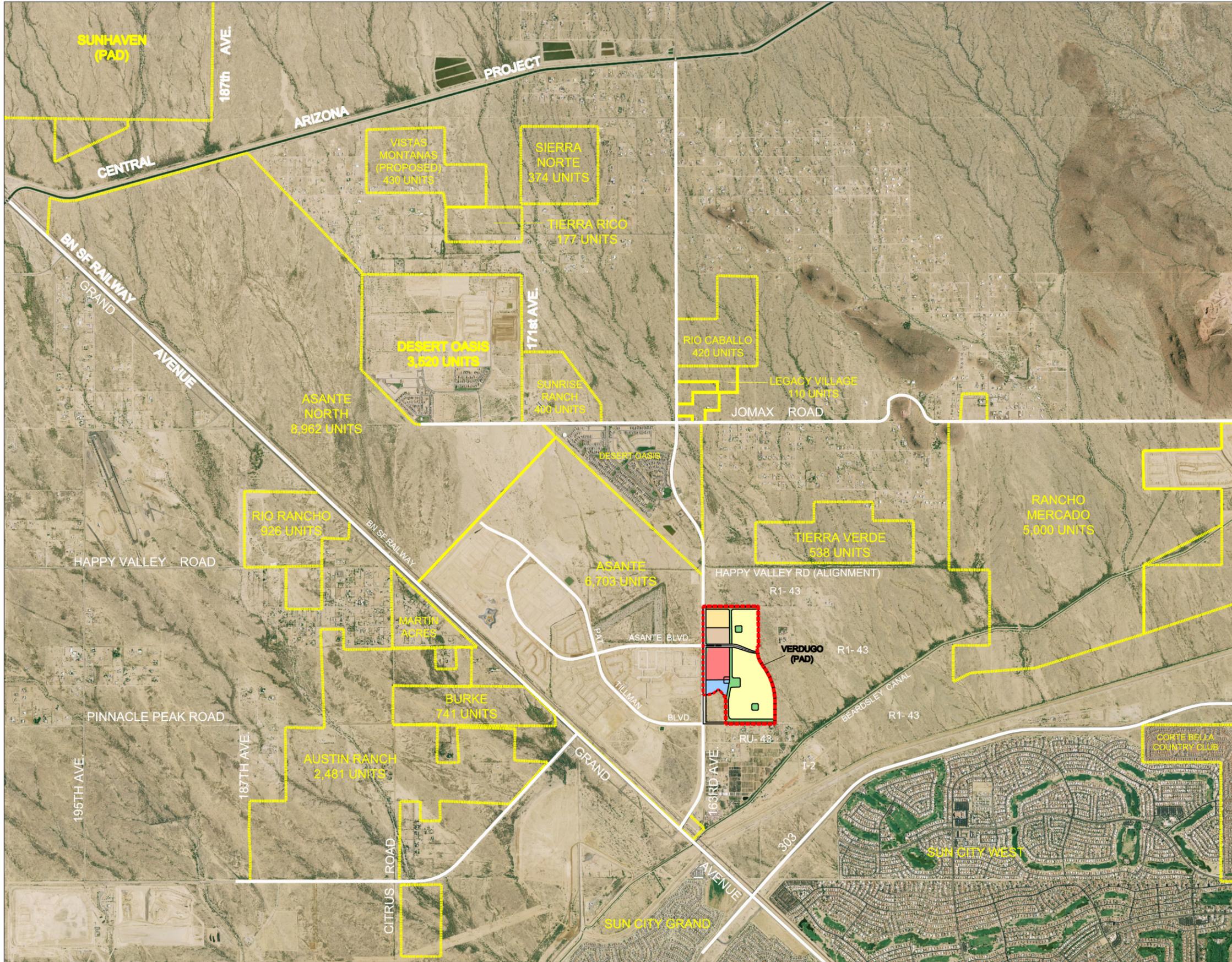
### Infrastructure

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

of the property. Pinnacle Peak Road is also a dirt road with no existing ROW that runs west-to-east along the south boundary.

Utilities

Water:	The Project falls within the City of Surprise water service area. There is currently no water infrastructure on the property. The owner is currently working with other developers in the area to construct the necessary water resources.
Wastewater:	The Project is currently within the City of Surprise wastewater service area. While there is currently no wastewater infrastructure on the property, the Owner is a party to the SPA 2 WRF Agreement and has purchased wastewater capacity for the Project as described in this PAD Amendment.
Electric:	Arizona Public Service (APS)
Telephone:	Qwest Communications (Qwest)
Natural Gas:	Southwest Gas
Trash:	City of Surprise
Schools:	Dysart Unified District #89
Police and Fire:	City of Surprise



# VERDUGO

Planned Area Development  
Surprise, Arizona

Exhibit #3  
LOCATION MAP



North

DATE: 01.06.09  
N.T.S.



VERDUGO  
Planned Area Development  
Surprise, Arizona

Asante's 163rd Avenue entrance Sign.



158th Avenue Homes.



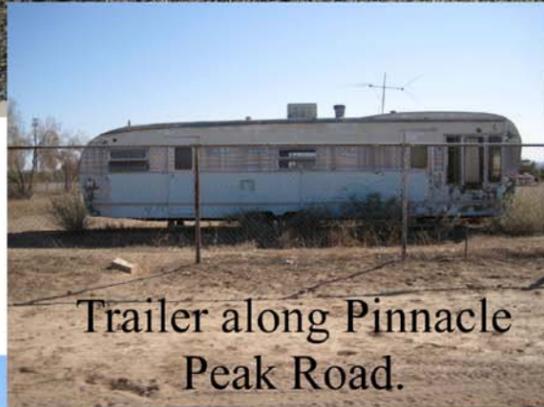
Pinnacle Peak Road Home.



158th Avenue Home.



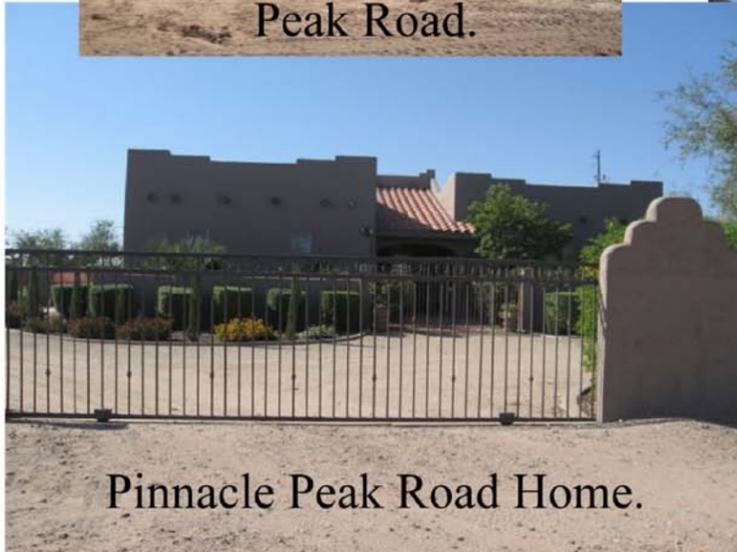
Trailer along Pinnacle Peak Road.



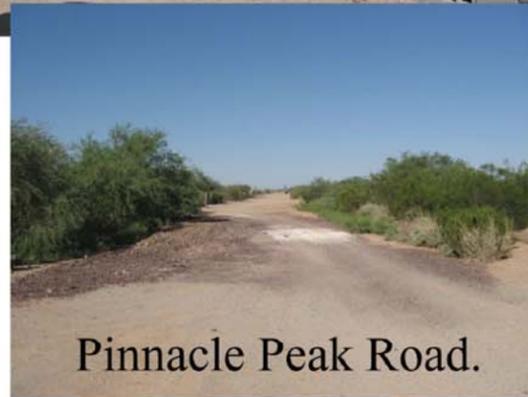
Typical Asante Home



Pinnacle Peak Road Home.



Pinnacle Peak Road.



Asante Blvd. Bridge.

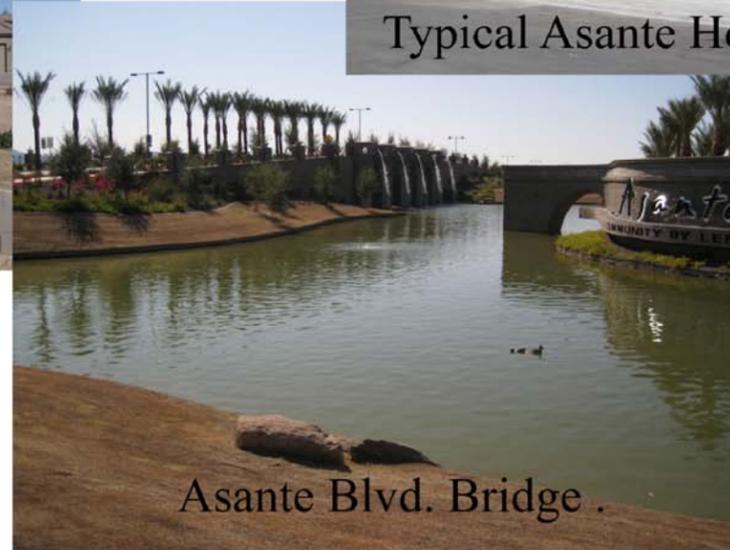
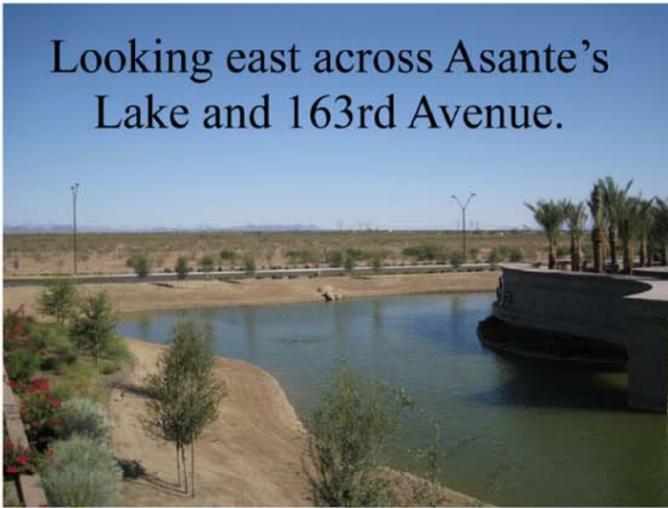


Exhibit #4  
SURROUNDING  
DEVELOPMENT PHOTOS

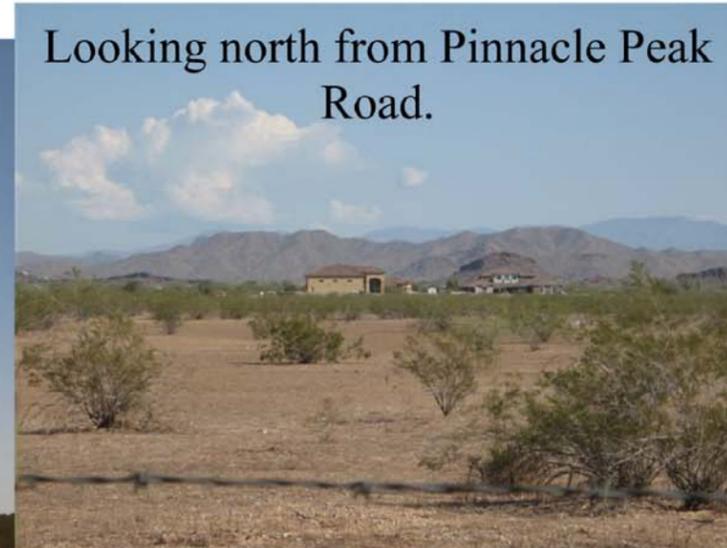


VERDUGO  
Planned Area Development  
Surprise, Arizona

Looking east across Asante's Lake and 163rd Avenue.



Looking north from Pinnacle Peak Road.



Looking west from 158th Ave towards 163rd Ave and Asante..



Looking east from 163rd Avenue



Looking north from Pinnacle Peak Road

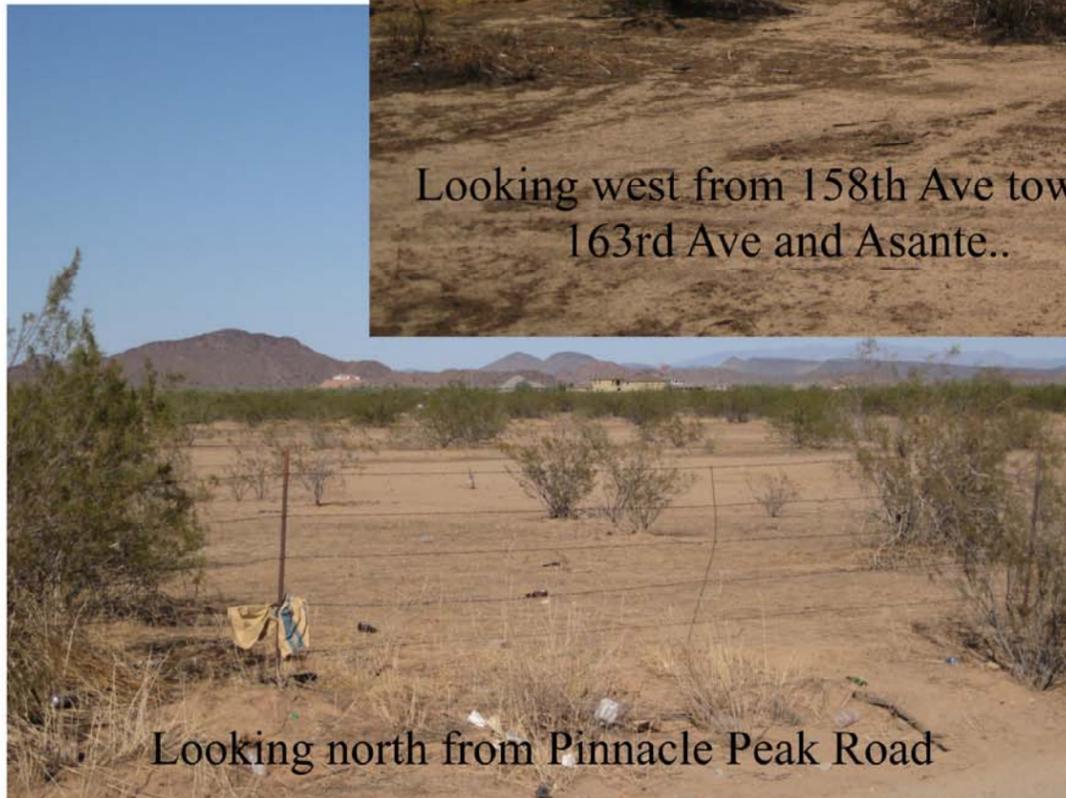


Exhibit #5  
SITE PHOTOS



## Land Use

The proposed amendment would bring the western portion of the original PPCE project into greater conformance with the existing and entitled development in Asante directly across 163<sup>rd</sup> Ave. The land use modifications will offer a more diverse range of housing types that will vary in character and size to target a variety of market segments in order to create a truly diverse community. Residential land uses, including single family suburban, medium and medium high density products, will benefit from a land use plan that includes, trail and open space network meandering throughout the community. **(Exhibit 6: Land Use Plan)**

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

### Proposed Land Use Category Summary

Land Use Category	Gross Acres	Land Use %	DU (max.)	DU / AC
Suburban Residential	113.3	65.4	339	3
Medium Density Residential	14.8	8.5	118	8
Medium High Density Residential	12.3	7.1	184	15
Commercial	23.8	13.7	-	-
Office	9.1	5.3	-	-
<b>TOTAL</b>	<b>173.3</b>	<b>100%</b>	<b>641</b>	<b>3.70</b>

Notes: (1) A minimum of 21.1 acres (15% of the gross residential acreage) will be designated as Open Space. Open Space and Right-of-Way areas are located throughout the Project within the gross acreage of the above mentioned Land Use categories.

(2) The total number of multi-family units to be developed within the Project shall not exceed 199.

### Commercial and Office Land Use

The commercial and office elements of the Project are situated along 163<sup>rd</sup> Avenue and Asante Boulevard. The commercial and office parcels location increases exposure to the public, promotes ease of access and minimizes traffic impacts within the neighborhoods. In addition to vehicular, bicycle and pedestrian access along the major roadways, appropriate bicycle, pedestrian access and multi-use trail connections via a linear open space corridor **(Exhibits 15 & 16)** will be explored and determined at the time of site plan and subdivision plat.

As this area of Surprise further develops 163<sup>rd</sup> Avenue will provide important connections to the Loop 303, Grand Avenue and SR 74. Since 163<sup>rd</sup> Avenue is designated as a Parkway, the 163<sup>rd</sup>

Avenue corridor has the potential to provide a high level of transportation service. Verdugo is located near the prominent intersection of 163<sup>rd</sup> Ave. and Pat Tillman Blvd. Pat Tillman Blvd. is a major arterial that extends from 163<sup>rd</sup> to the northwest paralleling Grand Avenue and serves as major link connecting to the Jomax Road parkway and the Dove Valley parkway. Pinnacle Peak Road is a minor arterial that will connect eastward to extensions of Reems Road and Bullard Road, which will connect to the Loop 303 freeway. The intersection of 163<sup>rd</sup> Ave. and Asante Blvd. will be signalized and therefore provides an appropriate access point for ingress and egress for the proposed commercial parcel.

With the high growth and future influx of residents to the area, the demand for commercial, office and retail facilities will increase. To help meet the growing demand, the land plan for Verdugo includes 23.8 ac of commercial and 9.1 ac of office. These land uses will allow for the development of services that will serve the local community market area.

Due to the lack of commercial options in the vicinity, residents are forced to seek services outside of the area, increasing the already congested conditions in and around Bell Road and Grand Avenue. **Exhibit 8: Commercial Comparison** shows the existing commercial parcels in the region surrounding the Verdugo property. This exhibit shows the disparity between the amount of available commercial property in SPA 1 versus SPA 2 and the eastern half of SPA 3. Additional commercial in the Verdugo project will add needed commercial goods and services reducing the need for current and future residents of SPA 2 to leave the area and travel into SPA 1 to receive those day to day goods and services.

### Commercial Development Standards

Setbacks	Feet
Front	35
Interior and rear	0
Corner side	25
Residential zone boundary	45
* Height	35

\* The maximum height for any building in this zone shall be 35 feet; provided, however, that a building may exceed 35 feet in height if the entire portion of the building which exceeds 35 feet is so constructed that it cannot be used or occupied by humans for any purpose, and if the community development director approves the extension above 35 feet prior to the commencement of construction.

### Commercial Permitted Uses

Principally permitted, conditionally permitted and accessory uses are described in Exhibit 22.

Office Development Standards

<b>Setbacks</b>	<b>Feet</b>
Front	35
Interior and rear	0
Corner side	25
Residential zone boundary	45
* Height	35

\* The maximum height for any building in this zone shall be 35 feet; provided, however, that a building may exceed 35 feet in height if the entire portion of the building which exceeds 35 feet is so constructed that it cannot be used or occupied by humans for any purpose, and if the community development director approves the extension above 35 feet prior to the commencement of construction.

Office Permitted Uses

Principally permitted, conditionally permitted and accessory uses are described in Exhibit 22.

## **Residential Land Use**

There are three distinct residential land use categories within the Verdugo PAD Amendment. The three categories include Suburban Residential (SR), Medium Density Residential (MDR) and Medium High Density Residential (MHDR).

### **Suburban Residential (SR)**

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

Principally permitted, conditionally permitted and accessory uses shall be determined by those allowed in the City's R1-5 zoning district as contained within Section 125-55 of the City of Surprise Municipal Code.

### **Medium Density Residential (MDR)**

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

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

Principally permitted, conditionally permitted and accessory uses shall be determined by those allowed in the City's R1-5 and R-3 zoning district as contained within Section 125-55 of the City of Surprise Municipal Code.

### **Medium/High Density Residential (MHDR)**

The Medium/High Density Residential development occur at the intersection of Asante Blvd. and 163<sup>rd</sup> Ave. The MHDR will provide for a variety of residential types including but not limited to Z lots, zero lot line, attached or detached single family cluster homes, town homes and apartments; with a maximum gross density of 15 du/ac. The maximum number of multi-family units within Verdugo may not exceed 199 total units.

If residential units in this category utilize a garage the size of the garage shall be a minimum of 10' x 20'.

Principally permitted, conditionally permitted and accessory uses shall be determined by those allowed in the City's R1-5 and R-3 zoning district as contained within Section 125-55 of the City of Surprise Municipal Code.

Appropriate buffers must be considered where MHDR parcels border SR parcels. Housing product heights will be limited to 2 stories when they are within 100' of a Suburban Residential (SR) parcel. Appropriate building layouts, parking and landscaping will be determined at site plan review.

#### Water Campus Site

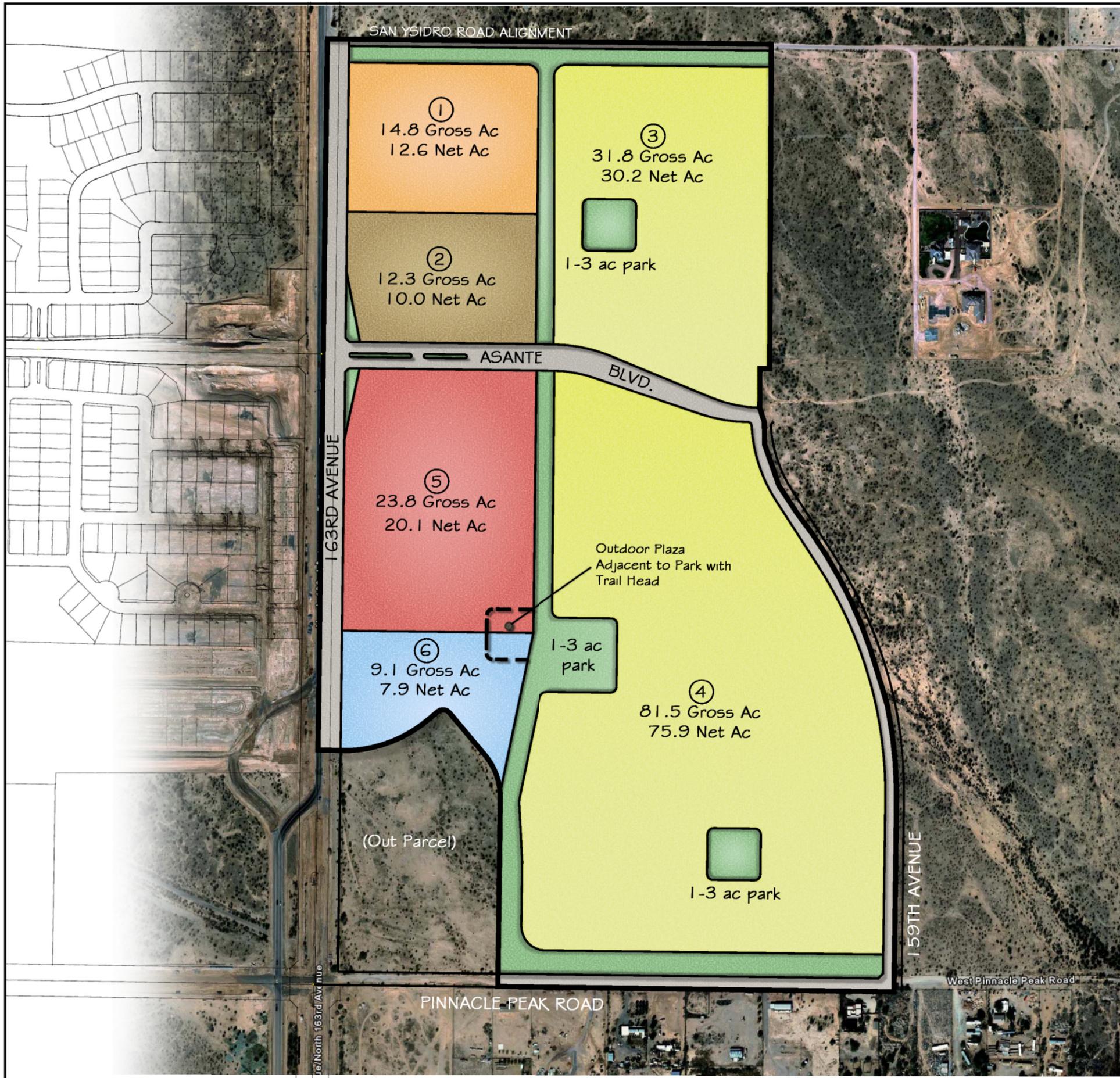
If a water campus site is needed on the property, it is anticipated to be approximately 6-8 acres in size. This would reduce the amount of potential MDR acreage accordingly.

#### Water Campus Development Standards

	<b>Feet</b>
Interior from perimeter wall	20
* Residential zone boundary	20
** Perimeter Wall Height	8

\* Landscape requirements and design will utilize the City of Surprise Zoning Ordinance and Planning and Design Guidelines in establishing site specific designs and plans.

\*\* Perimeter wall shall match the approved Project Theme Wall



# VERDUGO

## CONCEPTUAL LAND USE PLAN

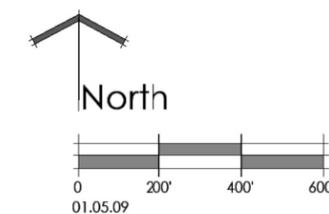
Surprise, Arizona

### SITE DATA

ZONING		LAND USE %	DU/AC	NET AC	GROSS AC	*DU (max.)
1	MDR	8.5	8	12.6	14.8	118
2	MHDR	7.1	15	10.0	12.3	184
3	SR	18.4	3	30.2	31.8	95
4	SR	47.0	3	75.9	81.5	244
5	Neighborhood Commercial	13.7	---	20.1	23.8	---
6	Office	5.3	---	7.9	9.1	---
Total		100		156.7	173.3	641

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

Exhibit #6  
 Conceptual Land Use Plan



# VERDUGO

## Planned Area Development

Surprise, Arizona

### Location Map

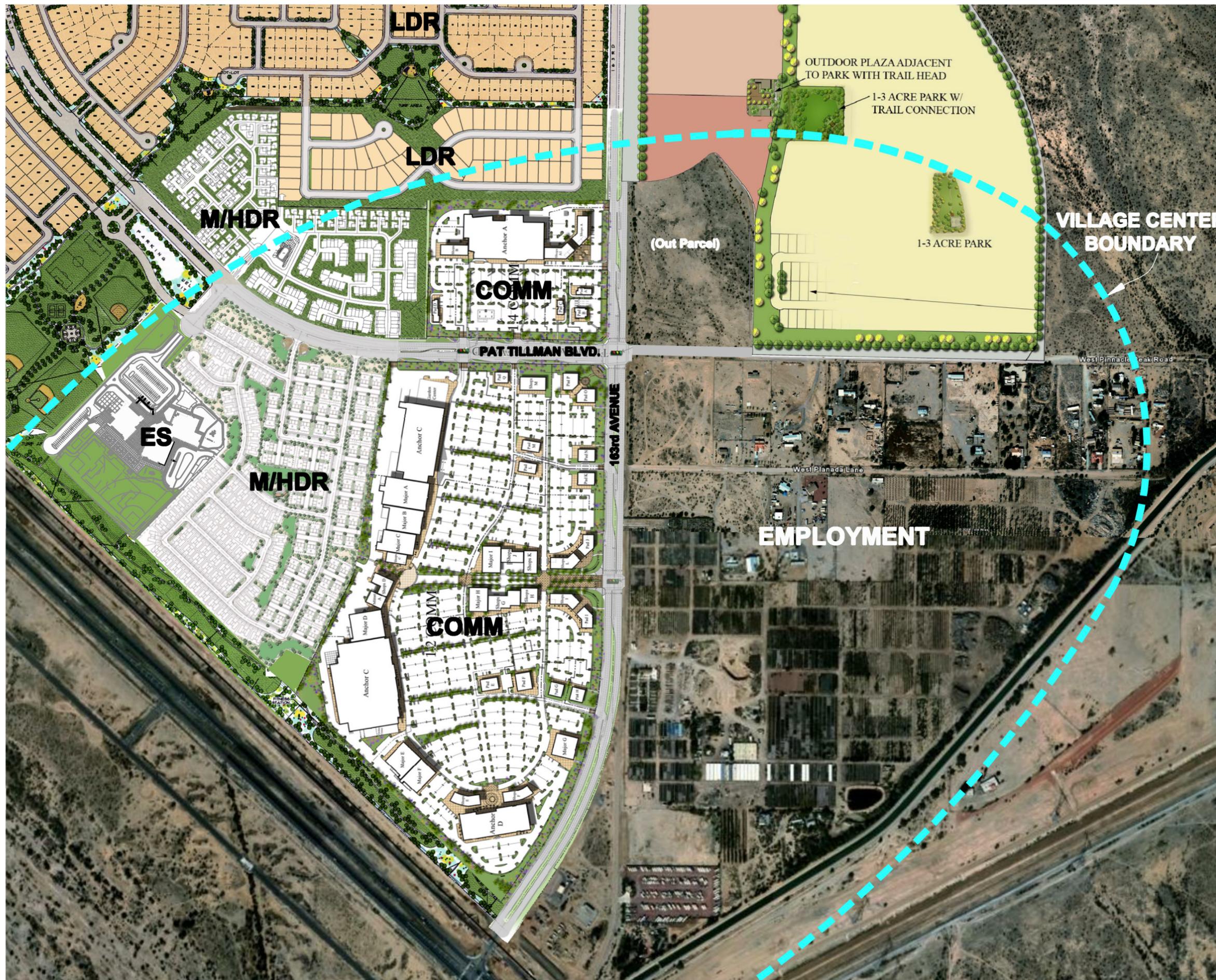
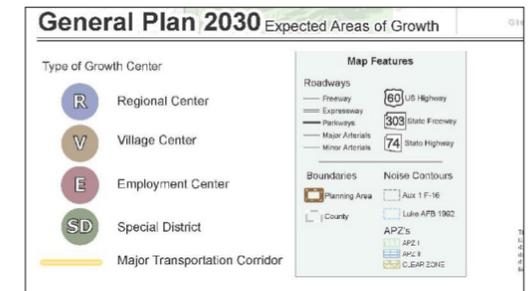
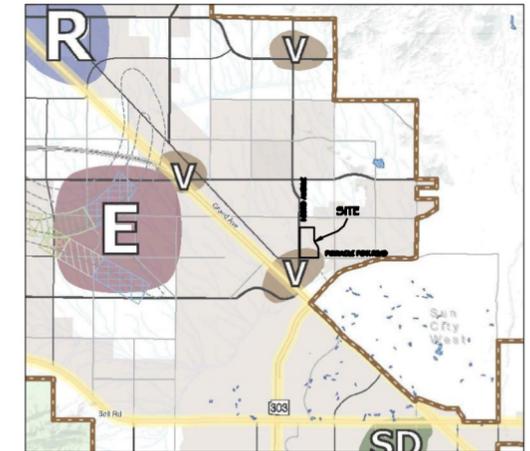


Exhibit #7  
VILLAGE CENTER



North

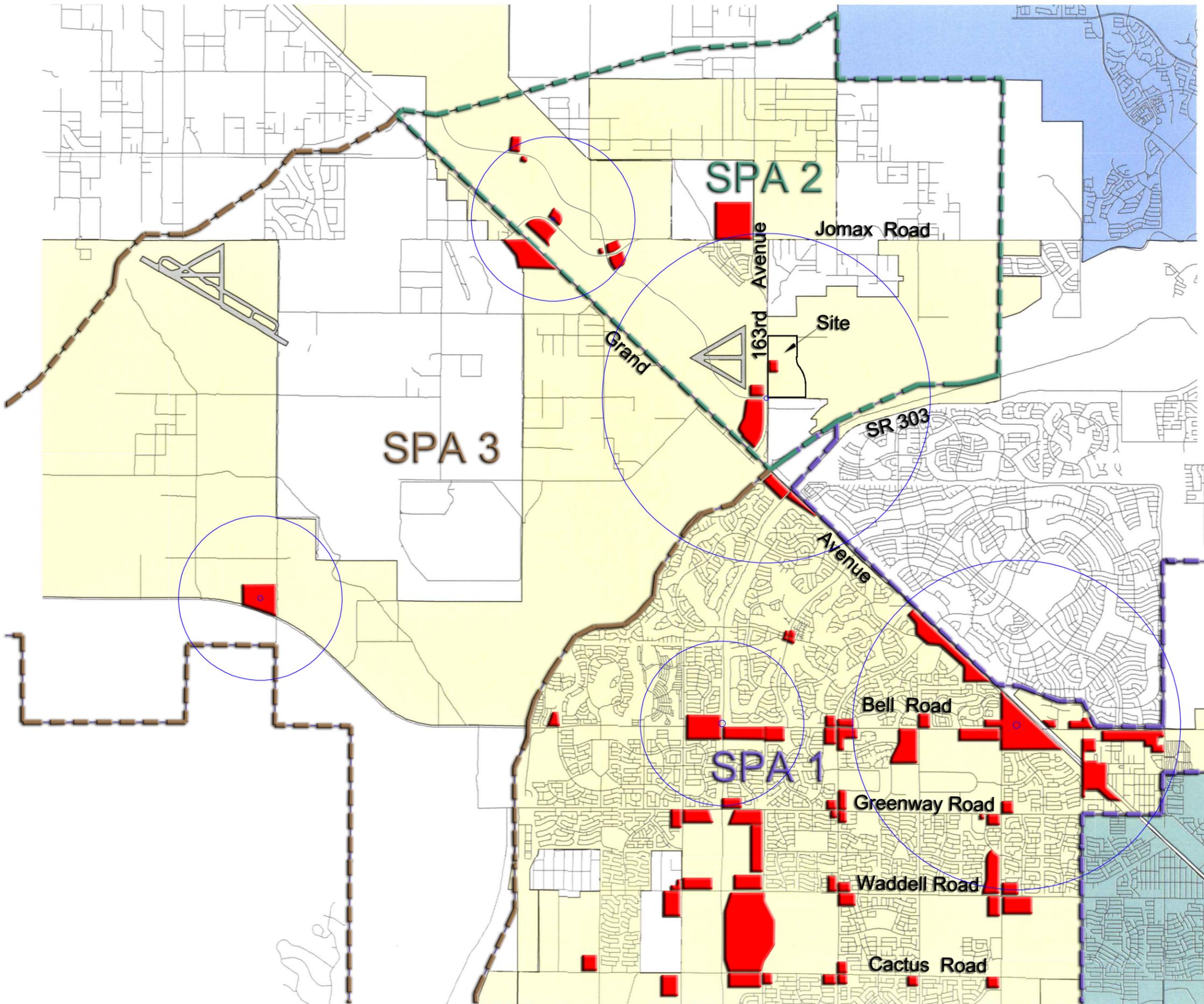
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N.T.S.



# VERDUGO

## Planned Area Development

Surprise, Arizona



-  Commercial Parcels
-  SPA 1
-  SPA 2
-  SPA 3
-  One / Two Mile Service Radius

Exhibit # 8  
Commercial Comparison



North

DATE: 01.06.09  
N.T.S.



## Residential Development Standards

### Suburban Residential Development Standards

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

<b>Residential Minimum Standards</b>	
All setbacks are subject to the IRC.	
Min Area	6,380 sf
Min. Width	58'
Max. House Width	45'
Min. Depth	110'
*Bldg. Setbacks	
Front	18'/12' for living area or side entry garage
**Side	5'/8'
***Street Side	13'
Rear	15'
Rear Adj. to Arterial	20'
Min. Distance between Houses	10'
Bldg. Height	30'

\* Fireplaces, bay windows, pop-outs, or patio covers may encroach 2.5' into front and side setbacks and 10' into rear setbacks.

\*\* An optional 6'/7' side setback is allowed for a 13' aggregate setback to address IRC fire rating.

\*\*\*Street side setback may be reduced 5' if a 5' minimum landscape tract is used on abutting side.

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

## Medium and Medium-High Density Residential Development Standards

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

		CLUSTER TYPE	ZERO LOT LINES Z - LOTS
Min. Lot Area - Square footage		1,000	2,450
Min. Lot Width - Interior Lot		15'	35'
Min. Lot Depth		60'	70'
Maximum Building Height		40'	30'
Minimum Yard Setbacks All setbacks are subject to the IRC.			
Front - Public Street	(1)(3)	15'	10'
Front - Private Street		8'	8'
Front/Rear to Face of Garage Door - Public St.		18'	18'
Front/Rear to Face of Garage Door - Private St.		4'	N/A
Rear		3'	5'
Sides	(2)(3) (4)(5)	0'	0'/5'
Sides - Aggregate		10'	10'
Minimum Distance Between Buildings	(5)	10'	10'
Landscape Tracts			
Collector Street		10'	10'
Arterial Street		20'	20'

**Notes:**

1. May be reduced for Auto-courts and Landscaped tracts/easements, or rear-loaded garages.
2. Street side setback may be reduced 5' if landscape tract used on abutting side.
3. Non-structural arch. features such as fireplaces, bay windows, pop-outs & patio covers may encroach 2.5' into the front & side setbacks and 10' into the rear setbacks. Patio covers may not encroach within 3' of rear property line. Exterior walls less than 3' from property lines shall be required to not have less than one hour fire resistive construction and no openings.
4. Where a side yard setback is provided, it must be a minimum of 5'
5. Min. separation of bldgs for Cluster Type on Adjacent Lots 0', 10' if setback is provided on at least one lot.

## Design Criteria

### ***Architectural Style/Theme***

#### Residential

The goal of this project is to fit into the existing fabric of the surrounding community while still creating its own sense of identity. These guidelines will be the basis of future CC&R's that will be utilized to guide, create and maintain a high-quality environment that fits well with the visions and desires of the City of Surprise and the surrounding area while providing flexibility over time without compromising the overall vision of the Verdugo PAD.

The overall design theme will recognize the Arizona setting by utilizing climate appropriate design elements. The proposed Architectural styles will be in conformance with the City of Surprise Single Family Detached Design Guidelines.

Verdugo understands and benefits in adopting "green" standards for development. Standards for neighborhoods under Leadership in Energy and Environmental Design for Neighborhood Design (LEED-ND) or other standards that ensure a high level of energy efficiency in new development are encouraged.

Specific designs of plans, elevations and color schemes will be submitted on a parcel-by-parcel basis at the time of platting. Residential design will utilize the extensive design guidelines of the City of Surprise.

#### Commercial and Office

The commercial and office portions of the development shall follow the City of Surprise Zoning Ordinance and City of Surprise's Planning and Design Guidelines.

Commercial and office buildings will be designed with an overall consistent theme and will compatibly integrate with the architectural styles, landscape palette and construction materials of the overall Verdugo community. While the final design has yet to be determined, the designs should be a style which encourages pedestrian usage and enjoyment. Pedestrian connections will be made between retail/office and residential uses in order to provide convenient pedestrian access.

Reducing the impact on residential parcels is an important aspect of the Verdugo PAD Amendment as it is necessary to maintain a stable living environment for the residents. The Project's land use plan utilizes a Drainage and Trail corridor to provide a landscape buffer as well as pedestrian connections between the various parcels (**Exhibits 15 & 16**). Additional techniques such as increased building setbacks, walls, building orientation, etc., should also be used to help provide additional buffer where non-residential parcels are adjacent to residential uses.

## **Open Space**

The Open Space and Trails Plan for this Project is intended to provide a range of active and passive open space and recreation areas with facilities designed to service the needs of the entire population of the Project. **(Exhibits 9-18)**

Approximately 21.1 acres, 15% of the gross residential project area, will be set aside as either active or passive open space, buffer areas or mini parks. Landscape elements will be introduced along roadways and buffer areas to enhance the aesthetic appeal and soften the neighborhood ambiance. Mini parks and play areas are located between neighborhoods, so that each neighborhood has direct access to the system of parks and trails. **(Exhibits 13 & 14)**

A system of trails will link private park facilities via linear open space corridors. **(Exhibits 15 & 16)** This open space system (owned and maintained by the Homeowner's Association) will make up the majority of the open space element. These elements will consist of neighborhood park areas (1 to 3 acres) and a linear Drainage and Trail corridor that provides a continuous open space/trail system throughout this community connecting parks, neighborhoods and commercial/office parcels while providing for the efficient and safe flow of occasional storm runoff into retention areas **(Exhibit 12)**. Trails will consist of concrete and/or decomposed granite pathways ranging from 5 to 8 feet in width with connections into neighborhoods. The final trail cross-section will be determined during landscape and plan submittal and review.

In order to provide safety and personal security an "eyes on the park" philosophy will be applied. Residential lots will be encouraged where possible to front park sites and when backing to open space, view fencing will be provided, promoting visibility into the open space. Additional visual access and view corridors into the open space will be provided where feasible. To provide additional security during the nighttime hours, lighting options including low level bollard lighting shall be explored and utilized within the parks and along the trails where appropriate.

Additional consideration will be applied to the open space of the non-residential parcels. An outdoor plaza is proposed between the office and commercial parcels. **(Exhibit 17)** This open-air plaza will be a focal point for retail patrons and office workers on their lunch breaks. It will also be a gathering point for other users and residents after normal business hours and on weekends. The location of the plaza has been carefully thought out so that it will create a destination point that will be beneficial to the retail users but also conveniently located for pedestrian access from the commercial, office and residential parcels. The plaza will be located directly adjacent to the open space park along the trail corridor for maximum visibility and pedestrian access.

The Surprise General Plan calls for recreation and open space at the ratio of 6 acres per 1000 residents. The maximum number of dwellings proposed within the Project is 671 dwelling units. At 2.65 people per dwelling unit, this would produce a maximum total project population of 1,778 people.

At 6ac/1000 pursuant to the General Plan a total of 10.668 acres of passive and active open space is required; 21.1 acres is planned, far exceeding the requirements of the General Plan.

## **Parking Criteria**

Verdugo promotes the safe and efficient design of parking facilities. Pedestrians and cyclists will be accommodated within the design allowing for the safe movement through and around the parking facility. Thoughtful planning will be used to minimize the impact to the flow of traffic on adjoining streets. Landscape techniques and site plan design will be used to screen and alleviate the starkness of the required parking from surrounding neighborhoods and contribute to the surrounding open space element.

Parking design and site plans will conform to the City of Surprise Zoning Ordinance and Planning and Design Guidelines in establishing site specific designs and plans. Accessible parking for both residential, commercial and office land uses will comply with ADA, ADAAG, ANSI, IBC Chapter 11 and Surprise Ordinance 07-08.

Streets near parks will have No Parking signs posted in all areas where parking would restrict Fire apparatus access. If rear loaded garages are used within the MHDR parcel there will only be parking allowed on one side of the street or designed with bump-out curbs or inset parallel parking.

## **Screening and Landscape**

The utilization of thoughtful landscape design including buffering and screening techniques will establish the desirable character of this development and enhance the quality of life for its residents as well as the surrounding areas of Surprise.

The landscape element will feature low water use vegetation consisting of trees, shrubs and accent plants that complement the existing neighborhood and commercial areas and maintain the existing image and character of the City of Surprise. Natural turf is not prohibited, but before placement, careful consideration shall be made as to alternatives such as drought tolerant groundcovers or synthetic turf.

Residential parcels, with generous exposure onto open space, will optimize the pedestrian relationships throughout the site. These relationships will be promoted through the proposed Drainage and Trail Corridor (**Exhibits 15 & 16**) that will provide a buffer and trail connections between the Suburban Residential neighborhoods and the Commercial/Office parcels.

Screening and Landscape design and site plans will conform to the City of Surprise Zoning Ordinance and Planning and Design Guidelines.

# LANDSCAPE MATERIAL SCHEDULE



TREES	
Item	Size
<i>Acacia smallii</i> 'minuta'	15 gal. / 24" box
Hardy Sweet Acacia	24" box
<i>Cercidium floridum</i>	15 gal. / 24" box
Blue Palo Verde	24" box
<i>Chilopsis linearis</i>	15 gal. / 24" box
Desert Willow	24" box
<i>Dalbergia sissoo</i>	15 gal. / 24" box
Sissoo Tree	24" box
<i>Olea europae</i> 'Swan Hill'	15 gal. / 24" box
Swan Hill Olive	24" box
<i>Prosopis juliflora</i>	15 gal. / 24" box
Velvet Mesquite	24" box
<i>Ulmus parvifolia</i>	15 gal. / 24" box
Chinese Evergreen Elm	24" box
<i>Quercus virginiana</i>	15 gal. / 24" box
Southern Live Oak	24" box

PALMS	
Item	Size
<i>Phoenix Dactylifera</i>	20' B.T.H.
Date Palm	

SHRUBS & ACCENTS	
Item	Size
<i>Agave bracteosa</i>	5 gal.
Spider Agave	
<i>Caesalpinia pulcherrima</i>	5 gal.
Red Bird of Paradise	
<i>Calliandra californica</i>	5 gal.
Baja Fairy Duster	
<i>Dalea frutescens</i>	5 gal.
Black Dalea	
<i>Dasylirion wheeleri</i>	5 gal.
Desert Spoon	
<i>Dodonaea viscosa</i>	5 gal.
Hopseed Bush	
<i>Encelia farinosa</i>	5 gal.
Brittlebush	
<i>Hesperaloe funifera</i>	5 gal.
Giant Hesperaloe	
<i>Hesperaloe parviflora</i>	5 gal.
Red Hesperaloe	
<i>Justicia californica</i>	5 gal.
Chuparosa	
<i>Lantana camara</i>	5 gal.
Bush Lantana	
<i>Larrea tridentata</i>	5 gal.
Creosote Bush	
<i>Leucophyllum frutescens</i>	5 gal.
Texas Ranger	
<i>Muhlenbergia emersleyi</i> 'El Toro'	5 gal.
Bull Grass	
<i>Muhlenbergia rigens</i>	5 gal.
Deer Grass	
<i>Nolina erumpans</i>	5 gal.
Beargrass	
<i>Ruellia peninsularis</i>	5 gal.
Ruellia	
<i>Senna artemisioides</i>	5 gal.
Green Feathery Senna	
<i>Simmondsia chinensis</i>	5 gal.
Jojoba	

GROUNDCOVERS / VINES	
Item	Size
<i>Acacia redolens</i>	1 gal.
Desert Carpet	
<i>Baccharis centennial</i>	1 gal.
Coyote Broom	
<i>Hardenbergia violacea</i>	1 gal.
Vine Lilac	
<i>Lantana montevidensis</i>	1 gal.
Purple Trailing Lantana	
<i>Lantana 'New Gold'</i>	1 gal.
New Gold Lantana	
<i>Rosmarinus officinalis 'prostratus'</i>	1 gal.
Prostrate Rosemary	
<i>Ruellia brittoniana 'Katie'</i>	1 gal.
Katie Ruellia	



SCALE: 1" = 200'-0"



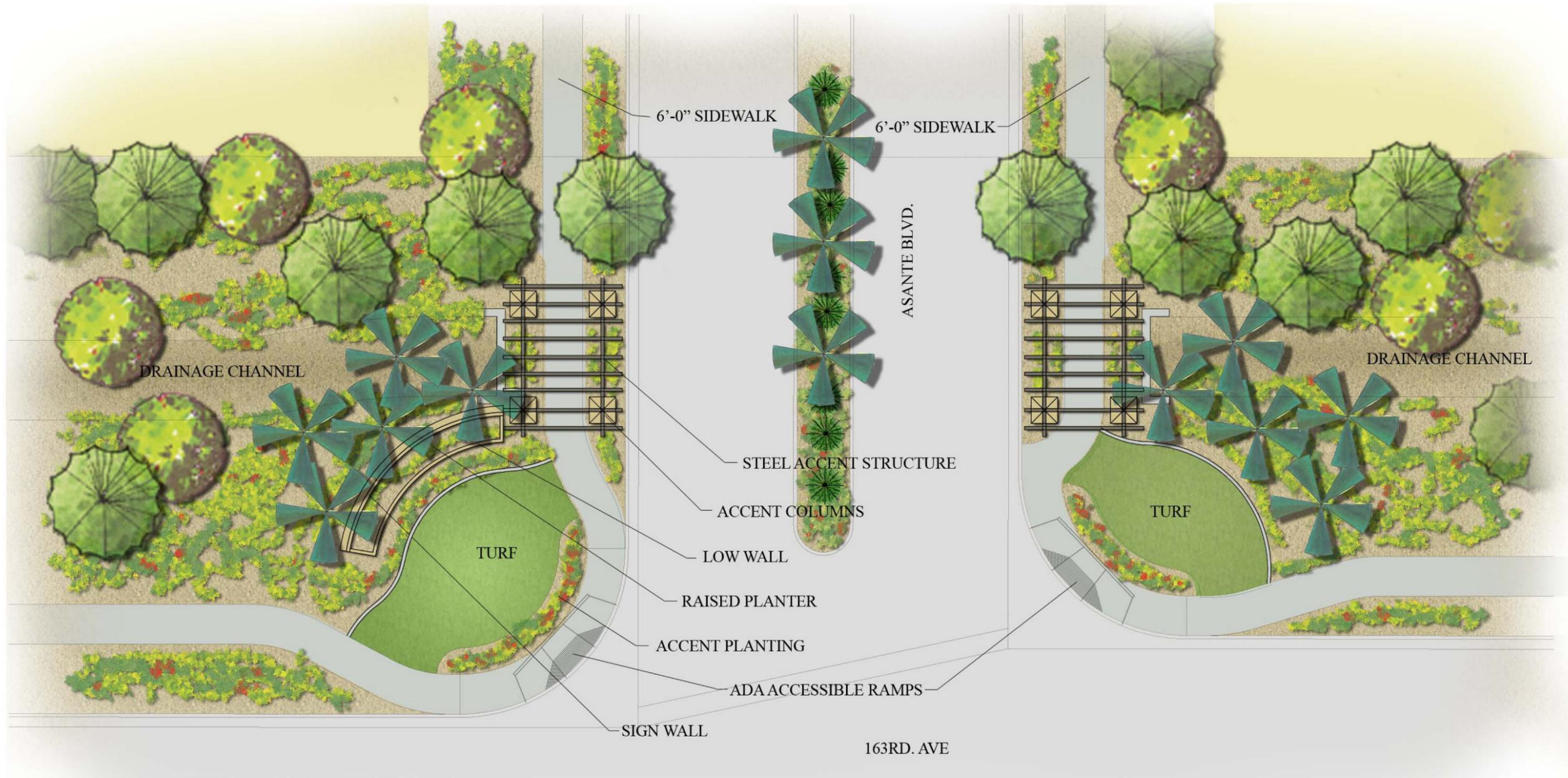
DATE: 01/05/09



# VERDUGO

SANDBOX DEVELOPMENT CONSULTANTS, INC.

OVERALL LANDSCAPE PLAN



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



DATE: 01/05/2009



**VERDUGO**

SANDBOX DEVELOPMENT CONSULTANTS, INC.

ENTRY MONUMENT PLAN



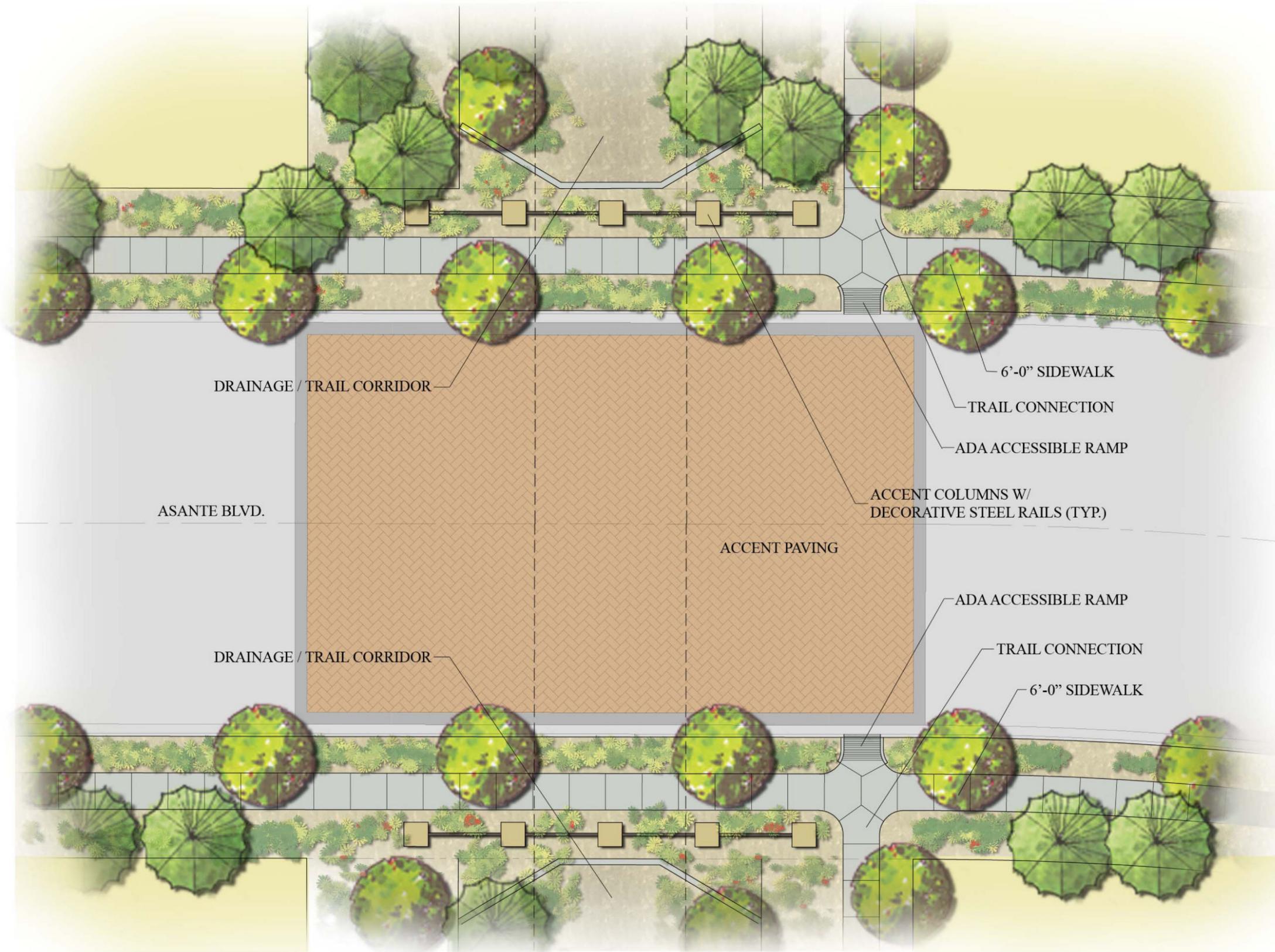
# VERDUGO

SANDBOX DEVELOPMENT CONSULTANTS, INC.

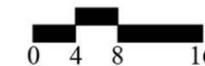
DATE: 01/05/2009



ENTRY MONUMENT PERSPECTIVE



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



DATE: 01/05/2009



**VERDUGO**

SANDBOX DEVELOPMENT CONSULTANTS, INC.

BRIDGE CONCEPT



SCALE: 1" = 20'-0"



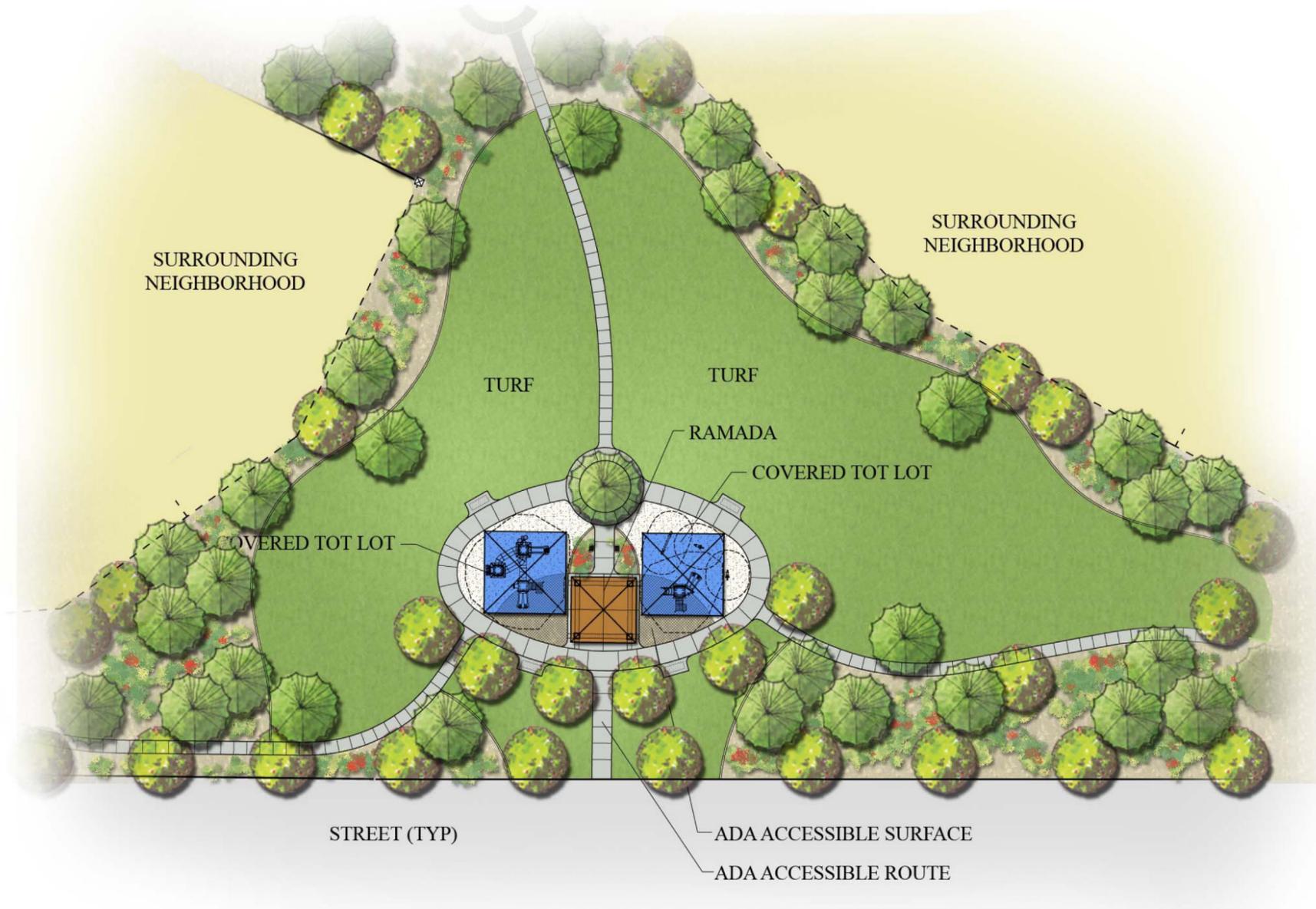
DATE: 01/05/2009



**VERDUGO**

SANDBOX DEVELOPMENT CONSULTANTS, INC.

POCKET PARK WITH HALF COURT



SCALE: 1" = 20'-0"



DATE: 01/05/2009

**W R G**  
DESIGN INC.

**VERDUGO**

SANDBOX DEVELOPMENT CONSULTANTS, INC.

POCKET PARK WITH TOT LOT



SCALE: 1" = 20'-0"



DATE: 01/05/2009

**W R G**  
DESIGN INC.

**VERDUGO**

SANDBOX DEVELOPMENT CONSULTANTS, INC.

POCKET PARK WITH TRAIL CONNECTION



NOTE: SEE POCKET PARK WITH  
TRAIL CONNECTION  
FOR VIEW POINT

DATE: 01/05/2009

W R G  
DESIGN INC.

**VERDUGO**

SANDBOX DEVELOPMENT CONSULTANTS, INC.

POCKET PARK WITH TRAIL CONNECTION PERSPECTIVE



# VERDUGO

SANDBOX DEVELOPMENT CONSULTANTS, INC.

DATE:01/05/2009

W R G  
DESIGN INC.

MIXED USE PARCEL - PUBLIC SPACE/ PLAZA



SPLIT FACE CAP  
 SPLIT FACE CMU  
 SPLIT FACE CAP  
 PAINTED CMU

2'-8"  
 2'-0"

6'-0"  
 6'-8"  
 7'-0"

SCALE: 1" = 1'-0"  
 0 0.5 1 2

DATE: 01/05/2009

**W R G**  
 DESIGN INC.

**VERDUGO**

SANDBOX DEVELOPMENT CONSULTANTS, INC.

THEME WALL EXHIBIT



SPLIT FACE CAP  
 SPLIT FACE CMU  
 1 1/2" WROUGHT IRON RAILS  
 1/2" x 1/2" WROUGHT IRON PICKETS  
 PAINTED CMU

2'-8"  
 2'-0"

6'-0"  
 6'-8"  
 7'-0"

SCALE: 1" = 1'-0"



DATE: 01/05/2009

**W R G**  
 DESIGN INC.

# VERDUGO

SANDBOX DEVELOPMENT CONSULTANTS, INC.

VIEW FENCE EXHIBIT

## **Lighting**

Lighting design criteria will conform to the City of Surprise Zoning Ordinance and Planning and Design Guidelines. Lighting practices and systems that minimize light pollution, glare and light trespass, while providing energy efficient, public and private lighting that helps ensure the continued safety and security of the community will be encouraged throughout the Project.

## **Signage**

Unless otherwise modified by this document, signs shall be regulated and installed in accordance with the current Surprise Municipal Code sign regulations. In the event any provision of this document conflicts with a provision of the Surprise Municipal Code, the provision within this document shall govern and control unless waived by the property owner.

### **WALL, FASCIA, MANSARD, AND PARAPET SIGNS.**

- a. Wall, fascia, mansard and parapet signs are allowed only on the exterior elevation of the space occupied by the business.
- b. Wall, fascia, mansard or parapet signs may identify the individual businesses, building complex, or center, by name, and may identify up to three principal services when the name alone does not identify the general nature of the business.
- c. Any wall, fascia, mansard or parapet sign may include the street address, but shall not include advertising copy.

### **Aggregate Sign Area Allowed**

The maximum aggregate sign area is one square foot of signage for each linear foot of the business wall elevation. If the wall on which the sign is placed is two hundred (200) or more feet from any public right-of-way, the maximum aggregate sign area shall increase to one and one-half (1 1/2) square feet of sign area for each linear foot of building wall elevation. The total aggregate, area excluding all freestanding signage, shall not exceed 300 square feet and the maximum area of any one face shall not exceed 200 square feet. Businesses that share a building structure and do not have a designated leased/owned frontage shall be considered one business for the purpose of determining total aggregate area of street graphics.

### **Freestanding Signs**

- a. General
  - i. Freestanding signs are permitted.
  - ii. The base of any freestanding sign shall have an aggregate width at least fifty percent of the width of the sign.
  - iii. Any freestanding sign shall not include any advertising copy.
  - iv. Any freestanding sign must include the number of the street address, but the area of these numerals shall not be included in calculating the allowed sign area.
  - v. For the purpose of this section, any freestanding sign in a multi-tenant complex or shopping center, may advertise a business on a separate and different parcel than the sign's location provided both parcels are a part of the same complex or center.

- b. Maximum Number and Height of Signs Allowed.
  - i. One freestanding sign shall be permitted for every 300' of a subject parcel's or multiple tenant complex's street frontage. On parcels with multiple street frontages, the signage for each street shall be calculated separately.
  - ii. Regardless of frontage width, a minimum of one freestanding sign is allowed per frontage.
  - iii. The freestanding sign shall not exceed a height of ten feet.
- c. Aggregate Sign Area Allowed.
  - i. Freestanding Signs for Multiple Tenant Complexes.
    - The maximum sign area allowed for a freestanding sign in a multiple tenant complex is forty-eight square feet on parcels up to twenty acres and sixty square feet on parcels over twenty acres.
  - ii. Freestanding Signs for Single Tenant Buildings.
    - The maximum sign area allowed for a freestanding sign for a single tenant building is twenty-four square feet on parcels up to two acres and thirty-six square feet on parcels over two acres.

**Identification of Tenants in a Multiple Tenant Complex.**

Any freestanding sign within the multi-tenant building or shopping center may identify the name of the building, complex, or center and the names of tenants within the complex. The square footage of the name of the building, complex, or center shall not be included in calculating the allowed sign area.

**Special Provisions**

- a. Directional signs when required to assist the flow of traffic are permitted, but shall not exceed six square feet in area or three feet in height. Such sign may include business identification by word or symbol on up to twenty-five percent of the sign area.
- b. Directory Signs.
  - i. Directory signs when required to identify the location of the various buildings or businesses located within the center or complex are permitted as follows;
  - ii. Each directory sign may be illuminated with a maximum area of eighteen square feet and a maximum height of six feet.
  - iii. The number and location of the signs must be approved by the Community Development Director or designee.
- c. Gasoline Service Stations
  - i. Freestanding Signs
    - When located in a multi-tenant complex or shopping center, each gasoline service station shall be allowed its own free-standing signage in addition to the complex or center's freestanding signs. One per right of way frontage and up to two total signs shall be permitted with a maximum signage area of 24 square feet each with a maximum height of 6 feet.
    - 75% of the allowable sign area may be used to identify the current price of gas being sold.

- ii. Canopy signs
  - Such signs shall identify the business only.
  - The maximum number of signs per canopy shall be 4.
  - The maximum signage area for any one canopy sign shall not exceed 6 square feet.
- b. Drive-Thru Menu Boards
  - i. A maximum of two menu boards are permitted per business. Such signs may be freestanding or wall mounted.
  - ii. The maximum aggregate area for a menu board shall not exceed forty-eight square feet.
  - iii. The maximum height shall not exceed eight feet.

**MASTER SIGN PROGRAM**

The master sign program is designed as a flexible procedure to allow signage which is appropriate to the character of the development, provides adequate identification and information, provides a good visual environment, promotes traffic safety, and which might otherwise not be permitted under the provisions of the City Code or those superseding provisions of this PAD Document.

**Master Sign Program Criteria.** Any request for approval of a master sign program shall be submitted on an official Administrative Permit application, and processed in accordance with section 113 of the City of Surprise Municipal Code. Any master sign program shall be evaluated based upon the following criteria:

- a. Placement: All signs shall be placed where they are sufficiently visible and readable for their function. Factors to be considered shall include the purpose of the sign, its location relative to traffic movement and access points, site features, structures and sign orientation relative to viewing distances and viewing angles.
- b. Quantity: The number of signs that may be approved within any planned area development or multiple tenant complex shall be no greater than that required to provide project identification and entry signs, internal circulation and directional information to destinations and development sub-areas, and business identification. Factors to be considered shall include the size of the development, the number of development sub-areas, and the division or integration of sign functions. Final discretion is directed to the Community Development Director.
- c. Size: All signs shall be no larger than necessary for visibility and readability. Factors to be considered in determining appropriate size shall include topography, volume of traffic, speed of traffic, visibility range, proximity of adjacent uses, amount of sign copy, placement of display (location and height), lettering style and presence of distracting influences. Final discretion is directed to the Community Development Director.

- d. Materials. Sign materials shall be compatible with architectural and/or natural features of the Project. This may be accomplished through similarity of materials for sign structures and faces, the use of complementary colors, similarity of architectural style, and/or the use of a consistent lettering style or copy.

## Circulation

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

The **Street Section Exhibit 19** shows the proposed street cross sections of the various street classifications proposed for the development.

The Project's primary access is located along the west property boundary off of 163<sup>rd</sup> Avenue. The west half of 163<sup>rd</sup> Avenue is currently improved. Verdugo will dedicate up to 100' of additional ROW along its west boundary for 163<sup>rd</sup> Avenue. The Project's secondary access is located along the south property boundary off of Pinnacle Peak Road. Pinnacle Peak Road is currently an unimproved dirt road and Verdugo will dedicate 55' of ROW.

The primary entrance will align with Asante Blvd and will begin with a 110' ROW and taper down to an 80' ROW as it enters into Phase 2 of the original PPCE PAD. An 80' collector running north/south along the eastern boundary of the property "T's" into the main entrance collector and connects to Pinnacle Peak Road along the south boundary. The collector street system is designed to feed off of the surrounding arterial roads and provide direct access to the development parcels at the interior of the Project.

Development standards for each roadway classification are based on City of Surprise details and standards. Verdugo will complete half street improvements for arterial streets 163<sup>rd</sup> Ave and Pinnacle Peak Road. Verdugo will also complete half street improvements for the north/south collector within the Project and full street improvements for the west/east collector (main entrance) on the Asante Boulevard alignment. Additionally San Ysidro Road will also require half street improvements.

### Proposed Street Classifications:

Major Arterial/Parkway (163 <sup>rd</sup> Ave.)	100 ft. half-street ROW (168 ft total)
Minor Arterial (Pinnacle Peak):	55 ft. half-street ROW
Minor Arterial (Asante Blvd at entrance):	110 ft. full-street ROW
Collector (Asante Blvd. alignment):	80 ft. full-street ROW
Collector (north/south alignment):	40 ft. half-street ROW
Local Street: (San Ysidro Rd)	27.5 ft. half-street ROW
Local Street:	55 ft. full-street ROW with on street parking

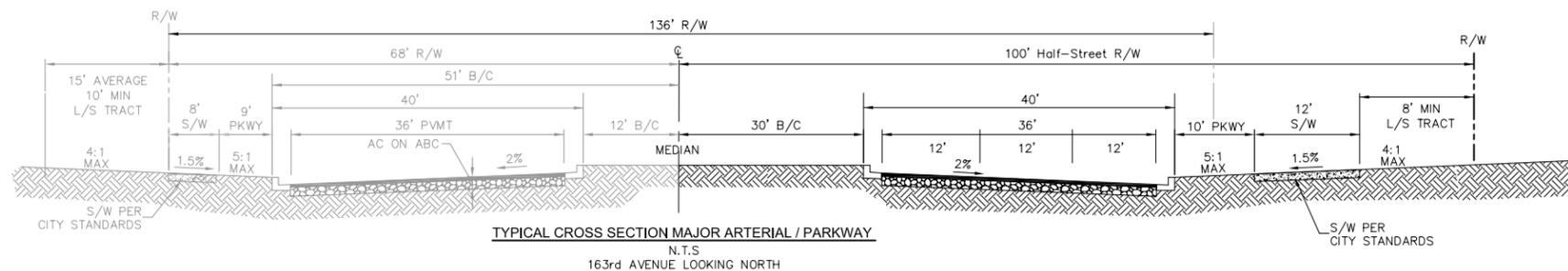
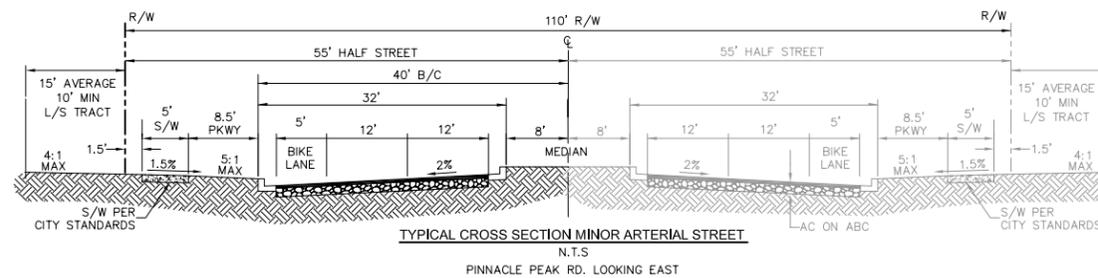
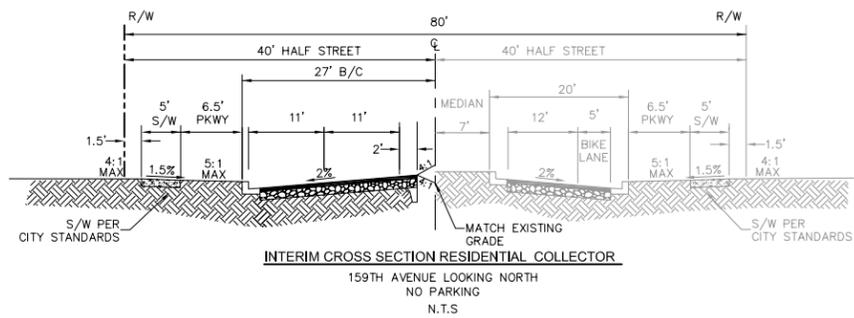
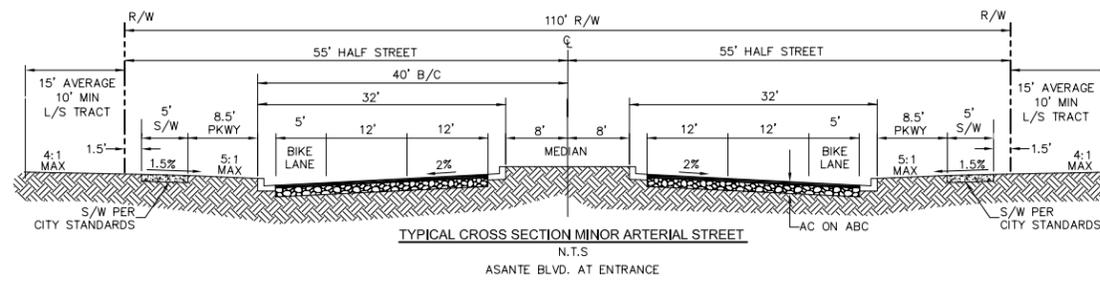
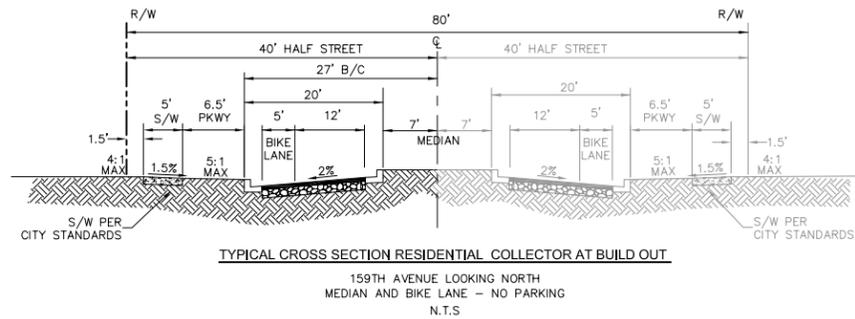
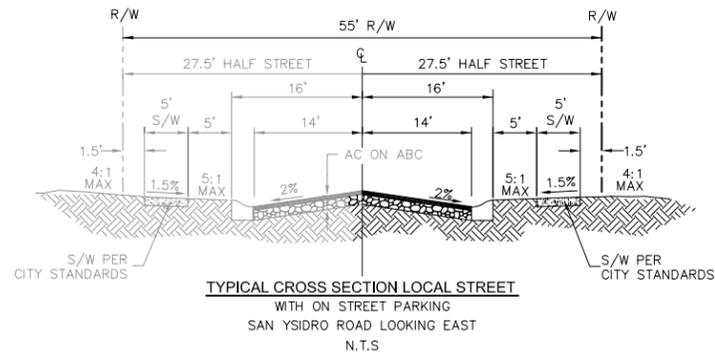
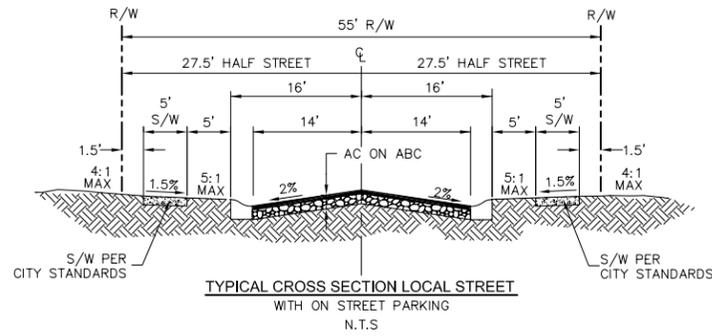
### Alternative modes of transportation

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

# VERDUGO

## Planned Area Development

Surprise, Arizona



\* Street Sections are conceptual and subject to change

### EXHIBIT # 19

### STREET SECTIONS

North  
 DATE: 01.06.09  
 N.T.S.



## **Infrastructure Improvements**

### ***Drainage***

The existing topography of the site falls across the property to the southeast. Roadways and drainage structures will be constructed to best maintain these drainage patterns.

Approximately half of the 173 acres is currently within a 100-year floodplain. A CLOMR and LOMR submittal will remove the lot areas from the floodplain.

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

On site retention will be provided for the 100-year, 2-hour event in retention basins at various locations throughout the site. The retention basins will be designed to meet local requirements.

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

### ***Water/Sewer***

The owners of Verdugo are working with other property owners in the vicinity on a regional water system solution. In the event the other property owners, for whatever reason, cannot move forward, Verdugo has designated a water campus site within the property and will construct its own public water system with the Project, which will be dedicated to the City.

The owners are also a part of the SPA 2 group of owners working to provide a wastewater system to expand on the existing treatment plant already in operation of SPA 2. They are financially participating in the wastewater system to a level that would meet the needs of the land uses currently proposed in this amendment.

### ***Storm sewer***

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

### ***CC&R's***

A Verdugo Homeowners' Association (HOA) will be organized to ensure long-term compliance with the Covenants, Conditions and Restrictions (CC&R's). The HOA will assess monthly fees for the maintenance of open spaces, trails, parks and landscape tracts not dedicated to the City, as well as the maintenance of the landscaping within the rights-of-way (excluding arterial medians).

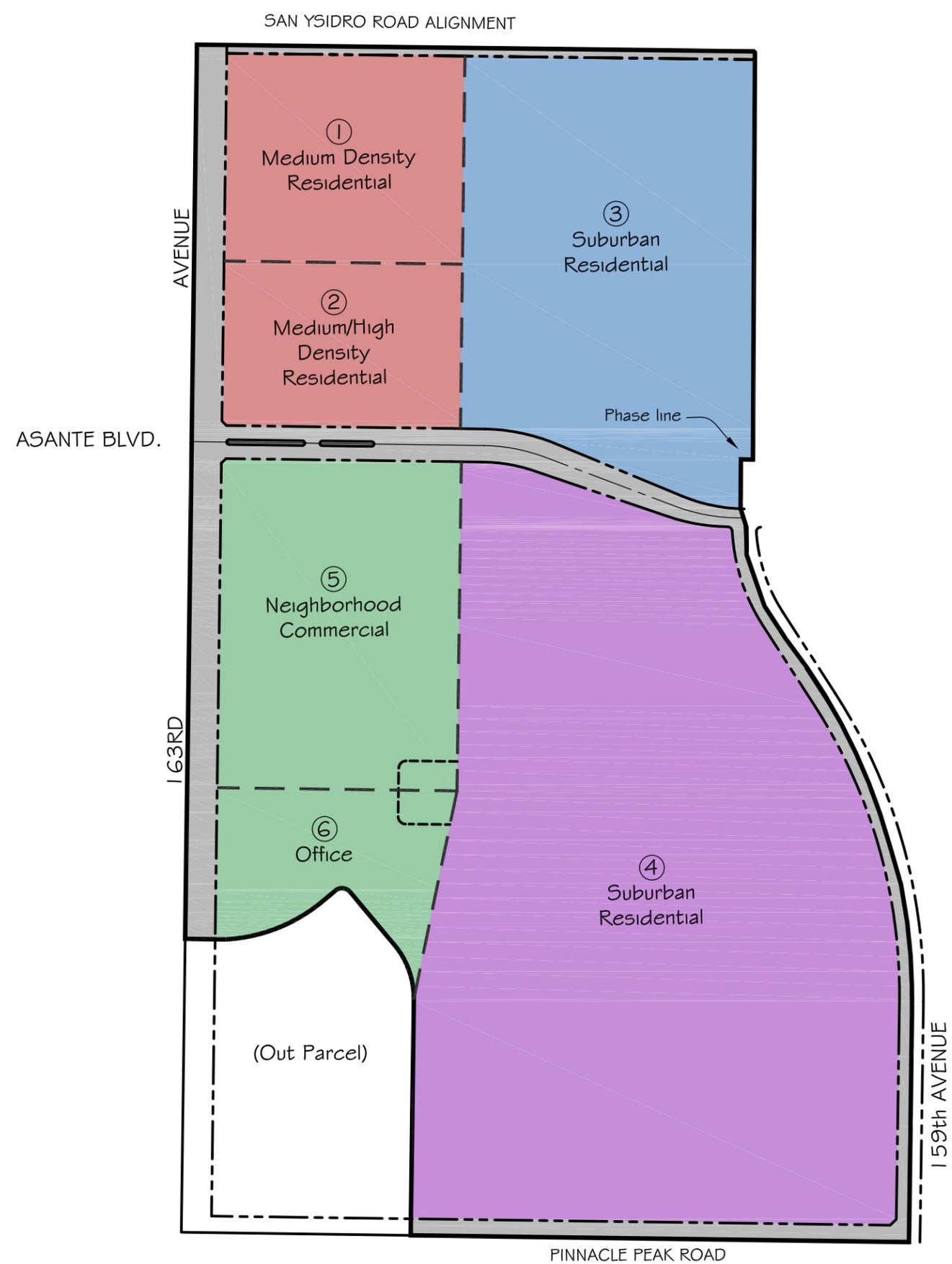
## **Phasing**

Verdugo is planned to be developed in four phases shown on **Exhibit 20: Conceptual Phasing Plan**. Development will begin with the Suburban Residential parcels. Phases will be constructed in accordance with market conditions.

# VERDUGO

## Planned Area Development

Surprise, Arizona

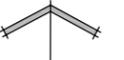


### LEGEND

- Phase 1
- Phase 2
- Phase 3
- Phase 4

### Exhibit #20

## CONCEPTUAL PHASING PLAN



North





6225 N. 24th Street, Suite 200  
Phoenix, Arizona 85016  
Phone: (602) 944-8858  
Fax: (602) 944-8805

01.06.09

## General Plan 2030 Policy Compatibility

### LAND USE:

1. *Encourage residential land uses to be located in close proximity to jobs centers to reduce travel times.*

***Directly south of Verdugo is approximately 200 acres of Employment designated land with another 200 found extending to the east along the loop 303 freeway. Jobs will also be located within the proposed commercial and office of the Verdugo project and the Asante Gateway to the west.***

2. *Encourage well managed and phased growth and development to achieve orderly, directed development.*

***Verdugo is located between Asante and Rancho Mercado, two existing projects with approved zoning therefore it cannot be considered leap-frog development of the property is logical and will support orderly growth along the 163<sup>rd</sup> Avenue corridor.***

3. *Foster land uses that balance the city job-housing ratio.*

***Verdugo will provide a wide mix of housing opportunities and service commercial and office along a regional transportation corridor.***

4. *Promote a compatible mix of land uses throughout the planning area that support a village planning process.*

***Verdugo is located adjacent to the defined Village Center and the more intense land uses within that center will support and anchor the village. The remainder of the property will combine a mix of residential, neighborhood commercial, and office uses all designed to encourage walkability.***

5. *Consider preserving major washes as open space land use for preservation and recreation uses.*

***There are no major washes traversing the site but an artificial wash will be created to move existing drainage flows from the north of Verdugo to the south. As shown in the PAD, this drainage corridor will provide opportunities for passive and active open space and support a trail system that links the entire property.***

### TRANSPORTATION:

1. *Design transportation infrastructure in villages to support land use goals for compact, accessible and walkable neighborhoods.*

***The instinct of most people to get in their cars and drive cannot be changed overnight and if this instinct is ignored, a project will fail. As part of Verdugo we are including a central trail corridor that will link all parts of the Project, and are proposing that the office and commercial parcels take advantage of this corridor and provide connections for pedestrians.***

2. *Develop a comprehensive, coordinated and continuous system of multi-modal facilities throughout the city.*

***A system of detached sidewalks and multi-use trails will provide access to open space and park facilities as well as the commercial parcels. A bikeway system including bike lanes along the arterial and collector roads, the multi-use trail as well as providing bicycle parking will be provided where appropriate. Neighborhood Electric Vehicles (NEV) will be allowed on streets with speed limits 35 mph or less. Pedestrian access through the open space corridor and between the commercial and residential parcels will be provided. Bus bays along 163<sup>rd</sup> Ave. will be provided where deemed appropriate by City Traffic Engineer. With frontage on 163<sup>rd</sup> Avenue and proximity to Grand Avenue and the rail corridor, Verdugo is prime for support of a multi-modal transportation including public transportation with busses and trains.***

3. *Ensure the local transportation system to be fully and effectively connected to the regional transportation system.*

***Verdugo provides three direct roadway connections to 163<sup>rd</sup> Avenue, the most important regional roadway in the area.***

4. *Require transportation systems to be designed in accordance with all applicable safety standards.*

***Again, this is a city-wide comment, but all roadway improvements will be designed in accordance with all City requirements.***

5. *Support the provision of high frequency transit service and capital investments to benefit high density/intensity areas.*

***Bus bays along 163<sup>rd</sup> Ave. will be provided where deemed appropriate by City Traffic Engineer***

6. *Improve pedestrian experience through streetscape enhancements, focusing improvements where there is greatest need.*

***The outdoor plaza features in the commercial and office parcels in Verdugo will provide a pedestrian-friendly experience while mixing pedestrian focused circulation principles with traditional automobile circulation principles.***

7. *Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel.*

***As part of Verdugo we are including a central trail corridor that will link all parts of the Project, and are proposing that the office and commercial parcels take advantage of this corridor and provide connections for pedestrians.***

8. *Promote a system of bicycle facilities that provide a continuous, connective, safe and accessible system.*

***As noted above a mix of on street and off street trails and bikeways will be provided and pursuant to the City's Planning and Design Guidelines requirements, bike racks will be provided at all retail and office buildings.***

9. *Support the designation of neighborhood electric vehicle routes.*

**Neighborhood Electric Vehicles (NEV) will be allowed on streets with speed limits 35 mph or less. The exact location of such routes will be determined at time of plat / site plan approval.**

**ECONOMIC DEVELOPMENT:**

1. *Ensure that adequate land is reserved for business/employment land uses as the population grows.*

***This is a city-wide comment that cannot be addressed by Verdugo however we are not asking to change any land that is designated in the general plan as employment. We would suggest that by allowing a more intense development on the Verdugo property within the Village Center, that intensity is in support of that center and in support of providing compatible uses to the planned employment to the south of Pinnacle Peak Road.***

2. *Identify and establish community-wide attractions and amenities that take advantage of the resources of the planning area for tourism related development.*

***This is a city-wide comment that cannot be addressed by Verdugo.***

3. *Foster the creation of neighborhood business associations and unique commercial district identities.*

***An outdoor plaza is proposed between the office and commercial parcels. (Exhibit 17) This open-air plaza will be a focal point for retail patrons and office workers on their lunch breaks. It will also be a gathering point for other users and residents after normal business hours and on weekends. The location of the plaza has been carefully thought out so that it will create a destination point that will be beneficial to the retail users but also conveniently located for pedestrian access from both the office and residential parcels. The plaza will be located directly adjacent to the open space park along the trail corridor for maximum visibility and pedestrian access.***

4. *Encourage investment in village cores.*

***Verdugo is located adjacent to the Village Center, therefore the PADA encourages investment and development of that core/center.***

5. *Ensure that jobs-housing ratio is attained within each of the Special Planning Areas through implementation of the economic development element of the general plan.*

***As stated above, the proposed 23.8 acres of commercial and 9.1 acres of office will bring some jobs to the area, but the breakdown and number of those jobs is unknown at this time. It is safe to say that jobs will be created and that with Surprise being mostly a bedroom community, any jobs created will help the jobs to housing ratio in the long run.***

**HOUSING:**

1. *Support well designed and compatible second units and carriage homes and other conventional housing opportunities such as live-work spaces.*

**While not specifically mentioned in the PAD, on the larger lots, pursuant to current city zoning and building codes, guest houses and/or carriage houses could be built.**

2. Support transit oriented residential development along transit corridors.

**163<sup>rd</sup> Avenue is a regional parkway and as such it is more likely in the future to have a transit system such as regional buses. By allowing for higher density residential in the area around the Village Center, future residents can easily access transit systems serving the area including local and regional buses and future transit on the railroad corridor along Grand Avenue.**

3. Promote and facilitate the build out of vacant and underutilized urban land through infill, reuse and redevelopment activities as appropriate for housing.

**While not exactly infill, Verdugo is located directly adjacent to Asante, which is already under development.**

4. Encourage the development of a variety of housing styles and lot sizes to accommodate all types of households.

**The inclusion of multiple residential categories, such as medium density and medium high density along with Suburban Residential will encourage a wide range of housing types and sizes.**

5. Support LEED or similar standards that provide certifications to buildings and neighborhoods exceeding minimum efficiency energy standards.

**Verdugo understands the need and benefits in adopting "green" standards for development. Standards for neighborhoods under Leadership in Energy and Environmental Design for Neighborhood Design (LEED-ND) or other standards that ensure a high level of energy efficiency in new development are encouraged.**

#### **OPEN SPACE AND RECREATION:**

1. Identify the level of service, locations, types and general standards for all recreational opportunities.

**Pursuant to the requirements of the General Plan, detail on the recreational opportunities is included In the PAD.**

2. Continue to improve, expand, and construct parks in conjunction with housing growth, demographic composition, and resident preferences.

**As part of the residential development of Verdugo parks and open space will be provided to its residents and will be maintained by those residents at no cost to the City. As the time of construction, impact fees will also be paid in support of the future resident's impact on and demand for future regional recreation amenities.**

3. Enhance the number and variety of recreation activities available to city residents.

**As part of the residential development of Verdugo parks and open space will be provided to its residents and will be maintained by those residents at no cost to the City. As the**

***time of construction, impact fees will also be paid in support of the future resident's impact on and demand for future regional recreation amenities.***

**ENVIRONMENTAL PLANNING / WATER RESOURCES:**

1. *Encourage mixed use development near transit lines and provide retail; and other service oriented uses within walking distance to minimize automobile dependent development.*

***163<sup>d</sup> Avenue is a regional parkway and as such it is more likely in the future to have a transit system such as regional buses. By allowing for higher density residential in the area around the Village Center, future residents can easily access transit systems serving the area including local and regional buses and future transit on the railroad corridor along Grand Avenue.***

2. *Encourage the use of trees which provide biogenic benefits to air quality and are suitable to local environment. Consider planting of trees for every significant tree removed at a project site.*

***Understood. At the time of development, all plants will comply with the City and State requirements. The site contains existing mesquite trees and scrub brush occurring naturally on the property. It is safe to say that after development, more trees will be placed within the Project than there are existing.***

3. *Actively support the development of a regional public transportation system.*

***This is a city-wide comment that cannot be addressed by Verdugo however we are supportive of some form of transportation system running along 163<sup>d</sup> Avenue.***

4. *Minimize noise spillovers from commercial and industrial operations into adjacent residential neighborhoods, while maximizing the land use element's objectives to encourage mixed-use development.*

***With the large landscape buffer and utilizing the standards set forth in the City's Planning and Design Guidelines, noise spillover will be limited.***

5. *Strive to achieve a natural nighttime environment and an uncompromised public view of the night sky by reducing light pollution.*

***This is a city-wide comment that cannot be addressed by Verdugo however we will comply with any City standards for lighting at the time of development.***

6. *Protect and enhance wash corridors and environs through a comprehensive management strategy.*

***There are currently no major washes traversing the property. A manmade drainage corridor will be provided as an amenity to the site development.***

7. *Discourage mass grading of large parcels to prevent environmental damage.*

***With small lot sizes, mass grading is nearly impossible to be avoided. While there is not much environment on the property worth preserving, we will encourage the limitation on mass grading where possible.***

8. Encourage new flood control projects to consider storm water recharge designs alternatives to channelization and to impermeable bank protection.

***In Verdugo the drainage corridor through the property will be designed to mimic a natural wash as opposed to channelization.***

9. Preserve wildlife ecosystems and sensitive habitat areas.

***A large amount of open space within the Project will provide replacement ecosystems for the wildlife displaced by development.***

10. Encourage the preservation of the scenic quality and vistas of all mountain ranges in the city.

***While there are no mountains on the property, during the platting stage attempts will be made to preserve the mountain views towards the north.***

11. Require establishment of development and design standards to ensure retention of ridgelines and prominent hillsides.

***The Verdugo property is relatively flat and has no ridgelines or hillsides to preserve.***

#### **Water Resources**

12. Implement conservation programs that meet Surprise Water management Plan conservation requirements.

***Verdugo will comply with all applicable Surprise codes and ordinances, including water conservation.***

13. Support conservation and efficient water use in an effort to minimize the need for new water sources.

***Verdugo will comply with all applicable Surprise codes and ordinances, including water conservation.***

14. Pursue programs and procedures that require application of xeriscape concepts for all landscaped areas, limit turf to active recreation areas, and keep natural desert in washes.

***Verdugo will comply with all applicable Surprise codes and ordinances, including water conservation.***

15. Continue to research and implement programs to increase the use of reclaimed water and secondary effluent.

***This is a city-wide comment that cannot be addressed by Verdugo however we will utilize reclaimed water when it becomes available.***

16. Analyze and mitigate the potential for contamination of groundwater supplies from proposed industrial or commercial land uses.

***This is a city-wide comment that cannot be addressed by Verdugo.***

17. Develop and implement a program for preventing hazardous substances from entering the aquifer and the water supply system.

***This is a city-wide comment that cannot be addressed by Verdugo.***

18. Preserve and enhance the design conveyance capacity of the surface water drainage system.

***This is a city-wide comment that cannot be addressed by Verdugo.***

### **Energy**

19. Encourage housing design and orientation to enable each unit to take advantage of solar energy, wind shelter, and other micro climatic devices.

***This is a city-wide comment that cannot be addressed by Verdugo however we are in support of any work the City can do to encourage and incentives the use of energy efficient construction techniques and devices in new construction.***

20. Promote resource efficient building design.

***As noted above we are in support of any work the City can do to encourage and incentives the use of energy efficient construction techniques and devices in new construction.***

### **GROWTH**

1. Promote compact development.

***By allowing higher density uses adjacent to the defined Village Center, Verdugo is encouraging compact development.***

2. Provide variety of transportation choices.

***This is a city-wide comment that cannot be addressed by Verdugo however we are supportive of some form of transportation system running along 163<sup>rd</sup> Avenue and are developing a compact pedestrian friendly project.***

3. Ensure a range of housing opportunities and choices.

***Verdugo proposes a mix of residential zoning categories, which will allow a wide range of housing opportunities and choices.***

4. Assure transit supportive density and design where such density can be adequately served by public facilities and services.

***As 163<sup>rd</sup> Avenue is planned as a major regional parkway and the subject property is within and adjacent to the village center, we are planning an increase in density and intensity in support of the services that will be available in that center and along that corridor.***

### **CONSERVATION & REHABILITATION**

1. *Identify and promote the preservation of areas that exhibit unique cultural or character attributes.*

***To our knowledge there are no unique cultural attributes on the property. Prior to any development appropriate studies will be required.***

2. *Develop area plans and accompanying provisions that recognize and preserve an area's unique attributes.*

***To our knowledge there are no unique cultural attributes on the property. Prior to any development appropriate studies will be required.***

3. *Install public improvements in targeted areas where needed to encourage and strengthen rehabilitation and redevelopment activity.*

***Verdugo is not in an area that needs rehabilitation and redevelopment but the adjacent land to the south needs redevelopment and the development Verdugo may help encourage that redevelopment.***

#### COMMUNITY DESIGN

1. *Promote development that is compatible with the City's overall urban form, community character, and environmental setting.*

***Verdugo is adjacent to the Village Center defined by the 2030 General Plan. Development at the proposed intensity and density is in support of the village center.***

2. *Promote infill development that reflects the sensitivity to site, context, and surrounding neighborhoods.*

***Verdugo is not necessarily infill, but it is surrounded by some development. We believe the presented plan is sensitive to the existing development of Asante that is incompatible with the existing land use of the original PPCE PAD and the presented plan also is sensitive to the adjacent rural residential home sites and the future redevelopment of those home sites.***

3. *Promote residential development that reinforces Surprise's character.*

***We believe the proposed plan continues the high standards set forth by the existing developments approved in the area by Surprise.***

4. *Promote quality architecture and landscape design that contributes to the creation of unique places, and an active, well-defined and human scaled public realm.*

***The architectural and development standards included in the PAD when combined with the existing Planning and Design Guidelines of the City will promote the development of a great place.***

5. *Encourage new development to incorporate qualities and characteristics that make the city desirable and memorable including human scaled streets, open spaces, and varied architectural styles.*

***The architectural and development standards included in the PAD when combined with the existing Planning and Design Guidelines of the City will promote the development of a great place.***

6. *Promote building design that is respectful and responsive to the local context, including the use of local materials, responsiveness to Surprise's hot desert climate, and consideration of cultural and historic context.*

***The proposed architectural designs will comply with the City's Single Family Home Product Design Guidelines and pay accurate homage to the historical architectural styles found in the Southwestern United States.***

7. *Promote design that incorporates new and existing developments with a compatible mix of residential, retail, service employment, and open space uses that are consistent with the predominant use and scale of the neighborhood.*

***The Verdugo PAD Amendment proposed a change from incompatible large lot residential (with septic systems) to a mix of various types of housing, retail, service and useable open space.***

8. *Encourage the design and development of neighborhoods that makes them more pedestrian friendly.*

***By providing a strong system of trails and pedestrian walkways and a close proximity between residential and commercial uses, Verdugo encourages walkability.***

9. *Promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking, biking, and transit while reducing vehicle trips.*

***By providing a strong system of trails and pedestrian walkways and a close proximity between residential and commercial uses, Verdugo encourages walkability.***

10. *Preserve, protect and enhance established neighborhoods by providing sensitive transitions between neighborhoods and adjoining areas.*

***Verdugo provides a large landscape buffer between the proposed Suburban Residential and the existing large acreage lots in the County south of Pinnacle Peak Road, so as to protect those large lots from our development and protect our development from those large lots when they are redeveloped into the Employment the City General Plan proposes for that area.***

11. *Require new development, both private and public, to respect and respond to those existing physical characteristics, buildings, streetscapes, open spaces, and urban form that contribute to the overall character and livability of the neighborhood.*

***When platted, Verdugo will provide buffers and appropriate transitions to respect the existing development in the area.***

12. *Promote the development of mixed use village neighborhood centers that accommodate local-serving commercial, employment, and entertainment uses, diverse housing opportunities and are efficiently served by transit.*

**Verdugo proposes approximately 23.8 acres of commercial and 9.1 acres of office development and a mix of residential zoning categories, which will allow diverse range of housing opportunities and choices.**

13. *Promote sensitive transitions in scale between buildings in centers and adjacent traditional neighborhoods.*

**When designed, Verdugo will provide buffers and appropriate transitions to respect the adjacent development both inside and outside of the village center.**

14. *Promote planning and architecture that complements adjoining uses.*

**When designed, Verdugo will provide buffers and appropriate transitions to respect the existing development in the area.**

15. *Create ample public realm.*

**Examples of the public realm have been included (see Exhibit 17 – Outdoor Plaza).**

16. *Protect views along major streets, gateways and pedestrian paths to provide a sense of place and orientation.*

**When designed in accordance with the City's Planning and Design Guidelines, the views of the Project along 163<sup>rd</sup> Avenue will provide a sense of place. An entry feature has been designed at the intersection of 163<sup>rd</sup> Avenue and Asante Blvd. so as to provide a sense of arrival.**

17. *The design qualities of developments abutting designated scenic corridors are to be compatible with the aesthetic character of the scenic corridor.*

**Verdugo is not along a designated scenic corridor.**

18. *Encourage a built environment that reduces automobile dependence and promotes more sustainable modes of transportation.*

**As part of Verdugo we are including a central trail corridor that will link all parts of the Project, and are proposing that the office and commercial parcels take advantage of this corridor and provide connections for pedestrians. (Please refer to Exhibits 9-18)**

19. *Provide for transitions between neighborhoods along the alignment of alleys or rear lot lines, rather than along street centerlines, in order to maintain consistent scale, form, and character on both sides of public streetscapes.*

**The various housing types within Verdugo are separated yet connected by the landscaped drainage corridor.**

20. *Require newly developing and redeveloping areas to promote multiple modes of transportation systems.*

**As part of Verdugo we are including a central trail corridor that will link all parts of the Project, and are proposing that the mixed use and commercial parcels take advantage of this corridor and provide connections for pedestrians.**

## UTILITIES

1. *Actively pursue and support program and activities that reduce the amount of waste that must be land-filled.*

***This is a city-wide comment that cannot be addressed solely by Verdugo.***

2. *Encourage new or remodeled multifamily residential and all nonresidential development to incorporate attractive and convenient interior and exterior storage areas for recyclables.*

***At the time of design/site plan, consideration for storage of recyclables can be addressed in the high density residential and non-residential.***

## HEALTH AND SAFETY

1. *Continue to identify and reduce barriers to create an accessible community for all.*

***Verdugo will comply with all applicable ADA requirements appropriate at the time of development.***

2. *Promote the design of walkable inclusive communities.*

***As part of Verdugo we are including a central trail corridor that will link all parts of the Project, and are proposing that the office and commercial parcels take advantage of this corridor and provide connections for pedestrians.***

3. *Strive to minimize the hazards of flooding from rivers, washes and storm-water.*

***Verdugo will be working with the City and the Army Corp of Engineers to solve the flooding situation on the property.***

4. *Protect the community from geological instability and subsidence.*

***No subsidence is known on the property.***

5. *Promote protection and preservation of natural drainage systems as the primary emphasis of city storm-water management efforts.*

***No major natural drainage ways are found on the property.***

6. *Provide adequate access for emergency vehicles, particularly fire-fighting equipment, as well as secure evacuation routes.*

***At the time of site plan/platting all concerns of the Fire Department and Police Department related to access of emergency vehicles can be addressed. Nothing is proposed in the PAD that would limit that access.***

## EDUCATION

1. *Work closely with each of the school districts within the planning area to ensure that educational facility needs are met when new development occurs.*

***We are in current communication with the School District and their attorneys and are will be entering into an agreement with them prior to the approval of any preliminary plats. Additional residential will impact the school district, but this impact is offset by the donation agreement and the taxes paid by each one of these new homes into the district funds.***

2. *Locate and site an appropriate mix of high quality primary, secondary, and post-secondary educational facilities in the city to support the population growth.*

***As one of the smaller developments in the area, educational facilities for the area have already been addressed by the School district when the surrounding larger developments were being planned.***

3. *Support education based facilities such as museums, science centers, gardens etc.*

***This is a city-wide comment that cannot be addressed by Verdugo however we are supportive of museums and science centers which could be constructed within the non-residential portions of the Project.***

#### **CULTURAL HERITAGE & ARTS**

1. *Increase access to the arts and culture through displays, classes, special events, and activities.*

***These elements will be incorporated, where appropriate in the outdoor plazas and other public spaces.***

2. *Use arts and cultural events to revitalize neighborhoods through aesthetic improvements and economic stimuli.*

***As a new development, no revitalization is needed in Verdugo.***

3. *Create public gathering places*

***Public gathering places are planned in both the open space of the Project as a whole and could be incorporated into the office and commercial developments.***

# Verdugo

## Commercial & Office Permitted Use Matrix

Land Uses	Commercial	Office
Antique Shop and store	X	
Apparel and accessory store	X	
Appliance sales, repair and services	X	
Art and craft store	X	
Athletic clubs and commercial recreation	X	
Auto supply store	X	
Bakery for on-site sales	X	
Banks and other saving and lending institutions	X	X
Barbershop and beauty parlor	X	
Bicycle sales, service and repair shop	X	
Bookstore and stationery store	X	
Candy and ice cream store	X	
Cigar and tobacco store	X	
Clothing and costume rental shop	X	
Community center or meeting hall	X	X
Convenience food store of not more than 3,500 square feet	X	
Custom dressmaking, furrier, millinery or tailor shop employing five persons or less	X	
Dancing or theatrical studio	X	
Delicatessen and catering establishment	X	
Department store	X	
Dry goods and notion store	X	
Dry cleaning and laundry establishment	X	
Essential public service or utility installation	X	X
Florist	X	
Furniture store	X	
Gift Shop	X	
Grocery store (including retail markets and produce store)	X	
Hardware store, no exterior storage	X	
Hobby, stamp and coin shop	X	
Hotel or Motel		X
Hunting and fishing supply store	X	
Interior decorator's shop	X	
Jewelry and metal craft store	X	
Laundromat, self-service	X	
Leather goods and luggage store	X	
Lock and key shop	X	
Mail order catalog store	X	

Medicinal, dental or health office buildings and clinics	X	X
Medical and orthopedic appliance store	X	
Messenger or telegraph service station	X	
Music and instrument sales, service and repair shop	X	
Music or dance studio	X	
Newspaper office	X	X
Newsstand	X	X
Offices greater than 4,000 square feet	X	X
Offices of not more than 4,000 square feet	X	X
Office supply and office equipment store	X	X
Optician	X	X
Paint and wallpaper store	X	
Pet shop including grooming	X	
Photographic equipment and supply store	X	
Photographic studio	X	
Picture frame shop	X	
Private club, fraternity, sorority or lodge	X	
Public buildings	X	X
Radio or television sales, service and repair	X	
Restaurant (40 percent of total revenue derived from sale of food)	X	
Sewing machine store	X	
Shoe store and repair	X	
Sporting and athletic goods store	X	
Toy store	X	
Travel agency	X	X
Variety store	X	
Watch repair shop	X	
Personal wireless service facilities as per section 125-255	X	X
Sewer or water lift station; well site	X	X
Convenience food stores with gas pumps	X	
Convenience food restaurants	X	
Day care center	X	X
Hardware stores, retail stores and retail membership stores with home garden center or outside display of merchandise	X	
Video arcades	X	
Warehouse, residential storage	X	X

## **Design Team/Contacts**

### **Owner:**

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### **Landscape Architect:**

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### **Project Manager:**

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### **Attorney:**

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### **Civil Engineer/Planning:**

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Rich Hoppe, P.E.  
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Fax: 602-944-8605

### **Traffic Engineer:**

CivTech  
Joe Spadafino, PE  
8590 E. Shea Blvd., Suite 130  
Scottsdale, AZ 85260-6682  
Tel: 480-659-4250

# VERDUGO VICINITY MAP





**Arizona Department of Transportation**  
**Intermodal Transportation Division**

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano  
Governor

Victor M. Mendez  
Director

Floyd Roehrich Jr.  
State Engineer

September 18, 2008

Ms. Carol Dager  
City of Surprise Planning Department  
12425 West Bell Road, Suite D-100  
Surprise, Arizona 85374

RE: **Pinnacle Peak Country Estates** / GPA08-170 & PADA08-171 NEC of Pinnacle Peak Rd & 163<sup>rd</sup> Ave.

Dear Ms. Dager:

Thank you for your notification regarding the PAD Amendments on the above referenced subject. After a complete review, we have concurred that at this time the proposed project will not have an impact to our highway facilities in this area.

**ADOT does reserve the right to review and comment any further development plans, changes and or additions for this site, as to any impact they may have on the State Highway System.**

Should you have any questions, you may contact me at 602-712-8876, or in writing at 205 S. 17<sup>th</sup> Avenue, Right of Way Project Management Section, MD 612E, Phoenix, Arizona 85007. Thanking you in advance for your cooperation.

Sincerely,

Annette Close  
Administrative Assistant III  
Right of Way Project Management  
[aclose@azdot.gov](mailto:aclose@azdot.gov)



DEPARTMENT OF THE AIR FORCE  
AIR EDUCATION AND TRAINING COMMAND

1 October 2008

Mr. James R. Mitchell  
Director, Community Initiatives Team  
56th Fighter Wing  
14185 West Falcon Street  
Luke AFB AZ 85309-1629

Ms. Carol Dager  
City of Surprise Planning Department  
12425 West Bell Road  
Surprise AZ 85374

Re: Case #GPA08-170 and PADA08-171 Pinnacle Peak Country Estates

Dear Ms. Dager

Thank you for the opportunity to comment on the General Plan Amendment and Planned Area Development Amendment Applications for Pinnacle Peak Country Estates. The Country Estates are located on 173.01 gross acres at the northeast corner of 163rd Avenue and Pinnacle Peak Road. The request is to change the land use designation from Suburban Residential to Suburban Residential, Medium/High Density Residential, Mixed Use and Commercial, with a maximum of 729 residential dwelling units (du), resulting in a density of 4.21 du/acre. This is a change from the previous request of 548 du with a density of 3.17 du/acre. This development is approximately 3 1/4 miles east of the Luke AFB Auxiliary Field #1 2004 65 Ldn, "high noise or accident potential zone," as defined by A.R.S. § 28-8461 and is within the "territory in the vicinity of a military airport," for Luke AFB, also defined by A.R.S. § 28-8461.

Luke AFB follows the guidelines in the Graduated Density Concept (GDC) for developments around the Auxiliary Field #1. The GDC proposes, in the absence of a more restrictive state, county or municipal general or comprehensive plan, graduating densities away from the 65 Ldn as follows: a maximum of 2 du/acre from the 65 Ldn to 1/2 mile, a maximum of 4 du/acre from 1/2 to 1 mile, and a maximum of 6 du/acre from 1 to 3 miles. Pinnacle Peak Country Estates still falls within these guidelines. The proposed amendments will not negatively impact the flying operations at Luke AFB.

Since the Country Estates will be located within the "territory in the vicinity of a military airport," it will be subjected to noise from approximately 13,000 flight operations per year, with some as low as 1,500 feet above the ground. We recommend you review the sound attenuation requirements found in A.R.S. § 28-8482. In addition, a strong notification program on the part of the applicant is essential to inform potential residents and tenants about Luke AFB operations. We also recommend a review of the Luke AFB web site at <http://www.luke.af.mil>, Community Interests and Community Initiatives links, for further information.

If there are any questions, please contact my Community Planner, Mr. Bob Dubsy, at (623) 856-6195.

Sincerely

A handwritten signature in black ink, appearing to read 'J. Mitchell', with a long horizontal line extending to the right.

JAMES R. MITCHELL

cc:

Colonel Henry M. Reed III, Vice Commander, 56th Fighter Wing



# EVERGREEN

REAL ESTATE DEVELOPMENT

---

2390 E Camelback Rd, Suite 410 - Phoenix, Arizona 85016 - P: 602.808.8600 - F: 602.808.9100  
200 N Maryland Ave, Suite 201 - Glendale, California 91206 - P: 818.240.8727 - F: 818.240.1823

December 12, 2008

Mr. Adam Copeland  
Planner II  
City of Surprise  
12425 W. Bell Road, STE D100  
Surprise, AZ 85374-9002

Re: Case No. PADA08171 & Case No. GPA08170 ("Case")  
SCC CANYON II LLC c/o Brienne Nikrandt ("Owner")  
Jeffrey Blilie of Beus Gilbert ("Applicant")  
Pinnacle Peak Country Estate's ("Owner's Property")

Dear Mr. Copeland:

Thank you for your time on the phone today. As you know, Evergreen-163rd & Pinnacle Peak, L.L.C. is the owner of the approximate 13-acre commercial property located at the northeast corner of 163<sup>rd</sup> Avenue & Pinnacle Peak Road in Surprise, Arizona. We are aware of the Applicant's request on behalf of the Owner for the above-referenced Case.

Although we currently do not have any plans to oppose the Applicant's request, we want to formally state our position that: (i) it is our intent to develop our property independent of the Owner's property as our own self contained commercial development; and (ii) it is also our intent that our commercial development shall not share any cross access with the Owner's property at any point in time.

Please feel free to contact me with any questions.

Thank you for your time.

Sincerely,

EVERGREEN DEVCO, INC.  
Roberto Buenaver

**DONATION AGREEMENT**

RECEIVED

(Verdugo)

JAN 26 2009

COMMUNITY DEVELOPMENT

THIS DONATION AGREEMENT (“Agreement”) is made by and between Dysart Unified School District No. 89 of Maricopa County, Arizona, a political subdivision of the State of Arizona (the “District”), and SCC-Canyon II, LLC, a Delaware limited liability company (“Developer”). The District and Developer are referred to herein collectively as “the parties.”

**RECITALS:**

A. Developer owns certain real property in Surprise, Arizona (the “City”), to be used for a development known as Verdugo, as more particularly described in Exhibit A, attached hereto (the “Property”).

B. Development of the Property will increase the population of students attending public schools within the District, which in turn will increase the need for public school facilities within the District. The Developer is willing to make, and the District is willing to accept, cash donations to defray the expense to the District associated with an increase in the population of students.

**AGREEMENT:**

For and in consideration of the covenants contained herein, the District and Developer, intending to be legally bound, state, confirm and agree as follows:

1. Incorporation of Recitals. The Recitals stated above are true and correct and are incorporated herein by this reference. Developer warrants that it owns the Property and has the authority to make this agreement.

2. Conditions. It is a condition of the continuing effect and enforceability of this Agreement that, with regard to the Property, the District not have opposed any zoning or entitlement application or request of Developer, including without limitation, any preliminary or final plat application for the Property or a portion thereof; and that, if requested to do so by Developer or the governmental authority with jurisdiction, the District provide the governmental authority promptly and in a timely manner with written confirmation thereof.

3. Cash Donation by Developer to the District. Subject to the terms and conditions of this Agreement, Developer, for itself and its successors-in-ownership and assigns, including, without limitation, any affiliate of Developer and any homebuilder initially constructing or placing a dwelling unit on the Property, agrees to pay the following amount for each dwelling unit so constructed or placed on the Property:

Type of Dwelling	Donation (per unit)
House	\$1,000
Condominium	\$ 750
Apartment	\$ 400
Mobile Home	\$ 400

Developer shall contribute all donations as required under this paragraph no later than ninety days after the building permit for construction of the particular Dwelling Unit is issued by the City. No donation shall be payable in connection with any reconstruction or subsequent construction of a Dwelling Unit on a particular portion of the Property after the donation for such portion of the Property has been initially paid.

4. Future Development Fees. Notwithstanding the foregoing or anything herein to the contrary, Developer desires that it receive credit for the money donated to the District, if at any time in the future, any federal, state, county, municipal or any other governmental or quasi governmental authority with jurisdiction over the Property lawfully imposes any development fee, impact fee, dedication requirement, exaction or similar fee or charge on the Property (individually, a "Development Fee" and collectively, the "Development Fees") through the exercise of either its police power or its taxing power (other than secondary real estate taxes, general obligation bonds and school district override elections) in connection with or related to the acquisition, development, construction, improvement and operation of public school facilities within the District. While the District offers no assurances to the Developer that it is empowered or authorized to provide Developer with a credit against Development Fees which may be assessed on the Property, the District, to the extent it is permitted by law to do so, agrees to the contents of this Section.

(a) If the Development Fees imposed on the Property are less than the total donations required under this Agreement, then no Development Fees shall be due and payable by Developer to or for the benefit of the District (but the remainder of this Agreement shall continue in full force and effect); or

(b) If the Development Fees imposed on the Property are greater than the total donations required under this Agreement, then Developer shall receive a credit against the Development Fees in the amount of the total donations, and Developer shall only be obligated to pay to or for the benefit of the District an amount equal to the difference between the Development Fees and the total donations.

5. Default and Remedies. Developer acknowledges that the District intends to rely upon this Agreement in formulating its plans for growth and in other regards, and that such reliance is reasonable. In the event of any default under this Agreement, the non-defaulting party

shall have all rights and remedies provided at law or in equity, including without limitation specific performance and injunctive relief, and all such rights and remedies shall be cumulative. Developer acknowledges the sufficiency of the consideration for this agreement and irrevocably waives lack of consideration as a defense to the enforcement of this Agreement.

6. Notices. Any and all notices, consents or other communications required or permitted by this Agreement shall be given in writing and telecopied, personally delivered, sent by registered or certified mail, return receipt requested, postage prepaid, or sent by Federal Express, Airborne, U.P.S. or other similar nationally recognized overnight courier, addressed as follows:

To Developer: SCC-Canyon II, LLC  
c/o Saybrook Community Capital  
401 Wilshire Blvd, Suite 850  
Santa Monica, CA 90401  
Attn: Brienne Nikrandt  
FAX: (310) 899.9101

To the District: Dysart Unified School District of  
Arizona No. 89  
Attention: Superintendent  
Dysart Education Center  
15802 North Parkview Place  
Surprise, AZ 85374  
FAX: (623) 876.7042

With a copy to: Miller LaSota & Peters, PLC  
Attention: Donald M. Peters  
722 East Osborn, Suite 100  
Phoenix, AZ 85014  
FAX: (602) 248.2999

or at any other address or telecopier number designated by any party hereto in writing. Any notice or communication shall be deemed to have been delivered and received (i) as of the date of receipt, if sent by telecopier (with written confirmation of error-free transmission) on or before 5:00 p.m., Phoenix time; (ii) as of the next day of receipt, if sent by telecopier (with written confirmation of the date and time of transmissions and receipt) after 5:00 p.m., Phoenix time; (iii) the date of delivery, if hand delivered or sent by nationally recognized overnight courier; (iv) three (3) days after the date of mailing, if mailed by registered or certified mail.

7. General.

(a) Waiver. No delay in exercising any right or remedy shall constitute a waiver thereof, and no waiver by the District or Developer of any default under this Agreement shall be construed as a waiver of any preceding or succeeding default.

(b) Attorneys' Fees. In the event any party finds it necessary to bring any action at law or other proceeding against the other party to enforce any of the terms, covenants or conditions hereof, or by reason of any default hereunder, the party prevailing in any such action or other proceeding shall be paid all reasonable costs and attorneys' fees by the other party, and in the event any judgment is secured by the prevailing party, all such costs and attorneys' fees shall be included therein, with the fees to be set by the court and not by jury.

(c) Counterparts. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages from one or more counterparts may be removed from the counterparts and the signature pages may all be attached to a single instrument.

(d) Further Acts. Each of the parties hereto shall execute and deliver all such documents and perform all such acts as reasonably necessary, from time to time, to carry out the matters contemplated by this Agreement.

(e) Successors and Assigns. All of the provisions of this Agreement shall inure to the benefit of and be binding upon the District and the Developer and its successors-in-ownership and assigns. District may record this Agreement or a memorandum reflecting this agreement so as to give notice to Owner's successors-in-ownership and assigns. Upon the conveyance of all or any portion of the Property by Developer or its successors-in-ownership or assigns and the written assumption by such transferee of the obligations of the Developer under this Agreement with respect to the portion of the Property conveyed, Developer or its successors-in-ownership or assigns, as the case may be, shall be relieved of any further liability or obligations under this Agreement with respect to the portion of the Property conveyed but shall not be relieved or released from any liabilities or obligations incurred during the period of its ownership of the Property. The Developer shall provide the District written notice of any such conveyance and assumption of obligations within thirty (30) days after the conveyance. The liabilities and obligations of Developer and its successors-in-ownership and assigns are several obligations, and not joint and several obligations, and may only be enforced against the party then in default, and, notwithstanding any default by the owner of the portion of the Property, this Agreement shall remain in full force and effect with respect to the other owners of the Property.

(f) No Partnership and Third Parties. It is not intended by this Agreement to, and nothing contained in this Agreement shall, create any partnership, joint venture or other similar arrangement between Developer and the District. No term or provision of this Agreement is intended to, or shall, be for the benefit of any person, firm, organization or corporation not a party hereto, and no such other person, firm, organization or corporation shall have any right or cause of action hereunder.

(g) Entire Agreement. This Agreement constitutes the entire agreement between the parties hereto pertaining to the subject matter hereof. All prior and contemporaneous agreements, representations and understandings of the parties, oral or written, are hereby superseded and merged herein.

(h) Amendment. No change or additions may be made to this Agreement except by a written amendment executed by the parties hereto.

(i) Governing Law. This Agreement shall be governed by, and construed and interpreted in accordance with, the laws of the State of Arizona.

(j) Conflicts of Interest. The parties acknowledge that this Agreement is subject to cancellation pursuant to A.R.S. § 38-511 or any successor statute.

(k) Severability. In the event that (a) the Attorney General of Arizona issues or affirms an opinion which finds any part of this Agreement to be illegal, invalid or unenforceable, or (b) any part of this Agreement is held to be illegal, invalid or unenforceable by a court of competent jurisdiction, the validity and enforceability of the remainder of the Agreement shall not be affected.

IN WITNESS WHEREOF, the parties have executed this Agreement.

**DISTRICT:**

DYSART UNIFIED SCHOOL DISTRICT  
NO. 89 OF MARICOPA COUNTY,  
ARIZONA, a political subdivision of the  
State of Arizona

By: \_\_\_\_\_  
Its: \_\_\_\_\_  
Date: \_\_\_\_\_

**DEVELOPER:**

SCC-CANYON II, LLC, a Delaware  
limited liability company

By: \_\_\_\_\_  
Its: \_\_\_\_\_  
Date: \_\_\_\_\_

**EXHIBIT A**

**Property legal description**

Scott W. Thompson  
Executive Director,  
Business Services

February 18, 2009

15802 North Parkview Place  
Surprise, Arizona 85374  
Phone 623-876-7008  
Fax: 623-876-7046  
scott.thompson@dysart.org

www.dysart.org

Mr. Jeff Mihelich  
City of Surprise  
Community Development Department  
12425 West Bell Rd., Suite D-100  
Surprise, AZ 85374-9002

RE: Verdugo (Pinnacle Peak Country Estates)

Dear Mr. Mihelich:

Thank you for your continued cooperation with Dysart Unified School District. After careful consideration and review of the proposed Verdugo project, the District has no objections to the proposed project provided the District receives a development agreement from the developer prior to plat approval.

As communities grow, developers have a social responsibility to assist in providing services to ensure community success. Education of students is paramount to community success. The project proposes 641 residential units, producing approximately 375 students – impacting student population and District operations.

We appreciate the value you and the City place upon the public schools in your planned communities. We anticipate continuing to work together to build attractive communities that met the educational needs of the residents.

Sincerely,



Scott W. Thompson  
Executive Director for Business Services

cc: Adam Copeland, Project Planner

**Superintendent**  
Gail Pletnick, Ed.D.

**Governing Board**  
April Allen  
William Lipscomb  
Christine A. K. Pritchard  
Bonnie Schroader  
Jennifer Tanner



## COMMUNITY DEVELOPMENT DEPARTMENT

**Date:** March 3, 2009  
**To:** Planning and Zoning Commission  
**From:** Dennis A. Dorch, AICP  
Senior Planner  
**Re:** Surprise Unified Development Code (SUDC)

### History of Project

The stakeholders group met on January 28, 2009, to review the first third of the proposed Surprise Unified Development Code. Since that first meeting, a presentation has also been made to the Surprise Planning and Zoning Commission. The following is a list of questions and comments presented at these two meetings, along with written comments from the Homebuilders Association.

### First Stakeholders Meeting (January 28)

1. Single-Family Residential questions:
  - a. Setbacks – are the setbacks as shown in Chapter 5 appropriate?
  - b. No information on z-lots, clusters, courtyard, wraparounds, zero lot lines.

Response: Staff is reevaluating the setback criteria in Chapter 5. There is still the ability to do z-lots, clusters, courtyard products, wraparounds, and zero lot line developments through the use of a PAD overlay district. There is additional information regarding these product lines in the Residential Design Requirements Chapter.

2. Not a lot of information on Development Agreements.

Response: The City of Surprise is changing the use of a development agreement to only address financial issues and not design and land use.

3. Developers are seeking certainty, timing, and complete and thorough first review so no new comments or surprises emerge after the third review. The more that these items are built into the process, the better.

Response: Staff completely agrees!

4. How will the new document address density issues?

Response: The new document will be consistent with the existing General Plan and zoning classifications. Residential density, as measured over the general area, will be similar to the existing patterns, with some increases to accommodate MAG projections. However, the distribution of density may change. There will be clear tables and graphics in the document to augment the text.

5. How is this document integrated with Engineering Standards, Fire Code, and the Integrated Master Water Plan?

Response: The new code will be making reference to these documents throughout the text. Staff is proposing to have a compact disc with all of the appropriate standards available to the public. The compact disc will also have samples of exceptional projects, fee schedule for estimates and a boilerplate development agreement.

### Planning and Zoning Commission Comments (February 3)

1. Page 2-7 #1 - Doesn't address annexation specifically and doesn't state what is being discussed.

Response: This section – Urban Growth Standards – is included in order to implement a policy of orderly extension of urban services. The reference to annexation is to connect the City Council adopted annexation policies to the logical extension of city services. This section will need further review.

2. Page 2-20 – Should the document include minimum standards for the inclusion of solar technology into new and existing projects.

Response: This is an interesting topic of great interest to the City Council and is the subject of ongoing research. It does not appear that there is enough direction to include the topic at this time, although there are references to it in the Industrial/Commercial Design Guidelines.

3. Page 2-17 – The document should include verbiage that discusses the release of airborne hazardous materials, gases, etc

Response: Staff concurs and the language will be added.

4. Page 5-21 – Please provide an example how the requirement for recreational space in higher density residential development translates in a typical project.

Response: Staff is still working on this graphic and should have an example by the third workshop.

5. Page 6-108 – Model home complex – Please add visitability requirement.

Response: Staff will add this language.

6. Commissioner Rein asked if the developer warranty period for public improvements should be increased from 2 years.

Response: The 2-year warranty period was set by the City Council by adopting the City's engineering standards.

7. Rear setbacks – Suggestion to change rear setback requirements in single-family residential from a minimum of 20 feet to a minimum of 22-24 feet.

Response: The greater setbacks may be appropriate for some single-family residential, but setbacks will vary depending on the appropriate character pattern. Typically, larger lots will have greater rear setbacks, while medium/higher density residential may have reduced setbacks.

### Written Comments (Submitted by Homebuilders Association)

#### Chapter 5, pages 5-21 thru 5-26

- The single-family residential lot exhibits depict conventional lot lines only and are not reflective of mid/higher density product types, i.e., “Z” lot configurations, courtyard clusters, motor-court clusters, rear loaded product, use and benefit easement platting, zero lot line designs (condo plats in a SFR development), lot coverage percentages specific to product type/design.

Rear loaded product: Rear setback should be considered/measured from the center line of the private drive allowing for a shallower driveway that would discourage vehicles from being parked anywhere other than the garage, furthermore, greater relief would be afforded to the front façade creating a less crowded feel relative to street perspective.

*Response: Staff agrees with this comment and proposes to amend the SUDC appropriately.*

Comment: I don't see an exhibit that speaks to conventional, front facing product with a side load garage. The exhibit should allow for a 10'0" minimum front setback to the front façade of the side load garage and a 21'0" minimum setback to the face of the garage door of the front loaded garage.

*Response: Staff agrees with this comment and proposes to amend the SUDC appropriately.*

Side yard setbacks: The side yard setbacks exhibited in the conventionally plotted single-family residential drawings call for a 20'0" aggregate setback between houses. A 20'0" aggregate setback between homes is excessive and does not lend itself to production housing. If the city's reasoning is to move away from the typical 5'5' or 10'0" aggregate; then staff should consider a 13'0" maximum aggregate setback which meets the need of an increased side yard while still allowing the production builder greater density relative to plat design.

*Response: The 20-foot aggregate setback is only for the larger lot subdivisions – 9,000 square feet or larger. The setback is reduced to 15 feet for 7,200-square-foot lots. Smaller lots can have an even smaller setback, based on design of the subdivision.*

Comment: A 20'0" aggregate setback between homes will not bode well for the production based homebuilder. This requirement will force homebuilder's to invest in other areas where the path of least resistance exists. Upon conclusion of the current economic crisis, homebuilders will have a completely different attitude and approach when considering investment in new developments.

*Response: Please see above.*

### New Organization of SUDC

The SUDC document has 16 chapters as listed below:

1. Purpose and Principles
2. Fundamental Development Requirements
3. Environmental Requirements
4. Infrastructure & Land Suitability Management Plan
5. Character Patterns
6. Zoning Districts
7. Community Circulation
8. Design Requirements
9. Parking and Loading
10. Landscaping
11. Lighting
12. Signage
13. Review and Approval
14. Authoritative Bodies
15. Enforcement
16. Definitions

Staff combined many of the chapters to streamline the SUDC.

As mentioned in the previous report, staff is proposing to address the document in three separate meetings, each addressing three topical areas:

1. Zoning
2. Design and Development Standards
3. Administration and Processing

Zoning was covered in our last meeting. Chapters addressing Design and Development Standards are this meeting's topics. Chapters include:

- Chapter 4 – Infrastructure and Land Suitability Management Plan
- Chapter 7 – Community Circulation
- Chapter 8 – Design Requirements

## New Concepts

1. Chapter 4 closely integrates engineering standards with land planning concepts. Where there are existing engineering standards, the SUDC refers to these by reference. The basic requirements of the subdivision process are located in this chapter.
2. The SUDC proposes that the existing policy of only requiring half street development on the perimeter of new subdivisions be changed to requiring the developer to build the entire street section, and then be compensated through a reimbursement agreement.
3. More extensive direction for the development of gated communities.
4. Chapter 7 contains standards for the city's vehicular, bicycle and pedestrian circulation systems. This chapter is closely connected with the Surprise Transportation Plan, adopted in December 2005. This chapter includes extensive guidelines for developing bicycle paths, equestrian trails and golf cart pathways.
5. Chapter 8 contains many of the elements from the Planning and Design Guidelines that cover issues such as Building Form and Architecture, Commercial, Residential Design Requirements, Open Space and Common Areas.

## Conclusion

Please review the workshop questions from the previous Planning and Zoning Commission workshop as well as the attached chapters 4, 7, and 8.

**DRAFT**

# Chapter 4

**Infrastructure and  
Land Suitability  
Management Plan**

# SUBDIVISION DESIGN PRINCIPLES AND STANDARDS

## A. Purpose

The purpose of this Section is to ensure that all subdivision improvements conform to the goals, objectives and requirements adopted and contained in the *Surprise General Plan*; as well as to the development standards and engineering criteria provided for in the City's *Parks and Trails Master Plan*, *Integrated Water Master Plan*, and the *Engineering Development Standards* and all other codes and ordinances of the City and the ARS where applicable.

## B. Applicability

Except where modified by the City Council, upon recommendation of the Planning and Zoning Commission, each subdivision and map thereof shall be in conformity with the standards set forth or referred to this Chapter. Unless otherwise noted herein, this Section shall apply to all new residential and non-residential development within the City of Surprise; and to existing development that is modified to the extent that it includes uses or site design features that were not specifically shown on previous plans.

## C. General Improvement Standards

All design shall be in accordance with generally accepted engineering principles and the appropriate City of Surprise Engineering Development Standards and any supplemental design criteria that may be adopted by the City from time to time. Specific details of design shall be subject to the approval of the City Engineer, who shall have the authority to approve minor deviations from the minimum standards listed here. All subdivisions must result in the creation of lots that are developable and capable of being built upon. No subdivision shall create lots that are impractical of improvement due to location of water courses, problems of sewerage or driveway grades, steepness of terrain, or natural physical conditions.

1. In addition to ordinances and planning and engineering design standards adopted by the City of Surprise, subdivision improvements shall be in conformance with the following rules and regulations:
  - a. Rules of the Arizona Department of Transportation if the subdivision or any lot contained therein abuts a state highway or connecting street.
  - b. Rules of the Flood Control District of Maricopa County, FCDMC; and where applicable, rules of the Maricopa County Department of Transportation, the Arizona Department of Water Resources, Federal Emergency Management Agency, and the National Flood Insurance Program.

- c. Rules of the Arizona Department of Health, Arizona Department of Environmental Quality, the Maricopa County Department of Health and Maricopa County Environmental Services Department as they relate to water supply, sanitary sewage disposal, and dust control.
2. Where a tract of land to be subdivided contains all or any part of a park, school, flood control facility or other required public improvement or facility as shown on the general plan, or as recommended by the Planning and Zoning Commission, such site shall be either dedicated to the public or reserved for acquisition by the City or another appropriate public agency within a specified time period. A Development Agreement shall be prepared between the subdivider and the City, or appropriate agency, regarding the time, method and cost of land acquisition. Said acquisition shall be completed within one (1) year from the date of recording the Final Plat, or within such extensions of time as may be mutually agreed upon. In the event a Development Agreement cannot be reached between the subdivider and the public agency relative to the acquisition of the land, the City Council shall make a determination relative to compliance with the requirements of this Section.
3. Land that is subject to periodic flooding, land that cannot be properly drained or other land which, by a finding of the City Council is unsuitable for subdivision use, shall not be subdivided; except that the Council may approve subdivision of such land upon receipt of evidence provided by the applicant and approved by the City Engineer that the construction of specific improvements can be expected to render the land suitable; thereafter, construction upon such land shall be prohibited until the specified improvements have been planned and construction guaranteed.
4. If the owner of a subdivision places restrictions on any of the land contained in the subdivision greater than those required by the *SUDC*, such restrictions or reference thereto shall be indicated on the subdivision plat, or through restrictive covenants recorded with the County Clerk.
5. All land proposed for subdivision and development within the City shall be served by City services and infrastructure. No building permit shall be issued for development of a subdivision not served by existing City services and infrastructure, or proposed extensions thereof. In no case shall temporary package water and/or sewer treatment plants be permitted as a means of providing water and sewer service to the development.
6. A proposed subdivision name shall not duplicate, or too closely approximate phonetically, the name of any other subdivision located within the City. The City Council shall have final authority to designate the name of the subdivision that shall be determined at the preliminary plat approval.

## **D. Development Improvements**

### **1. Required Improvements Prior to the Issuance of A Building Permit**

No improvements shall be made until all required plans, profiles and specifications have been submitted to and approved by the City Engineer. The following improvements shall be required prior to the issuance of a building permit.

- a. **Survey Monuments.** The development applicant shall place permanent reference monuments in a subdivision at all corners, angle points, points of curve and at all street intersections in accordance with Arizona State Revised Statutes, and as approved by a registered land surveyor and the City Engineer. Iron pipe shall be set at all corners, angle points, and points of curve for each lot within the subdivision prior to the recording of the plat.
- b. **Sanitary Sewers.** The applicant shall provide adequate sewage disposal lines and stubs to each lot as required by the City's engineering design criteria and construction standards. Said sewage disposal lines shall connect to the City's public sanitary lines. Temporary sewage disposal systems installed by the subdivider shall not be permitted.
- c. **Water Mains.** Each lot shall be supplied with safe, pure, and potable water in sufficient volume and pressure for domestic use and fire protection. The subdivider shall provide adequate mains and stubs to each lot as required by the current standards of the utility provider (if not the City) or current City engineering design criteria and construction standards, whichever is applicable.
- d. **Fire Hydrants.** The applicant shall provide sufficient fire hydrants as required by and in accordance with the City's Fire Code and Engineering Development Standards.
- e. **Stormwater Drainage.** The applicant shall provide stormwater facilities and appurtenances in accordance with the City's *Engineering Development Standards* and the development standards set forth herein.
- f. **Streets and Rear Drive Lanes.** The applicant shall provide street and rear drive lane improvements as required herein, and in accordance with the City's engineering design requirements set forth in the *Engineering Development Standards*.
- g. **Utilities** (including; without limitation, communications, electric power, gas, water, sewer). Except as hereafter provided, all new and existing utility facilities needed to serve the development shall be installed underground, and, if located in a street or rear lane, shall be in place prior to the completion of street or rear lane surfacing. To the extent feasible, the undergrounding of utilities shall be planned, coordinated and installed in an orderly fashion from deepest to shallowest.

## 2. **Required Improvements Prior to Issuance of A Certificate of Occupancy.**

The following improvements shall be required prior to the issuance of a Certificate of Occupancy. In cases where the strict interpretation of this provision would place undue hardship upon the applicant requesting the Certificate of

Occupancy, and the health, safety and welfare of the public would not be placed at risk, the applicant may be permitted to establish an escrow account in an amount acceptable to the Community Development Director and the City Engineer which will cover the costs of completion of the required improvements and the maintenance of any incomplete street sections which might be involved. The amount so placed in escrow shall be available to ensure to the City that the subject improvements are installed in the event that the person requesting the Certificate of Occupancy fails to install the same as agreed.

a. **Sidewalks.**

All on-site sidewalks shall be installed in accordance with City specifications.

b. **Street Signs.**

All street signs shall be installed as required by the City Engineer and shall conform to City standards for traffic control devices as provided in the *Engineering Development Standards*.

c. **Streets, Rear Drive Lanes and Pedestrian/Bicycle/Golf Pathways.**

- i. All streets shall be paved with curb and gutter, including the use of ribbon curbs for natural recharge, and installed and properly signed and striped in accordance with City engineering design requirements.
- ii. All Rear Drive Lanes and pedestrian/bicycle/golf pathways required to be constructed shall be paved and properly signed and striped in compliance with City standards.
- iii. In cases where a previously existing street, which has not been brought up to City specifications is located within a subdivision, such street shall be paved and curb and gutter installed to meet City specifications.
- iv. All streets existing within ownership of the lands that make up any subdivision shall be shown on the subdivision plat.
- v. If any subdivision is located adjacent to any existing street right-of-way, the applicant shall improve local, collector and/or arterial streets to their half width pavement, curb, gutter, sidewalk and any other required street improvements, including landscaped median, as necessary to bring such street up to City specifications.
- vi. Notwithstanding the foregoing, all street requirements and improvements shall be based upon traffic safety considerations and must take into account the traffic impact of the development upon the streets to be improved.

d. **Streetlights.**

All streetlights shall be installed in accordance with City specifications provided in Chapter 11 of the *SUDC*, with initial costs associated with the design, purchase, installation, operation and maintenance of streetlights to be the responsibility of the developer.

e. **Stormwater Drainage.**

A licensed professional engineer shall certify to the City that all stormwater drainage facilities required by the City to serve the property and to protect downstream property have been constructed in conformance with the approved plans and drainage report, if any. Such certification shall be in the form required pursuant to the storm drainage design criteria and construction standards of the City.

f. **Other Improvements.**

All other improvements required as a condition of approval of the plat shall be completed.

**3. Off-Site Public Access Improvements.**

- a. All developments must have adequate access to the City's improved arterial street network or to a street that connects to the improved arterial street network. Exceptions to the foregoing requirements may be granted for streets that have adequate funds appropriated by the City for improvement to the City standards. The developer of any property which does not have such adequate access to an improved arterial street or which does not have such adequate access to streets which connect to the improved arterial street network, along the primary access routes for the development, shall be required to improve the impacted intervening streets in accordance with the Engineering Development Standards.
- b. All streets that connect to the improved arterial street network shall include the width and improvements necessary to maintain a level of service as defined in *SUDC*.
- c. Off-site public access improvements shall be required for all primary access routes that will, in the judgment of the City Engineer, carry the most trips (per travel mode) generated by the development as defined by the traffic impact study required by Chapter 4 of the Engineering Development Standards. The City Engineer shall utilize the Transportation/Circulation Plan set forth in the Surprise *General Plan* as the basis for identifying the improvements to be made as a condition of approval of the development.

**4. Costs and Reimbursements.**

When any person constructs a street, sidewalk, rear drive lane or pedestrian/bicycle/golf cart pathway through undeveloped areas or areas that may be redeveloped to serve the property, or constructs such improvements along the perimeter of the property, the entire cost of such construction (including right-of-way acquisition) shall be the responsibility of such person. If, within twenty-four (24) months of the completion and acceptance by the City of such improvements, the developer installing such improvements has entered into a reimbursement agreement as part of the Development Agreement with the City in the manner prescribed herein, then, at the time such property is developed or redeveloped and access to such improvements is accomplished, the City may collect a charge per front foot from the abutting developer prior to the issuance of any Building Permits for the abutting property; provided, however, that the City shall not attempt to make such collection unless the

reimbursement agreement has been timely and properly prepared, executed and delivered to the City. If the front foot charge is collected, the City shall reimburse the installing developer, to the extent of such collection, after deducting a service charge of three (3) percent to cover administrative costs. All costs for the construction (including right-of-way acquisition) of street improvements must be fully paid by the installing developer before such person shall be entitled to reimbursement under any agreement established hereunder. The amount of the reimbursement assessed by the City for each adjacent property as it develops shall be based upon (1) the fair market value (as determined by the City) of any right-of-way acquired by the installing developer that was needed for, and is directly attributable to, the improvements, and (2) the original cost of design and construction of the improvements plus an adjustment for inflation based on the construction cost index for Phoenix, Arizona, as may be published monthly by "*Engineering News Record*." In no case shall the front foot charge reflect less than the original cost as submitted by the installing developer and approved by the City Engineer. The original cost of the right-of-way and design and construction shall mean the cost of right-of-way acquisition, financing, engineering, construction and any other costs actually incurred which are directly attributable to the improvements, including any costs incurred for the formation or administration of a special improvement district. The City's obligation to reimburse the installing developer shall be contingent upon the City's actual collection of the front foot charge from the abutting developer. In order to obtain approval of a reimbursement agreement from the City, the installing developer shall provide the City Engineer with copies of the following, after acceptance of the improvements:

- a. real estate closing documents and/or appraisals or other documents showing to the satisfaction of the city the fair market value of the right-of-way for the improvements;
- b. an invoice from the installing developer's engineer for any fee assessed on the project;
- c. the contractor's application for final payment approved by the installing developer's engineer;
- d. a letter from the installing developer and/or contractor certifying that final payment has been received by the contractor;
- e. a letter from the installing developer and/or engineer certifying that final payment of engineering fees has been made;
- f. a map prepared by a licensed engineer or surveyor which shows:
  - i. the location of the improvements constructed;
  - ii. the name of the owner of each property which has frontage along the improvements;
  - iii. the frontage of each property abutting the improvements, together with the assessment due based on the original costs;

- iv. the acreage and parcel number of each property abutting the improvements;
- v. a reference to the book, page and reception number from the records of the County Clerk and Recorder where the information for each property was obtained; and
- vi. any other information deemed necessary by the City Engineer.

Any right to reimbursement pursuant to this provision shall not exceed a period of ten (10) years from the acceptance by the City of public infrastructure improvements. The City Council may approve extensions of the reimbursement agreement for additional ten-year periods. No such reimbursement shall be made unless the person entitled to reimbursement has fully satisfied his or her obligations under any other reimbursement agreements with the City.

#### **5. City Participation in Certain Public Infrastructure Improvements.**

- a. If a street within or adjacent to the development is improved as an arterial or collector street rather than as a local street, the developer making such improvements shall be reimbursed in accordance with the provisions set forth above.
- b. The City's obligations to participate in the costs of public infrastructure improvements associated with a private development shall be limited to those funds previously budgeted and appropriated. The participation of the City shall be limited to the costs of design, construction and right-of-way acquisition.
- c. If the right to develop has lapsed or been abandoned and no extension has been granted, any right to City participation, shall be limited to those improvements substantially completed and accepted by the City Engineer.

### **E. Subdivision Planning and Design Standards**

Based upon the City-adopted *General Plan, Parks and Trails Master Plan, Integrated Water Master Plan, and the Engineering Development Standards*, the City has determined that all new subdivisions shall incorporate the following key planning and design elements.

#### **1. Street, Rear Drive Lane and Cul-de-Sac Location and Arrangement**

The City finds and determines that streets that are located and arranged in a manner that do not provide access and connections to adjoining streets and developments result in the inefficient movement of goods, services and automobiles throughout the City and impede emergency response vehicles. The City further finds that the use of cul-de-sacs contribute to circuitous vehicular, Pedestrian and bicycle travel and are a major impediment to community connectivity. The City also finds that the utilization of rear drive lanes in

residential subdivisions provide an efficient alternative means of lot access for both vehicular and pedestrian circulation and significantly contribute to reducing residential street pavement widths and the elimination of driveway curb cuts. The following standards address the location and arrangement of streets, cul-de-sacs and rear drive lanes in new subdivisions in order to ensure maximum connectivity of streets, cul-de-sacs and rear drive lanes to facilitate improved traffic flow and the movement of goods and services.

a. Conformance with Adopted Transportation/Circulation Plan

Whenever a tract of land to be subdivided encompasses any part of a street designated in the City's adopted transportation/circulation plan, (*Master Transportation Plan*) such streets shall be platted in conformance therewith. All streets shall be properly integrated with the existing and proposed system of thoroughfares and dedicated rights-of-way as established in the *Master Transportation Plan*.

b. Conformance with Neighborhood Plans

Whenever a tract to be subdivided is located within an area for which a neighborhood plan has been approved by the City Council, the street arrangement shall conform substantially to the neighborhood plan.

c. Street and Pedestrian/Bicycle/Golf Cart Connectivity

Unless prevented by topography or other physical conditions, all proposed streets and pedestrian/bicycle/golf cart pathways shall be extended to the boundary of the tract being developed in order to provide future connection with adjoining unplatted lands.

d. Local Streets

Local Streets shall be so designed and arranged as to discourage their use by through traffic.

e. Rear Drive Lanes

Rear drive lanes in traditionally designed residential subdivisions are encouraged and shall be designed and arranged to provide an alternative means of access to lots designed to have garages located at the rear of the lot. Said lanes shall be developed to serve both as a means of vehicular and service access, as well as a landscaped and lighted pedestrian/bicycle pathway. Rear drive lanes shall be provided in all office, commercial and industrial subdivisions.

f. Cul-de-Sacs

The use of cul-de-sacs shall be discouraged, except in those areas where topography or environmentally sensitive lands or other public resource lands would prevent extension and connection to adjoining and surrounding streets; or in those areas where the use of cluster development concepts are applied.

Where cul-de-sacs are used, they must comply with the design standard provided in the *SUDC and City of Surprise Engineering Development Standards*.

g. Protection of Residential Properties

Where a proposed subdivision abuts or contains an existing or proposed freeway and sound walls, the Community Development Department shall require marginal access streets; or such other treatment as may be justified for protection and buffering of residential properties from the nuisance, noise and hazard of high volume traffic, and to preserve the traffic function of the arterial route. In no case shall the use of solid walls or fencing as a means of separating the subdivision from an abutting street right-of-way suffice as the proposed means of protecting and buffering residential properties.

h. Streets as Buffers

Where a subdivision abuts or contains the right-of-way of a railroad, a limited access highway, an irrigation canal, or abuts a commercial or industrial land use, the Community Development Director may recommend location of a street approximately parallel to and on each side of such right-of-way at a distance suitable for appropriate use of the intervening land. Such distance shall be determined with due regard for approach grades, drainage, bridges or future grade separations.

i. Influence of Topography

Streets shall be so arranged in relation to existing topography as to produce desirable lots of maximum utility and streets of reasonable gradient, and to facilitate adequate drainage.

j. Half Streets

Half Streets shall be prohibited and street systems in new subdivisions shall be laid out so as to eliminate or avoid any new perimeter half-streets. Where an existing half-street is adjacent to a new subdivision, the other half of the street shall be improved and dedicated by the subdivider. The City may authorize a new perimeter street where the subdivider improves and dedicates the entire required street right-of-way width within the subdivision boundaries. In the event that the entire required street right-of-way width is improved and dedicated, arrangements for reimbursement at the time the adjoining land is subdivided will be in accordance with Subsection D.4 herein.

## 2. Block Design Standards

The City finds and determines that providing diversity in block size is consistent with the City's desire to create neighborhoods that have shorter blocks and which are more consistent with a traditional neighborhood containing a traditional or modified street grid to promote a pedestrian friendly, highly interconnected, urban environment. The following minimum block design standards shall apply to all

new residential subdivisions and certain planned business and industrial developments requiring greater flexibility in planning and design.

a. General Block Design and Pattern Requirements

- i. The length, width, shape and perimeter size of blocks shall be such as are appropriate for the neighborhood form district in which they are located and the type of development character contemplated; except in no case shall a residential block exceed the block size and layout standards as set forth herein.
- ii. The subdivider shall provide block designs that promote a development pattern that is compatible with natural features, minimizes pedestrian and vehicular conflict, promotes street life and activity, reinforces public spaces, promotes public safety and visually enhances the development.
- iii. Blocks shall be designed to incorporate either a traditional or modified street grid system, with minimum use of cul-de-sacs, in order to create multiple neighborhood and community travel routes that are more direct for pedestrians, cyclists, golf carts, motorists and emergency service vehicles.

b. Block Dimensions

- i. The maximum size of residential blocks within a subdivision shall either:
  - (1) Generally have a width ranging from two hundred (200) to four hundred (400) feet, and a length ranging from (400) to eight hundred (800) feet in length; measured along the center line of the street and between intersecting street center lines; or
  - (2) Be designed to accommodate no more than ten (10) single-family residential lots on either side of a local street to equal a not-to-exceed combined total of twenty (20) single-family, detached residential lots per block.

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- ii. Wherever a block is permitted to exceed the maximum length set forth in Subsection 2. b.(i.) above, the subdivider shall provide an improved landscaped easement having a minimum width of thirty (30) feet traversing

through the block at or near its center; with said easement improved to accommodate either underground utilities, drainage facilities, emergency access and/or a pedestrian/bicycle pathway.

## DRAWING

- iii . Blocks located within the interior of the subdivision shall have sufficient width to permit the development of two (2) tiers of lots having a depth appropriate to the neighborhood form and zoning district; except that blocks containing single tier lots that abut an arterial or collector street, railroad line, waterway, wash or park shall be permitted if the developer provides either:
  - (1) an extensively landscaped setback at least seventy (70) feet in width measured from the right-of-way line of the street, rail line, waterway, wash or park; or

## DRAWING

- (2) a marginal access or service road separated from the abutting street, railroad line, waterway, wash or park by an extensively landscaped area having a minimum width of fifty (50) feet.

## DRAWING

### **3. Lot Planning and Improvements**

The City finds and determines that diversity in the size of block and lot layouts contribute to enhancing the community image and character as required by the *General Plan*. This Section establishes minimum requirements regarding the location and arrangement of residential and commercial lots. Except as provided elsewhere in the *SUDC*, all development within the City must comply with the following minimum standards.

#### a. Basic Lot Layout Requirements

- i. The general layout of lots, roads, driveways, utilities, drainage facilities and other services within the proposed subdivision shall be designed in a way as to conform to the neighborhood district in which they are located; and shall complement and enhance an interconnected street system within and between neighborhoods, preserve natural areas and features and otherwise accomplishes the purposes and intent of the *General Plan* and the *SUDC*.
- ii. The lot layout shall be such that there will be no foreseeable difficulties, for reasons of topography, unusual soil conditions, heavy traffic on adjacent streets or other conditions, in securing building permits to build on all lots in compliance with applicable zoning district regulations; or in providing

driveway access to buildings on such lots from an approved street. Where such conditions exist, the Community Development Director may require special lot, width, depth and area dimensions which exceed the minimum requirements for the neighborhood form district or zoning district.

- iii. Except as permitted in planned area development districts, every building shall be located on a specific lot. In single-family residential districts, no more than one (1) principal building or structure may be erected on a lot unless otherwise permitted in the *SUDC*.
- iv. Unless otherwise altered by the provisions of a planned area development, the minimum lot depth for a residential development shall be not less than ninety (90) feet; except that lots adjacent to freeways, major streets or collector roads shall utilize a minimum lot depth of one hundred twenty five (125) feet to provide sufficient separation from the road noise and to facilitate the usable lot area.
- v. Lots shall be arranged in a contiguous pattern within a block; except where the block length or natural topographic features warrant an improved easement through the block to accommodate utilities, drainage facilities, emergency access, and/or pedestrian/bicycle/golf cart traffic and through neighborhood access to other streets and adjoining land uses and open space.
- vi. The location, orientation and shape of lots shall allow for the further subdivision and opening of future streets as necessary in order to serve such potential lots when the original lot(s) are more than double the minimum required area for the zoning district.
- vii. No lot shall be divided by a City or Special District boundary, another lot, street, rear lane or any other thoroughfare or property. City boundary lines may be coterminous with lot lines or centerlines of streets and rear lanes.
- viii. Every lot shall abut upon a public or private street furnishing satisfactory access thereto.
- ix. Flag or panhandle-type, double frontage, pad, terraced and other unorthodox lot layouts, including lots which have a depth to width ratio greater than three (3) to one (1), shall not be permitted.

b. Lot Dimensions

- i. The minimum lot size shall comply with the minimum lot requirements for each of the City's neighborhood and zoning districts as described in Chapters 4 and 5 of the *SUDC*; except that utility facilities using land or a building used only for equipment purposes (and not for human occupation) and requiring less than one thousand (1,000) square feet of site are exempt from the minimum lot size standards of all zoning districts.
- ii. The size, width, depth, and shape of lots shall:

- (1.) provide adequate building sites suitable to the special needs of the type of use contemplated;
  - (2.) provide for convenient access, circulation, control and safety of street traffic; and
  - (3.) give due regard to the limitations and opportunities of topography or other natural condition of the development.
- iii. The depth-to-width ratio of the usable area of the lot shall not be greater than 3:1, except in City hillside areas where flexibility may be allowed based on topographical considerations..
  - iv. For those properties reserved or planned for commercial, business and/or industrial purposes, the depth and width of the property shall be adequate to provide for the off-street parking and loading facilities required for the type of use and development permitted in the zoning district, as established in the *SUDC*.
  - v. Corner lots shall have additional width wherever possible to accommodate setback requirements from adjoining streets. Specifically, the width of a corner lot shall be increased over the minimum width requirement of the zoning district in which it is located as follows:
    - (1.) Where a corner lot adjoins arterials or collectors, the width shall be increased by fifteen (15) percent.
    - (2.) Where a corner lot adjoins local streets, the width shall be increased by ten (10) percent.

c. Side Lot Lines

Side lot lines shall be at right angles to the street the lot faces, or radial to curved street lines, unless topographic conditions necessitate a different arrangement acceptable to the City Engineer or a variation in this standard such as the use of Z-Lots will provide a better street or lot plan.

d. Setbacks

- i. Except for required sensitive ridgeline setbacks, or other setback areas specifically designated by the Community Development Department, residential, commercial, and industrial development shall provide lot setbacks in accordance with the base zoning of the neighborhood district in which the development is located.
- ii. The aggregate total of setback dimensions around a building shall be equal to the sum of the minimum setbacks where it is necessary to adjust the building location on a lot because of terrain and the need to produce the optimum building area.

- iii. Interior side and rear setbacks for non-corner lots shall be the cumulative total of the setbacks, so long as a minimum of five (5) feet is maintained from a property line.
- e. Frontage
- i. Each lot shall front on a public or City approved private street and shall have a minimum frontage width of fifteen (15) feet.
  - ii. On irregular shaped lots, a minimum street frontage of fifteen (15) feet shall be required. An irregular shaped lot includes any lot located on a cul-de-sac or adjoining a curved section of a roadway with the centerline radius of less than two (200) feet.
  - iii. No residential lot of record shall front on a Major or Minor Arterial or Collector street; except that:
    - (1.) rural residential lots having a minimum building setback line of one hundred (100) feet may front on rural roads and highways;
    - (2.) urban lots having front driveway access, an on-site turnaround to preclude vehicles backing into the street and a minimum frontage width of eighty (80) feet may front on a Collector Street; and
    - (3.) urban lots having a frontage of less than eighty (80) feet and rear lane access may front on Major or Minor Arterial and Collector streets.
  - iv. Double-frontage, or lots with frontage on two (2) parallel or non-intersecting residential streets shall not be permitted except where it is necessary to provide separation of residential development from traffic arterials or to overcome specific disadvantages of topography and lot orientation.

#### **4. Easement Planning**

Uniform and continuous easements shall be provided along lot lines to accommodate both municipal and private utilities and, where necessary, such other uses as bus bays and shelters, multi-use pathways and emergency access. Said easements shall be delineated on the preliminary plat and dedicated on the final plat. The subdivider shall be responsible for coordinating with the appropriate utility company or other responsible authority the continuation of easements established in adjoining properties.

a. Utility Easements

- (1.) Easements for water, sewer and storm sewer lines shall be a minimum twenty (20) feet in width or as outlined in the Engineering Development Standards.
- (2.) Easements for such other types of utilities as gas, telephone, fiber optic

cable, cable television shall be a minimum of five (5) feet in width when abutting the street lot lines, and at least three (3) feet in width when abutting interior lot lines.

- (3) For those subdivisions where rear drive lanes are provided, all utilities shall be located within the rear drive lane right-of-way or easement.

b. Utility Easements on Curvilinear Streets

For lots facing on curvilinear streets, utility easements or rear lanes may consist of a series of straight lines with points of deflection not less than one hundred twenty (120) feet apart. Points of deflection should always occur at the junction of side and rear lot lines on the side of the exterior angle. Curvilinear easements or rear lanes may be provided, as long as the minimum radius for the rear lane or easement is not less than eight hundred (800) feet.

c. Drainage Easements

Where a stream or important surface drainage course abuts or crosses the tract, dedication of a public drainage easement having a width sufficient to comply with the standards set forth in the *Engineering Development Standards*, shall be provided to permit widening, deepening, relocating, or protecting said water course.

d. Lot Areas

Land within a public street or drainage easement, or land within a utility easement for major power transmission (tower) lines or pipelines shall not be considered a part of the minimum required lot area except where lots exceed one-half (1/2) acre in area. This shall not be construed as applicable to land involved in utility easements for distribution or service purposes.

e. Bus Bay and Shelter Easements

Lots adjacent to arterial-to-arterial and arterial-to-collector intersections shall provide bus bay and shelter easements as follows:

- i. Bus Shelters – a minimum easement measuring 9' x 27'.
- ii. Bus Bays – a minimum easement measuring 11' x 175'.

f. Multi-Use Pathway Easements

Lots abutting existing or proposed designated multi-use pedestrian/bicycle pathway corridors shall provide an easement having a minimum width of twenty-five (25) feet.

g. Emergency Access Easements

Emergency access and fire lane easements shall be provided in locations where designated by the City Fire Department. Said easements shall have a minimum width of twenty (20) feet, with a minimum vertical clearance of thirteen (13) feet six (6) inches.

## **5. Subdivision and Street Naming and Numbering**

### **a. Subdivision Names**

The proposed name of a subdivision shall not duplicate, or too closely approximate phonetically, the name of any other subdivision in the City. The Community Development Director shall be the ultimate authority in the naming of a subdivision.

### **b. Street Names and Numbers**

#### **i. Duplication of Names**

The name of a new street shall not duplicate existing or platted street names in Maricopa County, or approximate such names in spelling, sound or pronunciation.

#### **ii. Continuation of Streets**

New street names shall bear the same name of any continuation of, or when in alignment with, and existing or platted street, wherever practical.

#### **iii. Street Names**

All street names shall be approved and/or reserved by the Community Development Director prior to approval of improvement drawings and specifications.

#### **iv. Street Addressing**

Street addressing for building development shall be assigned by the Community Development Department.

### **c. Street and Regulatory Signage**

The developer shall install all street name and regulatory signs required for the subdivision prior to the issuance of a Certificate of Occupancy for any residence on an approved subdivision street. Street name signs shall be placed at all intersections within and abutting the subdivision; the type and location of which shall be approved by the City Engineer. The subdivider shall be responsible for depositing with the City an amount of money equal to the cost of manufacturing and placing each sign required by the City Engineer at each intersection.

## **6. Utilities**

The City has determined the need to improve the visual character of the community through the undergrounding of most new and existing utility lines. This Subsection addresses the requirements for undergrounding utilities in conjunction with a development or redevelopment project that has been submitted for approval under provisions of the *SUDC*. The undergrounding requirements herein shall apply to primary distribution lines as well as secondary and service lines, for both on-site and off-site locations; except said requirements shall not be applied in a manner inconsistent with any franchise or license agreement that may exist between the City and any utility company.

a. Installation of Utility Lines

- i. New and existing utility lines, including, but not limited to, gas, electric power, water, sewer, storm drainage, telephone, fiber optic cable, cable television and overhead transmission lines having a line voltage of sixty-nine thousand (69KV) or less shall be placed underground. Application for waiver of the underground utility conversion requirements may only be made for electrical facilities with line voltage of 69KV or higher and only at the time of the subdivision plat approval process. Each such application for waiver shall be considered individually and acted upon by the city council in conjunction with the subdivision approval process.
- ii. As a condition of project approval, the development applicant of a project shall be responsible to make necessary arrangements with the affected utility companies for the installation of required underground facilities, including arrangements for the payment of any cost. The required undergrounding shall be completed prior to approval and occupancy of the project. In cases where utility undergrounding construction may not be completed at the time the rest of the project is completed, the developer shall produce written proof from the utility company(ies) that undergrounding will be accomplished with all necessary moneys having been paid to the utility company(ies).
- iii. New or relocated overhead or underground utility lines or poles within off-site areas of development shall not be installed unless a utility Right Of Way permit is granted by the City. New or relocated overhead or underground utility lines or poles within on-site areas of development shall not be installed unless a building permit is granted by the City.
- iv. The undergrounding of utilities shall apply to all situations where a governmental agency is acting as a developer/redeveloper or has initiated a construction effort which requires the relocation of existing overhead utility poles and lines. Nothing contained herein is intended to obligate a utility company to install such underground facilities without reimbursement from the governmental agency for any costs in excess of those not already the obligation of the utility company.
- v. Where the need to underground utility lines is generated by a combination of development/ redevelopment, utility system upgrade or extension, and/or governmental agency improvement projects, there shall be equitable allocation of the cost of undergrounding.

- vi. The undergrounding of utilities shall not apply to the normal maintenance and repair of existing utility poles and lines provided such maintenance and repair does not include any system upgrade; except that the undergrounding requirement shall apply regardless of the existence of easements for overhead lines.
- vii. All public and private utilities to be installed within the City shall comply with the design and construction standards set forth in the *Engineering Development Standards*.
- viii. In those instances where poles to be removed include street lights, the street lights will be replaced with freestanding poles and luminaries by the developer/redeveloper or the utility company when acting as a developer/redeveloper. Replacement of street lights shall comply with the *Engineering Development Standards*.
- ix. All underground utility lines to be installed in a street or other hard-surface area shall be constructed prior to the surfacing of such street. Service stubs for underground utilities extending to platted lots within the subdivision shall be placed to such length as not to necessitate disturbance of street improvements when service connections are made.
- x. Underground service connections to the street or rear property line of each platted lot shall be installed at the sub-divider's expense; except that, at the discretion of the City Council, the requirement for service connections to each lot may be waived in those cases where adjoining lots are retained under single ownership for the purpose of developing a single use.
- xi. New or existing overhead utility lines that are temporary in nature for the purpose of servicing construction or lands not developed to urban specifications shall be permitted provided said lines:
  - (1) are capable of serving only those land areas anticipated to be annexed to the City in the future;
  - (2) traverse the periphery of the development for a distance less than four hundred (400) feet (and provided that the developer has installed conduit to accommodate future undergrounding); or
  - (3) are distribution lines which will be removed upon future development.

b. Installation of Ancillary Utility Equipment

- i. Equipment appurtenant to underground facilities, such as surface-mounted transformers, electrical panel boxes, pull boxes, pedestal cabinets, service terminals, telephone splice enclosures, concealed ducts, or other similar above-ground facilities normally used with or as part of an underground utility system may be maintained above ground;

provided these appurtenances are not located along street frontage or at the entrance to a development, and are placed internally in the development and screened from public view. No equipment shall be placed which obstructs intersection views. No equipment shall be placed without prior review and approval of siting and screening plans by the City of Surprise Public Works and Community Development Departments.

- ii. Utility equipment serving residential and non-residential subdivisions, including, but not limited to, HVAC equipment, electrical transformers, utility poles, electrical and telephone panels and switch gear, generators, irrigation backflow prevention devices, natural gas pressure regulators, fire distribution valves and cable and junction boxes shall be located so as not to be visible from any street, pedestrian way or other public right-of-way. Said utility equipment shall be either screened from view or placed underground.
- iii. Utility equipment serving large commercial, office, industrial, and civic/institutional buildings shall be located in a utility room(s) within the building structure; or within a separate structure attached to the principal building on the site.
- iv. When undergrounding utility support equipment is determined not to be feasible due to a pre-existing land condition such as a high water table or excessive bedrock, or a technical or space limitation problem within the building itself would preclude an indoor location; the utility support equipment shall be located away from abutting streets and screened by one or a combination of the following techniques:
  - (1) a minimum six (6) foot high decorative, masonry wall enclosure consisting of sound absorbent and sound scattering wall materials; and/or
  - (2) landscaped earthen berm having a minimum height of four (4) feet that incorporates planting having a minimum height at maturity of six (6) feet, measured from the top of the berm. Berm landscaping shall consist of a combination of dense shrubbery and clusters of trees having a minimum three (3) inch caliper trunk measurement.
    - a. Chain-link and/or slat fencing shall not be used to satisfy screening requirements for utility and service areas.

## **7. Gated Communities**

Gated single- and multi-family residential communities may be permitted provided:

- a. the size of the gated community does not exceed forty (40) acres, with a minimum of thirty (30) percent of the gross land area set aside as improved open space;

- b. the planning and design of the community does not impede connectivity of streets, improved open space, multi-use pathways or other public improvements from adjoining and abutting property;
- c. that a minimum of seventy (70) percent of the walls and/or fencing used around the perimeter of the gated community shall be open with see-through view fencing; and that said view fencing is located to provide continuous visual connections with open space areas of adjoining properties.
- d. there are at least two (2) entry/exits to the community;
- e. the installation, improvement and ongoing maintenance of all streets, water and sewer mains, fire hydrants and any other infrastructure required by the City comply with the City's minimum operational standards, and are fully paid for by the developer;
- f. that the installation of drainage systems, retention basins, landscaping, parking, multi-use pathways, street/pedestrian way lighting, screening and buffering comply with the City's standards set forth in the *SUDC and the Parks and Trails Master Plan*;
- g. there is twenty-four (24) hour unimpeded emergency access, and access by such authorized maintenance and service providers as public works, utilities, mail and parcel delivery and cable;
- h. gate designs shall include emergency hardware to ensure proper emergency access to the satisfaction of the city fire, police, public works and utilities departments;
- i. one (1) pedestrian access gate shall be provided at each gated driveway entrance;
- j. such "anti-directional" devices as metal spikes that can cause tire damage shall not be allowed at entrances and exits;
- k. there is sufficient queuing space between the gated entrance and the gate controller to insure there is no interruption to street traffic, and to avoid vehicular stacking across sidewalks, streets, bike paths and similar facilities;
- l. the gate entrance is designed to allow vehicles to turn around within the driveway without backing into the adjacent street;
- m. the style and color of gates and other enclosures shall be coordinated with nearby structures; and

## **8. Phasing of Development**

The expeditious construction of any master planned development authorized under these provisions shall be undertaken to assure full completion of the development in accordance with the adopted preliminary and final plan.

- a. Each phase of development shall be related to surrounding areas and available public facilities in such a manner that failure to proceed to subsequent phases of the approved development will not adversely affect those areas or facilities.
- b. Each completed phase of development shall comply with all applicable standards set forth in the *SUDC*.
- c. Infrastructure, as installed, shall be sufficient to accommodate each phase of the development.
- d. Development projects to be constructed in phases shall be planned, designed and platted so that each phase, when completed, will function independently in terms of its vehicular and pedestrian circulation system, active and passive recreation and open space areas, parking, drainage, landscaping and pedestrian, vehicular and open space connectivity to future phases of the development as well as adjacent development.
- e. For any development to be platted and constructed in phases, the minimum size of the first phase of development shall be equal to ten (10) percent of the total gross land area designated and approved for development. Where both residential and commercial uses are contained in the development phase, a relative balance in the approved ratio of commercial gross land area to residential units shall be maintained.
- f. Prior to the applicant obtaining a building permit for permanent structures on the site, all streets that abut, traverse and/or connect with the first development phase, as well as all local streets platted for the first phase of development, shall be fully constructed in accordance with the street design standards provided in the *SUDC*. Additional off-site improvements may be also required by the City Engineer for the proposed phase.
- g. Prior to the applicant obtaining a building permit for permanent structures on the site, all utilities and drainage and erosion control measures that abut, serve and/or connect with the first development phase shall be fully installed in accordance with the *Engineering Development Standards*.
- h. Prior to the applicant obtaining approval to construct any subsequent phase of development beyond the first approved phase of development, all streets, roads, alleyways, street lighting, utilities and active and/or passive recreation and open space areas platted in the first phase of development must be completed prior to commencing a second phase of development.

**DRAFT**

# Chapter 7

## Community Circulation

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# Community Circulation Standards

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# Community Circulation Standards

## A. Purpose

The purpose of this Section is to prescribe minimum planning and design standards by which the City's community circulation system can be developed. For purposes of the *SUDC*, the community circulation system is defined as the hierarchy of local, collector and arterial streets, rural roads, parkways, freeways, highways, rear drive lanes, pedestrian, bicycle and golf cart pathways and equestrian trails that, when combined, will serve the total community. The community circulation system shall be planned, designed, sized, configured and constructed to:

- provide for the safe, efficient, and convenient movement of people, goods and services within, around and through the City;
- provide a highly interconnected vehicular and pedestrian circulation system with multiple direct connections to and between local destinations, including parks, schools, and shopping areas, as well as the regional transportation and vehicular circulation system;
- ensure the development of a streetscape that provides an attractive environment and enhances the character and image of the City;
- relate to and reflect existing and proposed land use and development patterns;
- accommodate anticipated increases in traffic volumes;
- provide for different modes of transportation; and
- encourage greater pedestrian, bicycle, golf cart and equestrian activity.

## B. Applicability

The provisions of this Section shall apply to the development and additions to existing development of land within the municipal boundaries of the City, unless expressly and specifically exempted or provided for otherwise in the *SUDC*. Specifically, the community circulation development standards set forth herein shall apply to all new subdivisions requiring site plan approval, and for developments requiring a zoning permit within the municipal boundaries of the City.

## C. Vehicular Circulation Requirements and Standards

### 1. Purpose

The following standards are intended to address specifically the planning, design, and development of all new streets, as well as other transportation facilities, within the City as set forth in the City's current *General Plan*, and as depicted in the current Transportation Plan.

## 2. Applicability

All development plans shall provide for, or accommodate, the streets and transportation facilities identified on the *current transportation plan*.

## 3. General Standards

The following general standards shall govern the implementation of the vehicular circulation component of the community circulation system; and ensure that new development complies with the City's desire to implement a street system throughout the City that is safe, efficient, convenient, pedestrian-friendly, and that has a high degree of connectivity.

- a. Proposed and existing arterials and highways designated as the City's *Transportation Plan* shall be located, aligned and sized to be compatible with, and connect to, the adjoining regional street and highway grid system in order to permit the efficient and uninterrupted flow of traffic throughout the region.
- b. Proposed and existing arterial streets designated as major continuous traffic carriers shall be spaced at one (1) mile intervals, and provide consistent interconnectivity with the major arterial grid system of the Metropolitan Area.
- c. To promote efficiency in the flow of traffic on major arterials, full median breaks for turning movements shall occur at not less than one-quarter ( $\frac{1}{4}$ ) mile intervals; with left-turn-only median openings spaced at not less than one-eighth ( $\frac{1}{8}$ ) mile intervals.
- d. In order to maximize carrying capacity of the major arterial street system, one-half ( $\frac{1}{2}$ ) mile spacing shall be maintained between traffic signals; with all signals speed-synchronized to promote the continuous flow of traffic and maintain consistency with a citywide "Traffic Control System Plan."
- e. Proposed and existing arterial streets shall be planned and designed to minimize interruptions to traffic flow by limiting the number of vehicular access points through optimum placement of driveways and the consolidation or elimination of curb cuts.
- f. Proposed and existing streets shall be developed to accommodate a variety of travel modes within the right-of-way by including separated pedestrian ways, bicycle paths, and, where appropriate, equestrian trails.
- g. Proposed and existing arterial and major collector streets shall contain landscaped medians in order to enhance the character and image of the City, provide a more intimate scale to neighborhoods, and minimize heat radiation.
- h. Landscaped medians shall contain low-maintenance, drip-irrigated landscaping that consists of tall, canopy-like trees and pines; as well as a significant number of continuous clusters of drought-resistant shrubbery, ground cover, and desert grasses.
- i. Streets shall not be wider than needed to accommodate demonstrated traffic demand; and they shall be designed to reflect the scale and character of development that they serve.
- j. Highways, parkways, and arterial streets designated as primary entryways and throughways for moving traffic in and around the City, shall be developed as major "image/identity" focal points for the City; and contain quality, dense landscaping and special, high-profile signage, lighting and furnishings to provide the motorist with a "sense of arrival" in, and character of, the community.

- k. Proposed developments shall provide traffic impact analyses of the development prior to receiving approval;
  - i. Projected traffic volumes, desired operating speeds, projected traffic types, and projected construction phasing shall determine street classification.
  - ii. Proposed streets shall be located, and their rights-of-way sized, in accordance with the intensity and density of land uses served, and the number of average daily trips generated by the uses. Narrower pavement widths shall be required for all local and collector streets in new residential development, provided the narrower pavement width accommodates projected average daily traffic counts generated by the area served, and does so without impeding the flow of vehicular and pedestrian traffic or full access by emergency response vehicles.
  - ii. Emphasis shall also be placed on the impact of truck traffic on adjacent development and the overall community circulation system of the development.

#### **4. Street Development Standards and Approval Criteria**

The following street development standards and approval criteria shall govern the layout and construction of any new street development or addition to an existing street within the City.

##### **a. Street Patterns and Connectivity**

For purposes of the *SUDC*, the “Local Street Pattern” shall be defined as the interconnected system of collector and local streets providing access to a development from an arterial street. The local street system of any proposed development shall be designed to be safe, efficient, convenient and attractive; and shall be used by all modes of transportation that will use the system, (including, without limitation, cars, trucks, buses, bicycles, pedestrians and emergency vehicles).

##### **i. General Standards**

- (1) The development of the City’s system of streets shall comply with those subdivision planning and design standards and regulations governing street and block layout as set forth in this chapter as well as the Engineering Development Standards.
- (2) All development plans shall contribute to developing a local street system that will allow access to and from the proposed development, as well as access to all existing and future development within the same section mile as that of the proposed development, from at least three (3) arterial streets upon development of remaining parcels within the section mile, unless rendered not feasible by unusual topographic features, existing development, or a natural area or feature.
- (3) The local street system shall provide multiple direct and internal connections to and between local destinations such as parks, schools, and shopping; as well as provide for both intra- and inter-neighborhood connections to knit developments together.
- (4) The local street system shall allow multi-modal access and multiple routes from each development to existing or planned neighborhood centers, parks,

and schools, without requiring the use of arterial streets, unless rendered not feasible by unusual topographic features, existing development, or a natural area or feature.

- (5) All new subdivisions shall provide adequate right-of-way through the subdivision to facilitate street connections to and beyond adjoining subdivisions.
- (6) All development plans shall incorporate and continue all sub-arterial streets stubbed to the boundary of the development plan by previously approved development plans or existing development.
- (7) While the City finds that gated communities are detrimental to establishing street connectivity, and thus the efficient movement of people and goods within the City, the City shall approve the development of gated communities provided the planning and design of the community does not impede connectivity of streets from adjoining and/or abutting property.

## **ii. Spacing of Streets**

- (1) Streets and street stubs shall be aligned to provide for continuous connections every one-quarter ( $\frac{1}{4}$ ) mile between subdivisions. In the event natural topographic features of the development site or other permanent open space precludes such connections, it shall be the responsibility of the development applicant to provide continuous connections to adjoining subdivisions that are aligned as closely as possible to the one-quarter ( $\frac{1}{4}$ ) spacing requirement.
- (2) All development plans shall provide for future public street connections to adjacent developable parcels by providing a local street connection spaced at intervals not to exceed six hundred sixty (660) feet along each development plan boundary that abuts potentially developable or re-developable land.

## **iii. Alternative Compliance**

Upon request by an applicant, the Community Development Department may approve an alternative street development plan that may be substituted in whole or in part for a plan meeting the standards of this Section.

### **(1) Procedure**

Alternative compliance development plans shall be prepared and submitted in accordance with submittal requirements for plans as set forth in the *SUDC*. The street plan and design shall clearly identify and discuss the modifications and alternatives proposed and the ways in which the plan will better accomplish the purpose of this Section than would a plan which complies with the standards of this Section.

### **(2) Review Criteria**

For the development applicant to receive approval of an alternative street development plan, the applicant must clearly demonstrate to the Community Development Department that the proposed alternative plan accomplishes the

City's purpose to create an integrated street pattern which maximizes street connectivity equally well or better than would a street plan and design which complies with the standards herein; and that, to the maximum extent possible, any reduction in access and circulation for vehicles retains facilities for bicycles, pedestrians, golf carts, equestrian trails, and transit.

The development applicant shall also demonstrate to the Community Development Department that the proposed alternative compliance street plan minimizes the impacts on natural areas and features, fosters non-vehicular access, provides for distribution of the development's traffic without exceeding Level of Service standards, enhances neighborhood continuity and connectivity and provides direct, local street access to any parks, schools, neighborhood centers, commercial uses, and employment uses within or adjacent to the development from existing or future adjacent development within the same Section mile.

**b. Street Classification and Development Profiles**

All classifications of streets shall be based upon the City's current *Transportation Plan and Engineering Development Standards*. Street design and construction standards for all new development, or improvements to existing development, shall be in accordance with all engineering standards set forth in the City's Engineering Development Standards Manual'

**Supplemental Street Development Profiles**

In addition to the street classification and development profiles set forth in the engineering development standards, development applicants must comply with the following supplemental street standards:

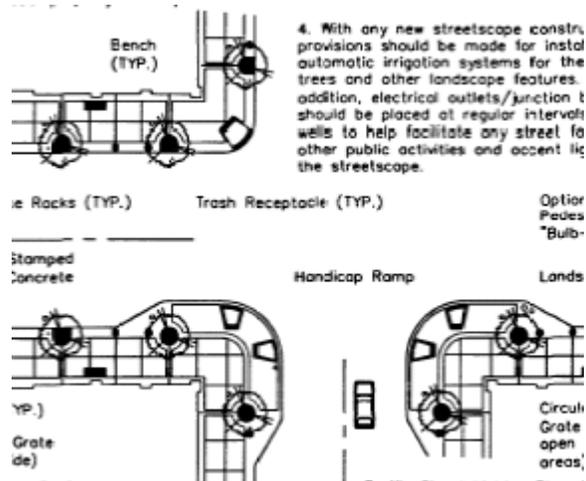
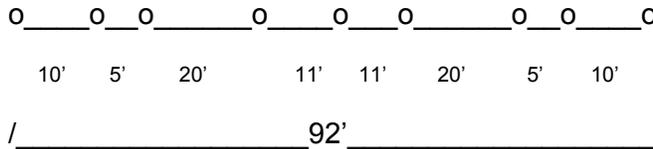
**i. Main Street**

Development proposed for Surprise Center, Stadium Village or other such mixed use urban, gateway and/or neighborhood center, shall be served by an urban street cross-section having the character of a traditional Main Street. Said Main Street shall contain the following characteristics:

- (1) Minimum right-of-way of ninety-two (92) feet;
- (2) Paved street width of sixty-two (62) feet, measured from back-of-curb, to include two (2) eleven foot (11) travel lanes and two (2) twenty (20) foot angle parking lanes;
- (3) Vertical curb and gutter;
- (4) Thirty (30) degree angle parking both sides of street;
- (5) Minimum five (5) foot wide urban streetscape zone between back-of-curb and edge of pedestrian zone;
- (6) Minimum ten (10) foot wide pedestrian zone, extending between the streetscape zone and build-to line;
- (7) Depending upon character of streetscape design, canopy-type trees, shrubbery and ground cover may be placed in the streetscape zone;

- (8) Curb bulbs at all pedestrian intersections; and
- (9) Street furnishings and lighting fixtures reflective of the character of development to be placed in streetscape zone.

MAIN STREET DRAWING



ii. Rear Drive Lane

In Traditional and City Center character patterns where residential units front on narrow streets, Rear Drive Lanes shall be constructed to provide access to properties where garage placement and access thereto is at the rear of the property; and to serve as a safe and secure multi-use pedestrian/bicycle pathway connecting the development with adjacent neighborhood development and the community open space system.

Easements, public and private, of such widths as necessary shall be provided on lots for utilities, public access, stormwater drainage or other public purposes as required and approved by the City Engineer. Rear Drive Lanes shall accommodate the underground placement of all utility lines serving the block and neighborhood layout, and shall be well-landscaped, architecturally-lighted, and paved to accommodate vehicular travel speeds not to exceed ten (10) miles per hour.

The “rear lane” shall contain the following characteristics:

- (1) Minimum right-of-way of twenty-four (24) feet;

- (2) A twenty (20) foot wide paved surface centered in the right-of-way, with pavement material, texture, pattern and strength selected to accommodate automobiles, garbage disposal trucks (when garbage pick-up is planned at the rear of the property), pedestrians, bicycles and fire or other emergency vehicles;
- (3) Two (2), six (6) foot wide well-landscaped strips located on either side of the paved area of the Rear Drive Lane. Landscaped strips shall contain a combination of trees and shrubbery and architectural lighting consistent with the character of the neighborhood. The placement, type, height and spacing of landscape and lighting shall comply with the landscape and lighting standards set forth herein;
- (4) Privacy walls, fencing and structures along the rear property line abutting the rear lane line shall not exceed four (4) feet in height, and shall have variable setbacks from the right-of-way line to create varying widths and visual openness along the length of the rear lane;
- (5) Ribbon curbs (no gutters) to permit natural recharge of groundwater shall be required; except or unless, because of drainage conditions, additional engineered measures are required by the City Engineer to facilitate stormwater runoff and drainage;
- (6) No parking shall be permitted on a rear lane unless parking bays or pull outs have been included and approved as part of the rear lane design; and
- (7) When the rear lane is also used to collect garbage, storage bins containing trash for pick-up shall be placed in screened and landscaped enclosures that are architecturally integrated into the design of the rear lane, and that are easily accessible by waste removal vehicles.

DRAWING (Rear Lane Drive)

Plan View and Cross-section

### iii. Cul-de-Sac

The City generally discourages the use of cul-de-sacs in order to encourage greater pedestrian and vehicular connectivity among residential neighborhoods except in areas where located within the City's Conventional Character Pattern, or within a foothill/hillside area or other area where topography, environmentally

sensitive lands and/or other public resource lands would prevent connectivity of the proposed development with existing and/or proposed adjoining developments. The use of cul-de-sacs shall comply with the following design requirements:

- (1) Cul-de-sacs shall be limited to a maximum length of three hundred (300) feet; except if topography is unusual or other site conditions warrant, the length may be extended upon approval of the City Engineer, provided the extended length does not exceed five hundred (600) feet;
- (2) Curb-separated sidewalks and landscape strips shall be provided along the stem and the diameter end of the cul-de-sac;
- (3) A diameter of twenty (20) feet in the center of the cul-de-sac shall not be paved, but shall be reserved for landscaping;
- (4) Where feasible, a dedicated public access and view easement having a width of not less than thirty (30) feet shall be provided at the end of a cul-de-sac to provide connectivity to adjoining streets, pedestrian/bicycle ways, and existing and proposed development; and
- (5) Cul-de-sacs shall be designed to ensure surface drainage toward the intersecting street; or through a dedicated access easement at the end of the cul-de-sac.

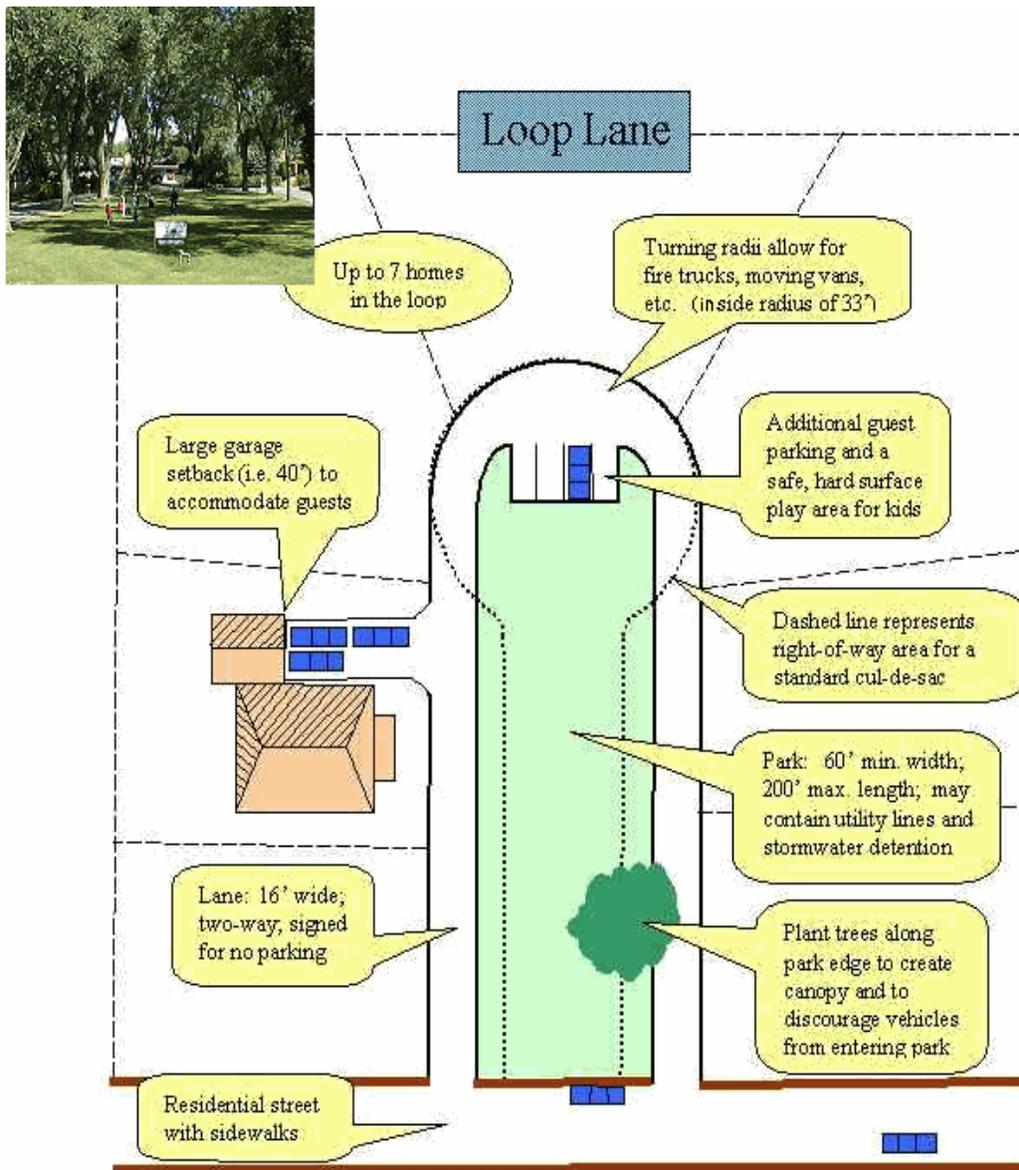
#### **iv. Loop Lane**

Loop Lanes shall be permitted when a proposed development is part of a Traditional Character Pattern, or where the development is proposed to be located in a foothill/hillside area or other area where topography, environmentally sensitive lands and/or other public resource lands would prevent connectivity of the proposed development with existing and/or proposed adjoining developments. Loop Lanes are intended to provide a park-like environment within the street right-of-way while providing safe and efficient vehicular access to single family detached home sites abutting the Loop Lane. A Loop Lane may also be used for higher density residential development provided sufficient off-street parking is provided. Where the use of Loop Lanes are approved by the City, the development applicant shall comply with the following design standards.

- (1) The loop Lane shall have the following dimensional standards:
  - (a) a two-way Loop Lane having a paved surface of twenty (20) feet with no sidewalks or curb and gutter; except curb and gutter shall be provided if necessary for proper drainage of the area;
  - (b) a five (5) foot wide landscape planting area for canopy trees on the outside of the Loop Lane;
  - (c) a minimum sixty (60) foot wide tract between the legs of the loop lane to be developed as a landscaped park, to accommodate utilities and stormwater runoff and to ensure separation where the ends of the loop abut the residential street providing access to the Loop Lane;
  - (d) a minimum inside radius of thirty-three (33) feet for the curved end of the Loop Lane; and

(e) a minimum of four (4) guest parking spaces located within a parking bay at the curved end of the Loop Lane.

(2) A Loop Lane shall be signed for no parking and two-way traffic and shall not extend inward from the abutting street more than three hundred (300) feet; except if topography is unusual or other site conditions warrant, the length may be extended upon approval of the City Engineer, provided the extended length does not exceed six hundred (600) feet;



## v. Eye Brow Streets and Corners

Where appropriate, and if an integral part of a residential development's street design, Eye Brow Streets and Corners may be allowed along local residential streets for purposes of providing more frontage for adding more lots. For purposes of the *SUDC*, an Eye Brow Street shall be defined as a semi-circular street similar to the rounded top portion of cul-de-sac that provides access directly from a local residential street. An Eye Brow Corner shall be defined as a bulb or semi-circular extension of a curb on one side of a street providing more frontage for adjoining residential lots. The use of Eye Brow Streets and Corners shall be at the discretion of the City Engineer, and in no case shall be used if the average daily traffic count is expected to exceed five hundred (500) vehicles per day or if within one hundred fifty (150) feet of a street intersection. Eye Brow Streets may be constructed with or without a landscaped island abutting the local residential street. Both Eye Brow Streets and Corners shall comply with the requirements for emergency fire vehicular access.

## **2 DRAWINGS**

### **1 of Street**

### **1 of Corner**

#### **c. Prohibited Streets Types**

##### **i. Dead End Street**

Dead-End Streets are prohibited; except those areas designed as permanent cul-de-sacs, or those required for future access to adjacent unplatted property. Temporary dead-end streets shall be permitted for purposes of giving access to, or permitting a satisfactory subdivision of adjoining land; and they shall extend to the boundary of the property.

Both permanent and temporary Dead-End Streets shall comply with the cul-de-sac right-of-way and design standards set forth herein.

##### **ii. Half Street**

Half-Streets and/or partial streets are prohibited except where necessary to complete a street pattern already begun, or where the dedication of the other half of the street is impracticable; except each case being subject to the review and approval of the City Council during the zoning or preliminary platting process. Wherever an existing half-street or partial street is adjacent to a tract of land proposed to be subdivided, the other remaining width necessary to create the street in accordance with the standards herein, shall be platted within the tract.

It shall be the responsibility of the developer to construct any proposed perimeter street that may abut, surround and/or provide access to the development. Where a development constitutes more than one phase of development, any perimeter street construction shall be completed prior to completion of the developer's first phase or in accordance with an approved phasing plan; and shall be constructed to comply with the full-width street cross-section required by the City to ensure that no half-street, partial street or off-set centerline street segments surround the development.

Any relief from having to construct the full street cross-section may only be granted to the development applicant in the form of partially installed curb-separated sidewalks, landscaping or other amenities that may be required by the City. If required, reimbursement for development of the full street cross-section by the applicant shall be in accordance with Section 16.03.050, Item D.4.

### iii. Private Streets

Private streets shall not be permitted unless, City Council finds that the most logical development of the land requires that lots be created which are served by a private street or other means of access, and makes such findings in writing with the following reasons.

#### (1) Allowable Private Streets

When allowed, private streets must:

- (a) be improved to City street standards, including an easement for utility and public safety access at least equal to the City standard right-of-way for local, residential streets, and shall not conflict with the City's adopted *Transportation Plan*;
- (b) serve at least three (3) residential lots, but not more than ten (10) potential residential lots; except within a planned area development, gated community or multi-family development;
- (c) not connect two (2) public streets;
- (d) have a turnaround with an improved radius consistent with the Engineering Development Standards, or an equivalent, workable maneuvering area approved by the City Engineer, when the end of said Private Street serves three (3) or more residential lots and is greater than one hundred and fifty (150) feet in length;
- (e) have street names and signs that are provided by the developer in accordance with City street sign specifications and located at the intersection of private streets with private and public streets; and located either within the public right-of-way or within a separate maintenance agreement;
- (f) be fully constructed in accordance with City standards prior to Final Plat recording; and

#### (2) Maintenance Agreement

The City shall not maintain streets, signs or drainage improvements on private streets. A private maintenance agreement between the developer and the City that is recorded by Maricopa County shall be required for any Private Street allowed. Said agreement shall clearly set forth the terms and conditions of responsibility for maintenance methods and standards, distribution of expenses, remedies for noncompliance with the terms and agreement, right-of-use agreements and other considerations. The agreement shall also create a Private Street maintenance fund and the annual assessment for property owners served by the Private Street.

(3) Limits of Liability

A statement shall be required on the face of any plat having an approved private street(s) that the Private Street(s) shall be maintained to City standards by the developer or an authorized homeowners' association at said developer or association's expense. All plats with a Private Street(s) shall contain the following language:

*“The City of Surprise has no responsibility to improve or maintain the Private Street(s) contained within or Private Street(s) providing access to the property described in this plat.”*

(4) Acceptance of Private Streets as Public Streets

No existing private street shall be accepted for designation as a public street unless it shall satisfy the following procedures and conditions:

- (a) The subject area must be platted or replatted in order to dedicate street rights-of-way, sidewalk, drainage and utility easements, and other easements as necessary for the platted area;
- (b) Where easement rights to any person, utility or corporation have been previously dedicated within the proposed rights-of-way, a release must be obtained from each person, utility or corporation agreeing to retain only those rights they would have in a public street right-of-way;
- (c) The existing street construction details must be certified by a licensed professional engineer as being in compliance with City standards; with said certification accompanied by surveys, sketches and test borings giving the paving material and thickness, cross-section, grades, vertical curves and drainage data, including storm drainage analysis of current conditions based upon the City's storm water management regulations and requirements;
- (d) The date of the street construction and a history of maintenance, including type of maintenance treatment and dates, must be provided to the City;
- (e) Street lighting that complies with City standards set forth herein shall be installed, unless the City determines that existing lighting or alternatives thereto, are sufficient and necessary to protect the character of the neighborhood. SLID (Street Light Improvement District) application may be required at the time of platting or replatting.

## e. Supplemental Street Design Requirements

The minimum street design requirements are found in the Engineering Development Standards

## f. Streetscape

Through the adoption of the City's *General Plan and this chapter*, the City has established that all new streets and improvements to existing streets shall include the development of a streetscape that clearly contributes to defining the desired image, character, urban structure and development pattern of the City as a whole, and of the neighborhood and/or community location served by the street. For purposes of the *SUDC*, streetscape shall be defined as the design enhancement components of the public right-of-way located between the curb and property line; including, where applicable, medians.

### i. Purpose

The purpose of the streetscape standards herein is to:

- (1) elevate the level of quality in the development of street amenities;
- (2) enhance street level design to attract pedestrian use;
- (3) develop a system of "pedestrian friendly"/pedestrian-oriented streets and walkways;
- (4) improve pedestrian and transit links among key activity centers and neighborhood districts;
- (5) emphasize, protect, enhance and accentuate the identity of entrances and edges of the City's primary Gateway Centers, office /commercial districts and civic/public/institutional areas;
- (6) promote continuity between public and private developments; and
- (7) provide for protection of air quality through mitigating effects of trees and provide shade and enhance the image and appearance of the community.

### ii. Streetscape Design Components

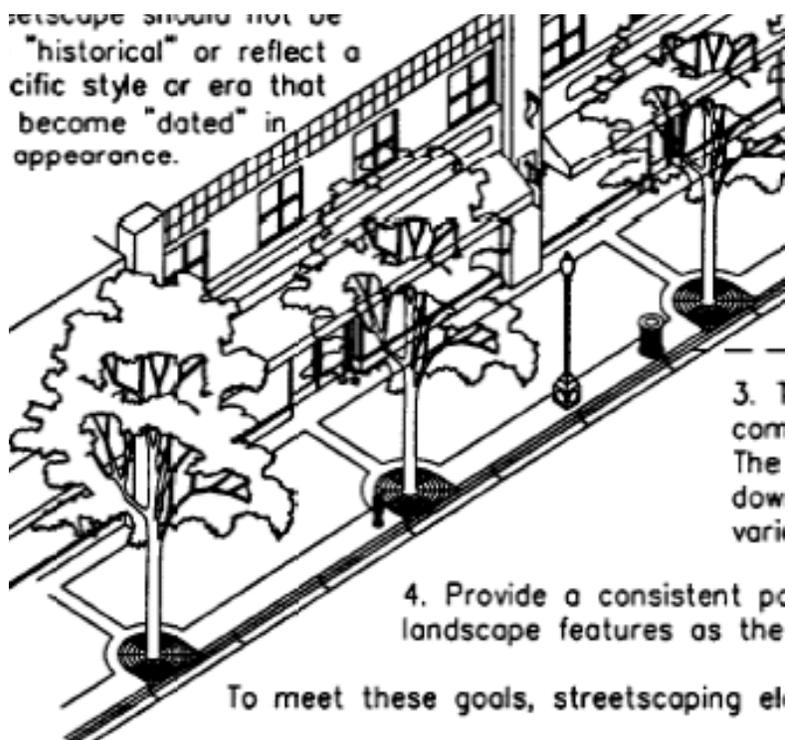
All streetscape design and construction, including medians and parkways, shall conform to the *Engineering Development Standards* as well as any other design requirements set forth herein that may be applicable.

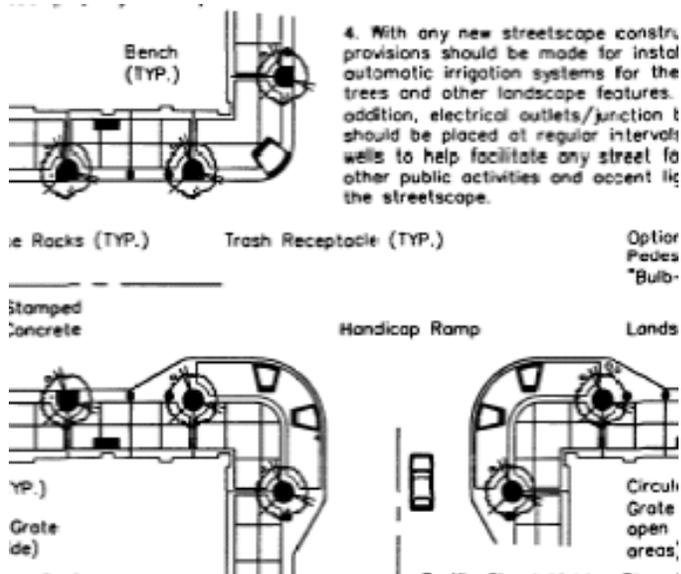
Any permits required pursuant to the implementation of the streetscape shall be obtained by the applicant before the construction of the street, streetscape, sidewalk, rear drive lane or other applicable public way is commenced. Streetscape design components shall include, but not necessarily be limited to such items as:

- (1) curb-separated sidewalks;
- (2) decorative and/or thematic street light standards and fixtures;

- (3) street trees and tree grates;
- (4) transit/bus shelters;
- (5) landscape medians and right-of-way buffers;
- (6) open space treatment;
- (7) paving textures and materials;
- (8) street furniture;
- (9) informational and advertising kiosks;
- (10) signage;
- (11) pedestrian, bicycle and equestrian trail treatment;
- (12) set back of buildings from the roadway;
- (13) building façade treatments; and
- (14) any other design components ancillary to the automobile road surface which combine to provide a distinct character and image for the street.

The following drawings illustrate the use of streetscape components in Gateway and other urban centers where there is high pedestrian activity.





iii. General Streetscape Requirements

All new construction shall meet the minimum standards for streetscape design set forth herein and the *Engineering Development Standards*. Development applicants and property owners shall be responsible for the installation, maintenance and repair of all streetscape components within and outside the public right-of-way where the street adjoins the applicant's property.

The streetscape shall include, but not necessarily be limited to the following items:

(1) Trees

Trees shall be planted in the streetscape. The type of tree, number of trees, size of tree and spacing of trees shall comply with the standards set forth in and the *Engineering Development Standards*.

(2) Other Streetscape Components

Curb-separated sidewalks, paving patterns, textures and materials, street and pedestrian lighting, street intersection markings, transit shelters, street furniture, pedestrian and bicycle paths, plant materials and signage shall be designed, constructed, maintained and repaired in compliance with the SUDC and *Engineering Development Standards*.

iv. Streetscape Requirements For Residential Development

In creating and enhancing the image and character of a residential development, all development applicants shall comply with the following requirements in the design and construction of the streetscape for new residential streets, and improvements to existing residential streets.

- (1) Local neighborhood streets shall be planned, designed and developed as “pedestrian-friendly”, tree-lined, streets where the high use of the street by pedestrians and cyclists is encouraged through the utilization of narrower street cross-sections, curb-separated sidewalks, canopy trees planted in the sidewalk/curb separation area, interconnectivity with neighborhood open space, pedestrian, bicycle and open space and decorative, low-level street lighting.
- (2) Lighting standards and signage shall be designed and located to complement the overall streetscape of the neighborhood.

v. **Streetscape Requirements for Non-Residential Development**

The City has established that streetscape development along arterial and collector streets serving commercial, industrial and public uses and facilities is a primary contributor in establishing the City’s desired image and character. All non-residential development shall comply with the following streetscape standards:

- (1) Major arterials serving Gateway Centers, key government and entertainment centers and other major urbanized commercial and office centers shall be developed with curb-separated and tree-lined sidewalks and bicycle paths, landscaped berms, public art, differing paving materials and patterns, broader landscaped setbacks for buildings and lighting and signage reflecting the theme or character of the area.
- (2) Advertising and informational kiosks, bus shelters, trash containers, street benches, bicycle racks and all other street furnishes shall reflect the character of the area in which they are located.

**d. Street Intersections and Visibility**

The following standards shall govern the layout and design of street Intersections; as well as control or eliminate any obstructions to visibility sight lines at street intersections.

i. **Visibility at Street Intersections**

The following regulations are intended to promote the safety of the general public through the design of safe street intersections and the elimination of any sight obstructions that could impair driver visibility and safe vehicular turns at street intersections.

(1) **General**

- (a) A required minimum Traffic Visibility Zone shall be maintained on each corner of property at the intersection of two (2) streets, a street and a Rear Lane Drive, a street and a rail track, and at the point where driveways, private drives, or entrances to common parking areas intersect with a public or private street right-of-way. For purposes of the *SUDC*, the Traffic Visibility Zone is defined as a triangular view easement consisting of both public and private property at any corner that is to be kept free of visual obstructions in accordance with the requirements set forth herein.

- (b) It shall be unlawful to install, set out or maintain or to allow the installation, setting out or maintenance of any obstructions that will impede and/or restrict the view necessary for the safe operation of motor vehicles within the Traffic Visibility Zone at any street intersection.
- (c) A Traffic Visibility Zone depicting line-of-sight, shall be shown at intersections on all landscaping plans, grading plans and preliminary plats where safe sight distance is questionable. In those cases where an intersection is located on a vertical curve, a profile of the sight line may be required.

(2) Obstructions Prohibited

A Traffic Visibility Zone shall contain no fence, structure, earthen berm, hedge, planting, shrubbery, wall, utility box, sign, un-pruned tree or other obstruction between the height of two and one-half (2½) feet and eight (8) feet above the elevation of the abutting roadway.

(3) Exceptions to Obstructions

This Section shall not apply to:

- (a) approved permanent buildings;
- (b) public utility poles;
- (c) trees not exceeding one (1) foot in diameter and trimmed to the trunk to a line at least eight (8) feet above the level of the street surface;
- (d) saplings or plant species of open growth habit that are not planted in the form of a hedge and which are so planted and trimmed as to leave in all seasons a clear and unobstructed crossview;
- (e) supporting members or appurtenances to permanent buildings existing on the effective date of the *SUDC*;
- (f) official traffic warning and control signs, poles or signals; and
- (g) places where the contour of the ground is such that there can be no cross-visibility at the intersection.

(4) Size of Unobstructed View Easements at Corner Lots:

Refer to criteria set in Engineering Development Standards for the size of the Traffic Visibility Zone or view easement.

(5) Enforcement

Upon determination by the City Engineer that an obstruction(s) exists within the visibility triangle, a notice to abate the public nuisance shall be delivered to the property owner by registered or certified mail. If the property owner fails to abate the public nuisance within fifteen (15) calendar days, the City shall be authorized to enter the property and take any action necessary to effect full compliance with the provisions of the *SUDC*. A fee totaling two (2) times the costs for removal of the obstruction(s) shall be charged to the property owner, and if not paid, shall become a lien against the property.

## **j. Driveway Access and Design**

The following standards and requirements are intended to ensure a reduction in the use of large non-porous expanses of paved driveways and excessive numbers of curb cuts along major arterial streets; and to facilitate a more safe and efficient movement of vehicles. Said standards are also intended to regulate the location, spacing, width, alignment, number and design of driveways and curb cuts along public streets.

For purposes of the *SUDC*, a driveway shall be defined as any approach or access that connects private property to the public right-of-way, but may be considered to extend onto private property when necessary to ensure safe operation of the intersection of the driveway and street. The standards are meant to apply to new developments that are not constrained by existing improvements or other limitations.

To the extent the City Engineer deems reasonable and possible, in-fill developments will be required to comply with these standards. The design and construction of driveways and curb cuts shall comply with the City's *Engineering Development Standards* and the Maricopa County Department of Transportation *Roadway Design Manual*.

### **i. General Requirements**

- (1) All new development shall ensure safe and efficient access to private residential and commercial/industrial lots; but in doing so, shall give due consideration to pedestrian and vehicular safety, the resulting interference with the movement of vehicular traffic and the interference with public improvements.
- (2) Driveways shall not be constructed at such locations or in such manner that water is diverted from the street onto private property. Likewise, the driveway may not be used as a drainage channel for onsite runoff.
- (3) Prior to commencing any work regarding the widening of an existing roadway and/or the construction of a new roadway, driveway and/or curb cut, the developer must obtain City approval prior to the removal and/or relocation of any public utilities, structures, plantings, or healthy trees that have a caliper measurement of six (6) inches or greater or a minimum crown height of fifteen (15) feet. Where mature trees are removed, the developer must replace the removed trees with trees that are a minimum size of 48 inch box. Said removal and relocations shall be accomplished at no expense to the City and shall comply with the landscape standards set forth in Chapter 3.
- (4) The location and number of driveways and curb cuts along major arterials shall be limited to provide access to multiple-family residential developments having five (5) or more dwelling units and non-residential uses. Separately leased or owned lots that are part of a larger center shall not be permitted separate driveway cuts.
- (5) Additional driveways and curb cuts shall not be permitted if it is determined to be detrimental to traffic flow and safety of adjacent public streets. Whenever a property has access to more than one (1) street, access to the property

shall be limited to the street having the lowest volume and where the impact of a new curb cut is minimized.

- (6) The number of driveways and curb cuts along major arterials shall be minimized through the use of shared driveways with adjoining uses; except shared driveways are not required when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent extending the street/driveway with reciprocal access in the future. Where feasible, the City shall require the use of shared driveways through the land use and development review process for traffic safety and access management purposes in accordance with the following standards.
  - (a) The use of shared driveways shall require the dedication of a joint-use private access easement on each affected property and the filing of a private maintenance agreement with the City. It shall be the responsibility of the owner or developer of the property required to have shared driveways to obtain easements on adjacent property as necessary. Access easements for the benefit of affected properties, shall be a condition of land use or development approval and shall be recorded for all shared driveways prior to occupancy. The City may, but shall not be required to, assist in the acquisition of offsite easements if the owner is unable to acquire them. With a request for assistance, the owner shall provide the evidence of a reasonable offer made to the adjacent property owner. Upon such a written request for assistance, the City may attempt to acquire these easements through negotiations. If the negotiations are unsuccessful, the request may be submitted to Council for consideration of acquisition through condemnation. In either case, the total cost of the acquisition and the cost of the easements shall be paid by the owner (developer). In the event the City elects not to acquire the property through condemnation, alternate driveway locations and designs in conformance with these standard shall be required.
  - (b) Shared driveways and frontage streets shall be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, the City shall require that they be stubbed to adjacent developable parcels for future extension.
  - (c) Individual non-residential lots or small tracts of land containing two (2) acres or less and that adjoin a larger undeveloped land area shall be granted a temporary access permit that shall remain valid only until the adjoining undeveloped land is platted and shared or consolidated access is provided to serve more than one (1) lot or parcel.
  - (d) Any new master planned non-residential development containing two (2) or more acres shall have shared driveway access, and on-site connected, cross vehicular and pedestrian circulation patterns to permit vehicular and pedestrian circulation between the new development and any existing or proposed developments adjacent thereto, without having to re-enter the major arterial street.
- (7) Non-residential parcels located adjacent to limited access roadways and other major highways and scenic routes such as Grand Avenue and Sun Valley Parkway shall have no direct access to or from such roadways and highways.

- (8) The location and placement of driveways and curb cuts for new development shall align with driveways and curb cuts that exist on the opposite side of the street, as well as with existing median breaks. In the event there is no median break, the driveway for the new development does not have to align with driveways on the opposite side of the street.
- (9) When an application for building permit or change in property use results in changes in the type of driveway operation, and the driveway is not in conformance with this standard, the reconstruction, relocation, conformance of the access to the standards herein or closure of the driveway may be required. For purposes of this Section, a change in the use of the property shall include, but not be limited to a change in type of business; expansion in existing business; a change in zoning and the subdivision of land that results in the creation of two (2) or more land parcels. Change in property use does not include modifications in advertising, landscaping, remodeling, general maintenance or aesthetics that do not affect internal or external traffic flow or safety.
- (10) If, in the opinion of the Community Development Department and City Traffic Engineer, the driveway is no longer needed, the owner of the property shall be notified to restore the street pavement, curb, gutter and sidewalk to the same condition as the adjoining street pavement, curb, gutter and sidewalk. Whenever any owner shall have been notified to restore the street pavement, curb, gutter and sidewalk as provided in this subsection and shall fail to comply within ninety (90) days after receipt of such notice, the City shall proceed to repair such pavement, curb, gutter and sidewalk, and when so restored by the City, the cost of such repair shall be paid by the owner of such abutting property. The City may not require driveway revisions unless one or both of the following access change conditions has occurred.
  - (a) The existing use of the driveway is projected, in the opinion of the City Traffic Engineer using generally accepted transportation engineering standards, to increase in actual or proposed daily vehicular volume on the driveway by twenty percent (20%) or more; and/or
  - (b) The change in the use of the property or modifications to the property restricts the flow of vehicles entering the property in a manner which is anticipated to disrupt normal traffic flow on the public street, thereby creating a hazard.
  - (c) The City shall not issue a building permit for any construction, remodeling or repair on an existing residential or non-residential property unless the owner of the property complies with the restoration provisions set forth above.
- (11) The use of porous paving materials in driveways shall be allowed in order to promote groundwater recharge. The use of porous materials shall conform to Federal ADA standards.

ii. Driveway Design Standards

- (a) Driveways shall be designed and constructed in accordance with standards set forth in the Engineering Development Standards.

**k. Residential Driveways and Curb Cuts**

- (1) Driveway access to a residential lot from any arterial street shall not be permitted unless that lot has no other public access. If such a driveway is approved on an arterial, an off-street maneuvering area approved by the City Engineer shall be provided to ensure that vehicles will not back into the public street. Driveway access to a residential lot from a arterial may be denied if:
  - (a) the lot has access to a local street; and/or
  - (b) the proposed access would create a traffic flow or safety problem;
- (2) The number of driveways in a residential development shall be limited to one (1) driveway for every one hundred (100) feet of street frontage; or one (1) driveway for every residential lot.
- (3) Driveways and other parking shall not comprise more than thirty (30) percent of the front yard lot area of a detached single family home; nor fifty (50) percent of the front yard lot area of a two (2) or more family residential unit. Circular driveways and similar circulation shall be permitted within the front yard so long as no long term resident parking occupies such circular drive, and the square footage for driveway, parking and other impervious surfaces combined does not exceed the allowable percentages shown herein.
- (4) Driveway entrances shall not comprise more than thirty (30) percent of the front lot line of a single family, detached residential parcel, nor more than fifty (50) percent of the front lot line of any multiple-family or non-residential parcel.
- (5) Driveways serving single-family residential units shall not be permitted within corner curb returns. The edge of a driveway shall be at least eight (8) feet from the end of the corner curb return.
- (6) A residential driveway shared by two (2) or more properties shall have a minimum throat width of twelve feet (12'). A joint-use private access easement shall also be required.
- (7) Corner and double frontage residential lots shall be limited to only one (1) driveway.
- (8) The nearest edge of any driveway curb cut shall be a minimum of five (5) feet from a property line or at grade utility such as a drainage drop inlet unless specified as otherwise herein. The nearest edge of the driveway shall also be a minimum of five (5) feet from the projection of any above ground utility such as utility pole, traffic signal, or fire hydrant. The driveway shall be a minimum of 12 feet from any street tree. Water and sewer lines from the street to the house must be located outside of the driveway.
- (9) Shared residential driveways may be required for adjoining residential lots on major or minor arterial streets to reduce the number of access points along those streets. To provide adequate vehicle storage and maneuvering area, a minimum twenty foot (20') driveway space shall be required between the street right-of-way and all garages or other structures served by the driveway. For side-yard driveways to local streets, a fifteen-foot (15') driveway space shall be allowed. A minimum twenty-four foot (24') maneuvering space shall

be required for all rear lane garages which may extend into an adjacent access easement or alley.

## I. Street Medians

In an on-going effort to enhance the City's image and create a "sense of place" for those traveling within and through the City, the City requires that landscaped street medians be constructed within the right-of-way of existing and proposed major arterials, minor arterials, collector streets with medians and parkways.

Additionally, at the option of the City, "entry statement medians" may be required on collector and local residential streets where they intersect with a major or minor arterial at the entrance to a neighborhood.

### General Requirements

- (1) The development applicant shall be responsible for the construction and landscaping of a street median within an arterial or collector street right-of-way at the time of construction of the street or streets abutting the proposed development.
- (2) Proposed and existing arterial and major collector streets shall incorporate low maintenance, drip-irrigated, well-landscaped medians that contain a significant and appropriate number of continuous, randomly clustered, drought-resistant plant materials, including mature ground cover and canopy-type trees that comply with the Arizona Department of Water Resources plant material list.
- (3) No plant or tree material shall be used in a street median that is fruit bearing, contains seed pods or thorns, or has a weak or fragile branch structure that is susceptible to breaking during wind or rain storms.
- (4) Adequate public notice shall be given to all property owners or tenants whose existing or future access could be altered by the construction of a curbed median. Said notice, and ensuing public meeting shall be in accordance with the notification and approval process set forth in the *SUDC*.
- (5) Maintenance of medians, after city acceptance and the end of any warranty period shall be the responsibility of the city unless modified by separate agreement.

#### a. Traffic Calming

In keeping with the City's desire to reduce the speed of motor vehicles on new and existing residential streets, and to enhance neighborhood livability as well as pedestrian, bicycle and golf cart safety, traffic calming measures shall be integrated, as appropriate, into the design of new streets; as well as along those existing streets where new development or major redevelopment of a property occurs.

## D. Transit System Requirements and Standards

### 1. Purpose

The following transit requirements and standards are intended to ensure that the planning, design and development of new residential and non-residential projects,

including City public works projects, comply with the adopted Transit Plan set forth in the City's *General Plan*; and that new development, including projects that create high activity centers such as shopping malls, Gateway Centers or high-density residential areas, contributes to achieving an efficient, long-range, multi-modal transportation system that provides local and regional access to residential, commercial, industrial, civic, open space and recreational uses in the City.

## **2. Applicability**

Transit requirements and standards shall apply to all new development, and are included herewith to guide developers, planning, design and engineering professionals and City staff regarding the provision of transit amenities in all new projects. New development shall provide for, and safely accommodate, existing and proposed transit facilities and amenities; or provide for appropriate mitigation of impacts created by the development. No development shall be approved without complying with the transit requirements and standards set forth herein.

## **3. General Requirements and Standards**

The following general requirements and standards shall govern the implementation of the City's adopted Transit Plan as provided for in the *General Plan*, which from time to time may be amended. Said standards and requirements shall guide the planning and design of new projects to ensure the integration of, and connectivity to, existing and proposed transit facilities.

- b. All development located on an existing or planned City or regional transit route shall, when required, provide a transit stop and other associated facilities such as bus turnouts, landscaped and lighted bus shelters, and special paving materials, that are connected to the development's pedestrian, bicycle, golf cart and park/ride system and facilities, except that the City Traffic Engineer may determine that adequate transit facilities already exist to serve the needs of the development.
- c. All development located on existing transit routes will accommodate the transit facilities by providing the facilities at the time of construction and in accordance with the Detail Standard Drawings provided in Engineering Development Standards..
- d. All development located on planned transit routes will accommodate said transit facilities by including the said facilities in the development plan and escrowing funds for their construction at the time transit service is provided to the development.
- e. The location of existing transit routes shall be defined by the City's Transit Plan in effect at the time the development application is approved. The location of planned transit routes shall be defined in accordance with the current City's *General Plan*.

**DRAFT**

# Chapter 8

Design  
Requirements



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## **A. Purpose**

It is the goal of the City of Surprise to possess an aesthetically pleasing, natural and built environment by promoting responsible and creative development. The purpose of the Character Pattern is to ensure that development conforms to the goals, objectives and requirements adopted and contained in the Surprise General Plan. In order to proceed in the design of any development, a fundamental understanding of these requirements and how they relate to one another is essential.

## **B. Building Form and Architecture**

The City of Surprise's character, image and identification is based, in large part, upon the architecture of its buildings; and how well those buildings are located and oriented on a site to relate to one another and the surrounding elements. A building's size, shape, height, mass, color, materials, texture, roof-line, roof treatment, and window and entryway placement combine to give the user and passer-by a specific image and identification for a particular development; and in turn, the community as a whole. The following guidelines are intended to encourage excellence in the design of buildings proposed for new residential, commercial, office, civic, institutional and industrial development in Surprise, and to foster development that is consistent with the character and rural/urban form reflected in General Plan 2030.

### **1. General Architectural Guidelines**

Guidelines address possible approaches to the design of structures focusing on building scale, shapes, massing, heights, colors, materials, roof treatments, facades and building site orientation to achieve diversity and design excellence in residential and non-residential development.

### **2. Building Form/Scale/Bulk/Height/Rhythm**

- a. Diversity of quality residential and non-residential architectural design shall be encouraged throughout the City; with the design of projects reflecting a general continuity and harmony consistent with the general style and character of the community, while at the same time providing new, creative, forward-looking and dynamic approaches to design.
- b. Public/civic buildings shall be "image making" and designed to reflect their significance as primary focal points of community pride and activity.
- c. Design of buildings, including building style, form, size, color and material, shall take into consideration the development character of adjacent neighboring areas.
- d. Structures shall be designed to create pleasing transitions to surrounding development; with the size, massing and height of the

- structure relating to the prevailing scale of adjacent development.
- e. Taller buildings shall be made to appear less imposing by stair-stepping building heights back from the street, breaking up the mass of the building, and/or by providing a broader open space/pedestrian plaza area as foreground for the building.
  - f. Multiple buildings on the same site shall be designed and grouped to create a cohesive, visual relationship among buildings, while at the same time, provide for pedestrian plazas, open space and view corridors to surrounding mountains.
  - g. Building design and siting shall consider solar orientation, as well as climatic and other environmental conditions.
  - h. Monotonous look-a-like structures shall be discouraged. Every effort shall be made to design buildings that create a visually interesting “building rhythm” by varying building form, volume, massing, heights, roof styles and site orientation.
  - i. The concentrated use and location of stylized buildings as advertising shall be generally discouraged.
  - j. High quality “stylized” or “theme” architecture that is characteristic of a particular historic period or forward- looking architectural trend shall be permitted, provided it generally reflects, and is consistent with, the architecture of the area, and maintains architectural continuity and harmony with the community as a whole.
  - k. Building design and siting shall consider solar orientation, as well as climatic and other environmental conditions.
  - l. Building design and orientation on the site shall encourage safety and privacy of adjacent outdoor spaces, and shall reduce noise and odor impacts received from, or generated by, the development project.

### 3. Building Facades

- a. Building facades shall reflect design intent of the structure, while at the same time, provide an architectural “face” that relates to surrounding structures and streetscape; and contributes to the neighborhood and community character.
- b. Exterior building design, as well as architectural details related to color, type and application of materials and building form shall be coordinated for all elevations of a building to achieve harmony and continuity of design.
- c. The rear and side of buildings, especially those visible from adjacent streets, shall be aesthetically enhanced and of an architectural character comparable with the front of the building.
- d. A variety of architectural design features, techniques, patterns, materials and color shall be used to create variety and visual interest in the facade of buildings, provided the uses of such features are coordinated, related to the overall design of the structure and result in a unified design of the structure.

- e. Building facades shall utilize recessed entryways and windows, groupings of windows, horizontal and vertical offsets and reveals and three-dimensional detail between surface planes, to create shadow lines and break up long continuous flat wall areas.
  - f. To facilitate the general public and emergency response services, all building facades must contain conspicuously placed street address numbers that are: sized appropriately to be seen from public rights-of-way and emergency services access; and consist of a material and style compatible with the character of the building.
4. Roof Architecture and Treatment
- a. When appropriate to the style of a building, a variety of simple roof forms, including gable, shed and hip, used alone or in combination, are encouraged for all new development in order to add visual interest and diversity to the City's "roof horizon" and to avoid the "sameness" of roof styles.
  - b. Site orientation of residential structures, as well as variations in roof styles and heights, shall be encouraged to prevent the creation of monotonous roof lines and look-alike roof orientation in new residential development.
  - c. Roof design for new residential development shall vary, yet maintain the prevailing character and scale of the neighborhood, and in particular, immediately adjacent structures, through the use of color and form.
  - d. Full roof architecture utilizing simple roof forms is encouraged for all new commercial and industrial development; while long, continuous mansard roofs, false mansard roofs, large expanses of flat roofs and veneer parapets are discouraged.
  - e. Rooflines of large buildings shall vary in height and setback to reduce the apparent scale of the building, break up long continuous horizontal facades and minimize their overall visual impact on surrounding development
  - f. The use of architectural features such as three dimensional cornice treatments, enclosed parapet wall forms and details, and overhanging eaves are encouraged to enhance the architectural character of the roof.
  - g. Flat roofs shall only be used in conjunction with other roof styles if they are consistent with a particular style of architecture and incorporate decorative parapet forms and walls that are an integral part of the overall architecture of the building.
  - h. Parapet walls shall be designed and constructed in a manner to appear as a solid, three-dimensional form rather than a veneer.
  - i. Roof-top plumbing, vents, ducts, air conditioning and heating equipment, communication antennae and any other mechanical or electric equipment shall be located away from public view; and

screened in a manner so as not to be visible from any angle or any height outside a building.

- j. All rooftop screening shall be part of the articulation of a building and not appear as an afterthought; and shall be architecturally compatible with the primary structure.
- k. Chimneys, roof flashing, rain gutters, downspouts and other roof protrusions shall be painted and finished to match the color of the adjacent surface, unless being used expressly as a trim or accent element.
- l. Solar panels located on rooftops shall be placed consistent with roof pitch, and sized and colored so as to appear as an integral part of the overall roof design.

## 5. Colors and Materials

- a. Variation of colors in roof and facade treatment in residential development is encouraged, provided the color variations maintain harmony and consistency with the overall character of surrounding buildings.
- b. Colors that are compatible with the general arid environment of the community, and that help reduce reflected heat and glare into public areas, are encouraged.
- c. The use of accent colors, especially in commercial areas, shall be encouraged to provide a festive and lively streetscape.
- d. The use of bright or intense primary colors shall be moderated, and permitted only in areas where their use would not overwhelm surrounding development or create an uncoordinated or cluttered-looking building.
- e. More subtle, less intense colors shall be used on larger, more plain-looking buildings, while the use of a greater variety and intensity of color shall be reserved for smaller structures.
- f. Color shall be used to accent entryways and special architectural features of a building.
- g. Materials utilized for buildings shall reflect the climate of Surprise; shall be durable and of high quality and non-reflective or heat generating.
- h. Building materials and finishes shall reflect the context of the site and the neighborhood.
- i. A change in the use of building material on a structure shall reflect a change in the plane of the structure.
- j. Materials applied to any building elevation shall wrap around onto adjoining walls of the structure to provide design continuity and a finished appearance to the building.
- k. There shall be a consistent use of building materials on a structure, with the use of a variety of many different materials on the same structure minimized to avoid a cluttered-looking structure.

## 6. Window and Door Placement

- a. The size and proportion of windows and door openings shall be consistent with the scale of the building; reflect the character of the neighborhood and be compatible with immediately adjacent buildings.
- b. Windows and doors shall be aligned and sized to bring order to the building façade.
- c. Windows and doors shall be sufficiently recessed and placed to create façade patterns that add variety and visual interest to the building design.
- d. Windows in residential development above first floors shall generally have a pattern similar to that of the first floor to unify the façade of the structure.
- e. The number of windows and their placement and treatment shall reflect the climate of the area and contribute to the building's energy efficiency and conservation.
- f. Window and door placement for "big box" commercial and industrial buildings shall be sufficiently recessed to create shadows and provide noticeable breaks in facades.
- g. Awnings over windows and doors are encouraged, provided they are an integral part of the architecture of the building and reflect the design and character of the structure.
- h. Building entryways shall be designed and sized appropriately to reflect the use of the building and pedestrian traffic related to the use.
- i. Doors and entryways shall be designed and located to provide immediate identification of the building's entryways.
- j. Doors and entryways for all commercial and office centers and civic buildings, shall be designed and located to portray the importance of the building and its relationship to external pedestrian circulation systems.

## 7. Building Details

- a. Building and site details related to utility boxes, transformers, generators, chiller farms, mailboxes, trash bins and air-conditioning units shall be integrated into the overall design of the building and development.
- b. Unsightly utility boxes, transformers, generators, chiller farms, air-conditioning units and trash bins shall be screened from view, yet remain accessible for servicing.
- c. Design of and enclosures for accessory elements such as mailboxes, trash bins, and security huts and gates shall be compatible with the architectural style of the project in which it is located.
- d. Group mailboxes for new residential development shall not be freestanding, but placed into an architectural form that is strategically and conveniently located throughout the development as a part of the development's pedestrian open space and circulation system.

- e. The rear and side of commercial and multi-family residential buildings, especially those visible from adjacent streets, shall be aesthetically enhanced and of an architectural character comparable with the front of the building to create a lively atmosphere along the street as well as internal to the site.
- f. In order to preserve the character of our city streets, no delivery, loading, dock, mechanical, electrical, trash removal door or utility shall be located on the community entryways, major or minor arterials. These items shall be located in the least obtrusive manner, preferably on a less prominent and visible side of the building and shall be adequately screened from public view.
- g. For all commercial and industrial buildings metal siding may be used as an exterior finish material as long as the amount used does not exceed twenty-five percent (25%) of the total building area and provided it matches or complements the building color and/or material scheme. Further, such metal siding shall be a “standing seam” type or equivalent quality. Other architectural metals, such as bronze, brass, copper and wrought iron, may be used and may exceed the twenty-five percent (25%) area limit.

### **C. Commercial**

1. Large commercial and civic development shall incorporate decorative paving patterns, traffic “calming” devices, landscaping, street furnishings, lighting and open space setbacks at onsite street intersections. If decorative paving, traffic “calming” devices, landscaping, street furnishings, lighting and open space setbacks are used in the Right of Way it shall require the approval of the Community Development Director and City Engineer for maintenance coordination. Such improvements shall be designed to accommodate persons with disabilities.
2. Street layout shall be designed to accommodate automatic side load style sanitation collection vehicles. Uninhibited access shall be provided to the 90 gallon rolling containers used for trash and recycling collection. Stub streets, “T” Streets, or dead end streets may require residents to transport their containers to an area of an adjacent street where sanitation access is available. Alleys, streets, and cul-de-sac layout shall accommodate the width and turning radius of side load style sanitation trucks. On street parking shall be designed to accommodate uninhibited access for curbside sanitation collection.
3. Non curb-separated sidewalks may be allowed in commercial urban/downtown centers or urban/downtown style multi-family/single-family developments. Characteristics of urban/downtown developments, such as, larger pedestrian friendly sidewalks (8’ or greater), pedestrian scale lighting, and tree-grates; will be required when developing in an urban setting. All pedestrian crossings shall incorporate ramps for persons

with disabilities, and shall not be designed with a 90 degree curb. Attention to textured details shall be used for persons with visual disability. Truncated domes shall be used in accordance with current adopted building codes.

#### **D. Open Space and Common Areas**

Vital to the enhancement of the City of Surprise's character, image, and quality of life, is the development of a comprehensive open space system to provide structure to the growing urban form and connectivity of residential, commercial and civic uses as set forth in the General Plan 2030. For purposes of this Manual, open space is defined as either natural or developed public and private lands and water areas that are utilized for active and passive recreation purposes. Common areas are defined as passive private and public open space utilized as plazas, terraces, courtyards, patios, and pedestrian ways located within and oriented toward the interior of a site. These guidelines provide ideas and suggestions for developing and integrating environmentally sensitive land areas; floodways; washes; floodplains; retention basins; streets; regional, community and neighborhood parks; greenways; bicycle and equestrian trails; pedestrian plazas; common areas and access ways into a continuous, comprehensive open space system linking all parts of the City.

##### **1. Floodplains, Washes and Retention Basins**

- a. Any development site, or portion thereof, that is located within, or immediately adjacent to, a defined floodplain area shall be engineered and improved to ensure that structures on the site have their lowest floor elevation above the base flood elevation for the area.
- b. In the event costs of engineering improvements for flood protection of a development site, or portion thereof, exceed the benefits to be accrued from the improvements; or the improvements would significantly affect flooding beyond the site, then the site, or portion thereof affecting flooding beyond the site shall be considered as possible permanent open space land.
- c. Residential and non-residential structures or improvements shall not be permitted in floodways and washes; and structures adjacent to floodways and washes shall be set back from the high water mark a minimum of seventy-five (75) feet.
- d. Floodways and washes throughout the City shall be developed as linear parks containing pedestrian, bicycle and equestrian ways, all of which shall connect to, and be an integral part of, the community open space system.
- e. Where a floodway or wash traverses a development site, the floodway or wash shall be set aside as open space and improved using

environmentally sensitive channel and bank stabilization techniques to provide a naturally appearing restored, enhanced and stabilized floodway or wash. Under no circumstance shall the channel or sides of a floodway or wash be paved over in concrete.

- f. New developments traversed by a floodway or wash, the developer shall be encouraged to landscape and develop a floodway or wash as a linear park containing pedestrian, bicycle and/or equestrian trails that tie to and connect with adjacent open space and trail systems.
- g. Upper edges of floodways and washes shall be stabilized and landscaped and developed with pedestrian and bicycle paths and equestrian trails that connect to adjacent open space and trail systems.
- h. New residential and non-residential development shall require a drainage analysis to determine the need, and the extent of the area required, for retention basins on the site.
- i. In the event retention basins are required for developed and landscaped to accommodate active or passive recreation; and located and oriented to tie to other open space areas of the development and connect either physically, functionally, and/or visually with open space in adjoining developments.

## 2. Pedestrian, Bicycle, and Equestrian Trails

- a. New development shall incorporate, where appropriate, pedestrian walkways, bicycle paths and equestrian trails as an integral element of the open space system of the development, as well as that of the total community.
- b. The pedestrian, bicycle and equestrian trail network shall provide physical and visual structure to the design of the development, and be located and oriented to connect with and reinforce the continuous community open space system.
- c. Pedestrian, bicycle and equestrian trails shall be a part of the linear park and open space system of the community, and landscaped, lighted and furnished to provide shade and rest areas in order to encourage their extensive use as a secondary mode of travel and access throughout neighborhoods and the City.

## 3. Surprise Parks and Trails Master Plan

- a. Regional, community and neighborhood parks shall be located and developed as the principal components of the City's overall, interconnected, Parks and Trails Master Plan.
- b. Parks shall be interconnected by the community open space system and located along and adjacent to principal pedestrian ways, bicycle paths and equestrian trails.
- c. The open space component of new residential and non-residential development shall, where applicable, tie to the City's broader open

space system, and ultimately, to the hierarchy of parks planned throughout the City.

#### 4. Streets as Open Space

- a. Streets shall be planned and designed to reflect the image and character of the community; serve as the primary means of bringing order and structure to new urban development; and serve as the principal element with which to link all open space areas of the City into a fully integrated and comprehensive open space system.
- b. New development shall reflect a knowledge and awareness of the community's desire to plan, design and construct new major streets and thoroughfares that abut, surround or lie within a development, so that they provide a more intimate street scale that is visually enhanced by reduced pavement widths, and the addition of landscaped medians, and landscaped and furnished, pedestrian and bicycle ways.
- c. Street rights-of way shall be planned and designed incorporating landscaping, furnishing and lighting techniques to encourage high pedestrian usage and reinforce the community's continuous open space system.
- d. Major entryways providing access to new residential and non-residential development shall be designed and constructed using decorative block paving patterns, landscaped open space set back areas and lighting to enhance the identity and character of the development and provide linkage to the community open space system.
- e. Major new large acreage commercial and civic development shall incorporate decorative paving patterns, traffic "calming" devices, landscaping, street furnishings, lighting and open space setbacks at onsite street intersections.

#### 5. Common Areas

Guidelines provide approaches and techniques for the planning and design of plazas, terraces, courtyards, arcades and other common area open space in higher density residential, mixed use, and commercial/office/civic developments that can be constructed and furnished to enhance the character and identity of the development; create a pedestrian/user friendly environment; allow access in and around the common area and provide connectivity to surrounding and adjacent external open space areas.

##### a. Plazas and Courtyards

- i. Paved and landscaped plazas shall be incorporated in all new high density residential, mixed-use and

commercial/office/civic/institutional developments as a critical element in establishing a “sense of place”; entry setting, identity and character for a building, or group of buildings; the core of pedestrian activity for the development; and providing a tie to adjoining public open space areas.

- ii. Plazas in non residential areas shall be designed with uninterrupted lines-of-sight to and from public sidewalks; with physical access provided from the public sidewalk or adjoining open space to plazas.
- iii. Plazas shall contain broad multi-level planes and such visual features as fountains, water gardens, garden areas and public art.
- iv. Mixed-use and commercial/office developments shall locate and orient retail shops, restaurants, offices or other activity-generating uses at the edges of plazas.
- v. A minimum of twenty (20) percent of a plaza’s surface area shall be set aside as landscaped area. The landscaped area shall include non-reflective paving materials, and a combination of water and plant materials that generate visual interest through the use of a variety of foliage and floral displays, fountains, ponds and water sculpture.
- vi. Shade trees, arbors and/or other techniques that provide relief from the sun shall be incorporated into the design of plazas, but in a manner that does not impair pedestrian movement.
- vii. As the center of pedestrian activity for a development, plazas in non-residential developments shall provide adequate seating in the form of benches or low seating walls in addition to any seating areas that may be provided in association with dining areas.
- viii. When appropriate, paving materials and furnishings used in private plazas shall complement the streetscape elements used in public rights-of way.
- ix. Plazas, including their entrances and exits, shall be fully illuminated 1/2 hour before sunset to 1/2 hour after sunrise to facilitate natural surveillance opportunities and discourage unsafe activities. All lighting in plazas shall be an integral part of the total building and plaza design; and designed in a manner that brings definition, order and a sense of security that welcomes pedestrian use.
- x. Courtyards accessible to the public shall be planned and designed as intimate, reflective spaces of lesser scale than plazas; and provide restful transition areas that are separate and apart from main pedestrian circulation areas.
- xi. Courtyards shall provide a rhythmic progression of open space from the exterior of a building complex toward and around the center of the building complex.

- xii. New high-density residential and non-residential developments utilizing courtyards shall locate and orient the courtyard along and toward the internal pedestrian access system of a development.
- xiii. Courtyards shall be open to the sky and include a simple combination of focal points, including a water feature, seating niches, paving patterns and/or simple plantings.
- xiv. As the center of pedestrian activity for a development, plazas in non-residential developments shall provide adequate seating in the form of benches or low seating walls in addition to any seating areas that may be provided in association with dining. For every bench that is placed in residential or non-residential development, an area shall be designated next to the bench with a minimum of 30" wide and 48" deep area for a wheelchair.

b. Terraces and Arcades

- i. Unlike plazas, terraces, as more private and restricted open space areas, shall be located in higher density residential or non-residential development as an integral part of a particular use; and oriented to provide the user overviews of surrounding parts of the development.
- ii. Terraces shall be developed on the site as unobstructed, paved, open space areas to serve as internal gathering places for residents and/or client users of a development.
- iii. Terraces shall be paved with tile or other decorative materials and remain free of landscaping, fountains or any other improvement that would impede the terraces full unobstructed use for internal gatherings on the site or dining in connection with an adjacent restaurant use.
- iv. The use of arcades in developments shall be associated with internal courtyards; and shall be utilized for pedestrian circulation in and around the courtyard and provide shaded areas for seating.
- v. An arcade shall have sufficient openings onto the courtyard to ensure visual contact at all times with seating areas, as well as storefronts or entryways of buildings around the courtyard.
- vi. In the event an arcade is to be used along the front of a building as a primary pedestrian way, the arcade shall be designed as an integral part of the overall architecture of the building; located and oriented to connect with adjacent open space areas of the development; and of sufficient height and width to accommodate the anticipated unobstructed pedestrian traffic to be generated by uses in the development.

6. Landscaping, Paving, Furnishing, and Public Art

- a. Common Area open space shall be landscaped, lighted and furnished in accordance with the scale, character and use of the particular common area to be utilized in the development.
- b. Fountains and other water features shall be located and sized according to the scale and use of the Common Area selected for a particular development; with smaller water features utilized in smaller, more intimate Common Areas.
- c. Paving patterns in Common Area open space shall complement paving patterns and colors utilized in adjoining public sidewalks and other public rights-of-way.
- d. Plant materials utilized in Common Areas shall reflect the intensity of pedestrian use of the area, and be of a scale consistent with the size of the Common Area(s) selected for the development.
- e. Lighting in Common Areas shall complement the scale, character and use of the area and meet both architectural compatibility, aesthetic and security needs of the development.
- f. Seating areas shall reflect the size and character of the Common Area, and consist of a combination of sun and shade seating areas containing a combination of benches, low walls, planter areas and steps.
- g. Public art that invites participation and interaction; adds local meaning; interprets the community by revealing its culture and/or history or reinforces the unique character and “sense of place” of a development shall be encouraged in Common Area open space.
- h. Art in Common Area open space shall be in harmony with the character and scale of the Common Area in which it is placed.
- i. The selection and placement of art shall be a part of the initial design process rather than an add-on at the completion of construction of the development.

## **E. Residential Design Requirements**

1. Where a tract of land to be subdivided contains all or any part of a park, school, flood control facility or other required public improvement or facility as shown on the general plan, or as recommended by the Planning and Zoning Commission, such site shall be either dedicated to the public or reserved for acquisition by the City or another appropriate public agency within a specified time period. A Development Agreement shall be prepared between the subdivider and the City, or appropriate agency, regarding the time, method and cost of land acquisition. Said acquisition shall be completed within one (1) year from the date of recording the Final Plat, or within such extensions of time as may be mutually agreed upon. In the event a Development Agreement cannot be reached between the subdivider and the public agency relative to the acquisition of the land, the

City Council shall make a determination relative to compliance with the requirements of this Section.

2. Land that is subject to periodic flooding, land that cannot be properly drained, or other land which, in the opinion of the Planning and Zoning Commission is unsuitable for subdivision use, shall not be subdivided; except that the Commission may approve subdivision of such land upon receipt of evidence from the City Engineer that the construction of specific improvements can be expected to render the land suitable; thereafter, construction upon such land shall be prohibited until the specified improvements have been planned and construction guaranteed.
3. If the owner of a subdivision places restrictions on any of the land contained in the subdivision greater than those required by the *SUDC*, such restrictions or reference thereto shall be indicated on the subdivision plat, or through restrictive covenants recorded with the County Clerk.
4. All land proposed for subdivision and development within the City shall be served by City services and infrastructure. No building permit shall be issued for development of a subdivision not served by existing City services and infrastructure, or proposed extensions thereof. In no case shall temporary package water and/or sewer treatment plants be permitted as a means of providing water and sewer service to the development.
5. A proposed subdivision name shall not duplicate, or too closely approximate phonetically, the name of any other subdivision located within the City. The Planning and Zoning Commission shall have final authority to designate the name of the subdivision that shall be determined at the preliminary plat approval.
6. Required Improvements Prior to Issuance of A Certificate of Occupancy.
  - a. Sidewalks. All on-site sidewalks shall be installed in accordance with City specifications.
  - b. Street Signs. All street signs shall be installed as required by the City Engineer and shall conform to City standards for traffic control devices as provided in the Engineering Development Standards.
  - c. Streets, Rear Drive Lanes and Pedestrian/Bicycle/Golf Pathways.
    - i. All streets shall be paved with curb and gutter, including the use of ribbon curbs for natural recharge, and installed and properly signed and striped in accordance with City engineering design requirements.
    - ii. All Rear Drive Lanes and pedestrian/bicycle/golf pathways required to be constructed shall be paved and properly signed and striped in compliance with City standards.
    - iii. In cases where a previously existing street, which has not been brought up to City specifications is located within a subdivision, such street shall be paved and curb and gutter installed to meet City specifications.
    - iv. All streets existing within ownership of the lands that make up any subdivision shall be shown on the subdivision plat.

- v. If any subdivision is located adjacent to any existing street right-of-way, the applicant shall improve local, collector and/or arterial streets to their full width with pavement, curb, gutter, sidewalk and any other required street improvements, including landscaped median, as necessary to bring such street up to City specifications.
  - vi. Notwithstanding the foregoing, all street requirements and improvements shall be based upon traffic safety considerations and must take into account the traffic impact of the development upon the streets to be improved.
7. The City finds and determines that providing diversity in block size is consistent with the City's desire to create neighborhoods that have shorter blocks and which are more consistent with a traditional neighborhood containing a traditional or modified street grid to promote a pedestrian friendly, highly interconnected, urban environment. The following minimum block design standards shall apply to all new residential subdivisions and certain planned business and industrial developments requiring greater flexibility in planning and design.
- a. **General Block Design and Pattern Requirements.** The length, width, shape and perimeter size of blocks shall be such as are appropriate for the neighborhood form district in which they are located and the type of development character contemplated; except in no case shall a residential block exceed the block size and layout standards as set forth herein;
  - b. The subdivider shall provide block designs that promote a development pattern that is compatible with natural features, minimizes pedestrian and vehicular conflict, promotes street life and activity, reinforces public spaces, promotes public safety and visually enhances the development;
  - c. Blocks shall be designed to incorporate either a traditional or modified street grid system, with limited cul-de-sacs as stated herein, in order to create multiple neighborhood and community travel routes that are more direct for pedestrians, cyclists, golf carts, motorists and emergency service vehicles.
  - d. **Block Dimensions.** The maximum size of residential blocks within a subdivision shall either:
    - i. generally have a width ranging from two hundred (200) to four hundred (400) feet, and a length ranging from (400) to a maximum eight hundred (800) feet in length; measured along the center line of the street and between intersecting street center lines; or
    - ii. be designed to accommodate no more than ten (10) single-family residential lots on either side of a local street to equal a not-to-exceed combined total of twenty (20) single-family, detached residential lots per block.
8. **Subdivision Names.** The proposed name of a subdivision shall not duplicate, or too closely approximate phonetically, the name of any other

subdivision in the City. The Community Development Director shall be the ultimate authority in the naming of a subdivision.

- a. Street Names and Numbers
  - i. Duplication of Names. The name of a new street shall not duplicate existing or platted street names in Maricopa County, or approximate such names in spelling, sound or pronunciation.
  - ii. Continuation of Streets. New street names shall bear the same name of any continuation of, or when in alignment with, and existing or platted street, wherever practical.
  - iii. Street Names. All street Names shall be approved and/or reserved by the Community Development Director prior to approval of improvement drawings and specifications.
  - iv. Street Addressing. Street addressing for building development shall be assigned by the Community Development Department.
9. The City finds and determines that providing diversity in block size is consistent with the City's desire to create neighborhoods that have shorter blocks and which are more consistent with a traditional neighborhood containing a traditional or modified street grid to promote a pedestrian friendly, highly interconnected, urban environment. The following minimum block design standards shall apply to all new residential subdivisions and certain planned business and industrial developments.
  - a. The length, width, shape and perimeter size of blocks shall be such as are appropriate for the neighborhood form district in which they are located and the type of development character contemplated; except in no case shall a residential block exceed the block size and layout standards as set forth herein.
  - b. The subdivider shall provide block designs that promote a development pattern that is compatible with natural features, minimizes pedestrian and vehicular conflict, promotes street life and activity, reinforces public spaces, promotes public safety and visually enhances the development.
  - c. Blocks shall be designed to incorporate either a traditional or modified street grid system, with minimum use of cul-de-sacs, in order to create multiple neighborhood and community travel routes that are more direct for pedestrians, cyclists, golf carts, motorists and emergency service vehicles.
  - d. The maximum size of residential blocks within a subdivision shall either:
    - i. generally have a width ranging from two hundred (200) to four hundred (400) feet, and a length ranging from (400) to eight hundred (800) feet in length; measured along the center line of the street and between intersecting street center lines; or
    - ii. be designed to accommodate no more than ten (10) single-family residential lots on either side of a local street to equal a not-to-exceed combined total of twenty (20) single-family, detached residential lots per block.

- e. Wherever a block is permitted to exceed the maximum length set forth above, the subdivider shall provide an improved landscaped easement having a minimum width of thirty (30) feet traversing through the block at or near its center; with said easement improved to accommodate either underground utilities, drainage facilities, emergency access and/or a pedestrian/bicycle pathway.
  - f. Blocks located within the interior of the subdivision shall have sufficient width to permit the development of two (2) tiers of lots having a depth appropriate to the neighborhood form and zoning district; except that blocks containing single tier lots that abut an arterial or collector street, railroad line, waterway, wash or park shall be permitted if the developer provides either:
    - i. an extensively landscaped setback at least seventy (70) feet in width measured from the right-of-way line of the street, rail line, waterway, wash or park; or
    - ii. a marginal access or service road separated from the abutting street, railroad line, waterway, wash or park by an extensively landscaped area having a minimum width of fifty (50) feet.
10. All non-age restricted residential development shall include tot lots appropriately spaced per the discretion of City staff. In addition, programmed open space within a quarter mile of each home site shall be provided, which could include benches, tables, swings, chess boards, physical fitness work out equipment, gazebos, public art, and similar attractions. Such amenities shall incorporate areas to accommodate persons with disabilities.
11. For all other single-family residential development recreation amenities for children and adults of all ages shall be incorporated and there shall be programmed open space throughout the development or within a quarter mile of each home site.
12. Major entryways providing access to new residential and non-residential development shall be designed and constructed using decorative paving patterns, landscaped open space setback areas, lighting to enhance the identity and character of the development and provide visual linkages to the community pedestrian network. Commercial and residential developments that utilize decorative paving can include colored concrete or the use of various textured surfaces. These textured surfaces shall be designed to avoid excessive vibration. There shall not be gaps of more than 1/4" on any form of decorative concrete or pavers. If heavier textured decorative paving is utilized, this shall only be in an area outside of the walkway to ensure a smooth pedestrian walking surface.
13. Minimizing cul-de-sac's, except where physical constraints of the site dictate their use; Cul-de-sacs shall not terminate at other streets 150' or less measured from the curb of the street to the curb of the closest portion of the Cul-De-Sac. When they are used, Cul-De-Sacs shall terminate on usable open space and include a landscape island irrigated with reclaimed water.

14. Off-street or multi-use bicycle pathways shall be designed to include occasional rest stations that are developed in conjunction with clusters of shade trees, a drinking fountain and seating areas. These stations will be determined by staff at the time of site planning, master planning, and platting. Drinking fountains shall include an accessible fountain.