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VISIONS AND VALUES

VISION STATEMENT

The City of Surprise strives to uphold the values of its residents, while balancing physical and economic growth, and maintaining a safe community. A high standard of living should be fostered by enhancing neighborhood and community amenities. Vibrant and diverse development is important for a young community, and Surprise should aim to preserve the uniqueness and history of the City.

The following topics were identified through the General Plan 2035 community outreach process, and represent the primary values of Surprise residents. These topics help set the stage for the implementation of the General Plan, and should take precedence during future planning and development in the City of Surprise. Goals and policies to help promote these values can be found throughout the General Plan.

Surprise Values...

A Clean and Safe Community

Well maintained streets, attractive commercial properties, and clean neighborhoods are vital to creating a safe, healthy, and enjoyable community.

Economic Development

Support for small business is a community priority, with additional focus needed on downtown growth, attracting both high-end retail and a regional mall, and expanding higher education opportunities.

Sustainability

Environmentally conscious development standards, water conservation strategies and valuing the preservation of open space, natural terrain and vegetation, will help prepare Surprise for long-term sustainability.

Quality Transportation Systems

A complete transportation network helps support community connectivity and fosters future growth. Connecting to regional freeway systems is an important priority, as is completing partially built streets. Bike lanes, walking trails and commuter rail should be considered to help enhance the overall network.

Recreation

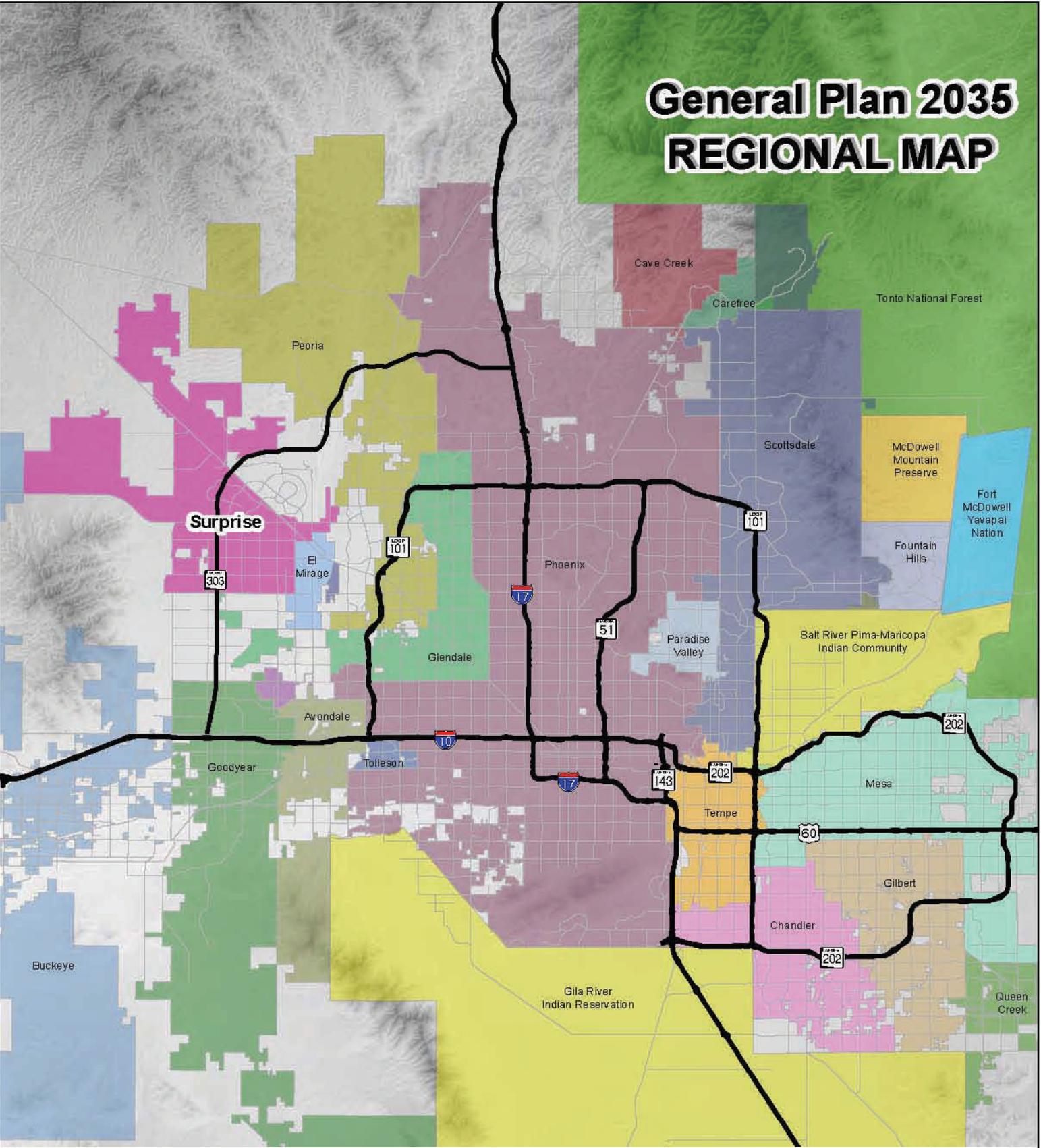
Having the opportunity for recreation is a valued asset for all age groups in Surprise. Facilities should be expanded to include regional parks, a centralized community recreation center and other various facilities.

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INTRODUCTION



General Plan 2035 REGIONAL MAP



Cities and Jurisdictions

AVONDALE	GILBERT	PHOENIX	TONTO NATIONAL FOREST
BUCKEYE	GLENDALE	QUEEN CREEK	FORT MCDOWELL YAVAPAI NATION
CAREFREE	GOODYEAR	SCOTTSDALE	MCDOWELL MOUNTAIN PRESERVE
CAVE CREEK	LITCHFIELD PARK	SURPRISE	GILA RIVER INDIAN RESERVATION
CHANDLER	MESA	TEMPE	SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY
EL MIRAGE	PARADISE VALLEY	TOLLESON	
FOUNTAIN HILLS	PEORIA	YOUNGTOWN	





Introduction

The Surprise General Plan 2035 is a guide for decision-making that identifies a desired level of commitment toward achieving community goals. The General Plan provides policy guidance related to seventeen mandatory elements required by state law plus four additional elements that are specific to Surprise. Surprise General Plan 2035 is designed for use by all residents, businesses, property owners, developers, staff, and elected and appointed officials.

What you will find in this section:

- **General Plan Purpose**
- **A Guide to Reading the General Plan**
- **Planning Pyramid**
- **General Plan Community Outreach**
- **A Brief History of Surprise**

GENERAL PLAN PURPOSE

The General Plan 2035: Foundation for the Future is primarily a set of goals and policies that forms a blueprint for physical development throughout the City of Surprise. The General Plan is a visionary document that is used as a basis for land use decisions and can be a key tool to improve the quality of life for residents. The plan provides the foundation for decision-making on both private development projects and public capital expenditures. The Surprise General Plan 2035 is a comprehensive update of the 2001 document titled, "Surprise General Plan 2020: Imagine the Possibilities." The goals and policies from the original plan have been refined and updated to reflect the changing needs and demographics of the City, as well as the desires of its residents.

Arizona Revised Statutes (ARS) §9-461.05 mandates that every city and county adopt "a comprehensive, long-range general plan." The requirements for the general plan are based on Arizona Growing Smarter legislation.

The purpose of the plan is to address important community issues such as new growth, housing needs, and environmental protection. Furthermore, the General Plan is used to project future growth demand services for sewer, water, roadways, parks, and emergency services.

Growing Smarter Legislation

Since 1973, when the state legislators adopted planning legislation, Arizona municipalities have been required to develop plans to consider land use, circulation, housing, public services and facilities, conservation, rehabilitation, and redevelopment issues. During the 1990s when the population of the state increased significantly, citizens once again looked to the state legislators to provide more comprehensive planning tools.

In 1998 the Arizona Legislature passed the Growing Smarter Act, which clarified and strengthened planning elements and added four new elements; Open Space, Growth Areas, Environmental Planning, and Cost of Development. In 2000 the Legislature passed Growing Smarter Plus to further enhance land use planning statutes in Arizona. The two acts were the first significant state-level planning legislation in Arizona since 1973.

Surprise General Plan 2035: Foundation for the Future

The Surprise General Plan 2035 exceeds the general plan requirements outlined in ARS §9-461.05. The plan also takes into account changes from the 2008 and 2011 legislative session and includes those requirements into the document. As other changes are made to the statutes, the Surprise General Plan 2035 will be revised to keep pace with the evolving planning requirements.

A GUIDE TO READING THE GENERAL PLAN

It is important to recognize that the plan elements do not stand alone. They are closely interrelated to provide a comprehensive picture of the community's resources, its needs and desires, and strategies to address future development. As defined by the Arizona Revised Statutes (ARS), the plan is general in nature and is intended to provide general development guidance and function as a statement of policy. Therefore, it serves as the guide to local decision-making about the community's future development.

The 21 elements in the General Plan are organized under the following five (5) chapters:



Chapter 1: Development

This chapter includes two state mandated elements — Growth and Land Use, and one additional element — Economic Development. This chapter establishes goals and policies for land use, village planning, and economic development. It also emphasizes the importance of design and the built environment in the Urban Design element.



Chapter 2: Quality of Life

This chapter includes four state mandated elements — Neighborhood Planning; Housing; Conservation, Rehabilitation and Redevelopment; and Recreation and Open Space. This chapter also includes two additional elements — Education and Arts and Culture. The goals and policies established in this chapter are intended to help increase the quality of life for both residents and visitors.



Chapter 3: Transportation

This chapter contains three state mandated elements — Roadway Systems, Transit, and Alternate Modes. This chapter contains goals and policies to promote multiple and efficient ways for the movement of residents and visitors.



Chapter 4: Resources

This chapter includes four state mandated elements — Environmental Planning, Conservation, Energy, and Water Resources. This chapter focuses on preserving and protecting the environment and the natural resources that contribute to the community's quality of life with major emphasis on water conservation.



Chapter 5: Finance, Infrastructure and Services

This chapter contains four state mandated elements — Cost of Development; Public Buildings and Services; Public Utilities; and Health and Safety. In this chapter you will find policies for what types of public services and facilities are needed in Surprise. This chapter also establishes guidelines for funding the major goals and policies in this document.

Introduction



Chapter 6: Implementation



The sixth chapter of the General Plan 2035 is the Implementation Chapter. This section describes methods and timelines for the implementation of goals and policies found in the document.

Element Format

Within each element of the Surprise General Plan 2035 is a discussion section that describes the issues, a list of goals related to the element, and policies to provide direction to achieve the goals.

Discussion

A discussion section is provided to explain the context in which goals and policies have been made, reasons for those decisions, and how the goals and policies are related. The discussion portions of the plan do not establish or modify policies, but they may help to interpret policies.

Goals

Each element contains at least one goal statement and related policy statements and implementing programs. A goal in the General Plan is the broadest statement of community values. It is a generalized ideal which provides a sense of direction for action.

Policies

The essence of the General Plan is contained within its policy statements. Policies further refine the goal statements, and guide the course of action the City must take to achieve the goals in the plan. It is important to note that policies are guides for decision makers, not decisions themselves.

PLANNING PYRAMID

Although the General Plan serves as the primary means to help the City implement its vision, several other management and implementation tools are needed to ensure that the goals and policies identified here are fully realized. The General Plan is the top (and most broad) tier in the pyramid.



Surprise General Plan 2035: Foundation for the Future

Strategic Plan

The Strategic Plan is a short-term decision making guide that prioritizes the goals and policies set in the General Plan. For each priority, a series of action steps are identified. These steps are the result of input from the City Council, appointed Boards and Commissions, and the general public.

Specific Plans

While the General Plan provides overall guidance for the physical development of the city, specific plans are used to provide more detailed regulatory guidance for special areas or large developments within the City. Specific plans are generally comprised of a Village plan, Transportation plan, design guidelines, infrastructure plan (water, sewer, or drainage), and implementation plan pursuant to ARS

§9-461.08. The following specific plans have been approved by the City of Surprise, which are incorporated herein by reference, are as follows:

1. Approved Village Plans
2. Transportation Master Plan
3. Streetscape Design Guidelines
4. Parks and Trails Master Plan
5. Engineering Development Standards
6. Integrated Water Master Plan - Water Infrastructure
7. Integrated Water Master Plan - Water Resources
8. Standards of Cover - Study and Master Plan for the City of Surprise Fire Department

Village Planning Strategy

Surprise General Plan 2035 has repealed the Village Planning Strategy as adopted by the City Council in 2009. The Character Area strategy focuses on improving the long-term environmental, economic, and social health of the City. It is a strategy where each neighborhood component is carefully planned to create a functional and unique setting that is integrated into the adjoining land uses.

Municipal Code and Zoning Ordinance

The City's Municipal Code and Zoning Ordinance are the primary tools used to implement the goals and policies of the General Plan. The Zoning Ordinance provides more detailed direction related to development standards; permitted, conditionally permitted, and prohibited uses; and other regulations such as parking standards and sign regulations. The land uses specified in the Zoning Ordinance are based upon and should be consistent with the land use policies set forth in this document. Changes to the Zoning Ordinance may be necessary due to the adoption of provisions in this General Plan and could require changes to the zoning maps and development standards.

GENERAL PLAN COMMUNITY OUTREACH

During the preparation of this document, public involvement was solicited at various stages of the General Plan process using the following methods:

- General Plan Advisory Committee
- General Plan Survey
- Presentations and Public Hearings with City Council and Boards and Commissions
- Open House Public Meetings and other Events (such as Spring Training and Block Parties)

General Plan Advisory Committee (GPAC)

- The GPAC was appointed by the City Council in May 2012 and consisted of residents and

Introduction

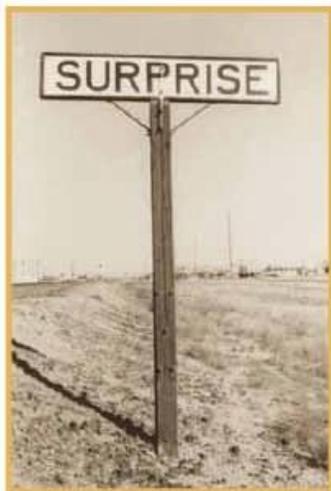


business owners who represented the vast spectrum of the Surprise citizenry. The committee met for approximately nine months over the course of drafting the plan, and made a final recommendation to City Council in April 2013. A series of bi-weekly workshops with GPAC members were conducted to review the various elements that make up the General Plan document. The committee provided valuable feedback and each member took an active role in the community by reaching out to the public to get involved with the process. The committee also hosted two open houses as part of public outreach.

General Plan Survey

With the help of the General Plan Advisory Committee and staff, a survey was developed to gather public input about values, priorities and goals that should be included in the General Plan. City staff conducted the survey for five months between June and October 2012. The survey was distributed to the residents and business community of Surprise and was designed to seek community feedback regarding the future focus of Surprise. Outreach efforts for soliciting the survey included attending various city events, boards and commissions, and block parties. Over 2,500 surveys were received. The surveys were compiled into a data set for public review. A summary of the survey results is located in the appendix.

Other outreach methods included advertising on the City of Surprise website, Channel 11, HOA e-mail blasts, presentation to the Surprise Citizens Academy, and local newspaper press releases.



A view of Grand Avenue looking west in the 1970s.
City of Surprise photograph.

A BRIEF HISTORY OF SURPRISE

On May 17, 1938 Flora M. Statler purchased a portion of property south of Wickenburg-Phoenix Highway and named it “Surprise”, a portion of the current Original Townsite of Surprise. At the time of Statler’s purchase, a service station, several dwellings, and two families occupied the land. In the next decade, more families chose Surprise as their home. In 1940, the estimated population of Surprise was 20 people. Over the next decades, the population increased slowly along the bank of the Agua Fria River. The City’s location at the edge of the Phoenix Metropolitan Area and prominence along the US 60/Grand Avenue corridor make the city a gateway to the Phoenix metropolitan area for travelers coming from Las Vegas and other northwestern places.



Frog Tanks Dam, now known as Waddell Dam, under construction in 1928. Courtesy of Maricopa Water District.

On December 12, 1960 a 616-acre area of land, the Original Townsite, was incorporated as the Town of Surprise. At the time of incorporation, only 169 acres of the Townsite were developed with a population of 1,574 residents.

The predominant land use of the town during this time was residential, with no parks, inadequate streets, and depended on City of El Mirage for water. County planners projected that the City population would grow to 4,700 by 1980. The existing incorporated area was expanded for the first time on November 14, 1978 when a 10 foot strip of land encircling roughly 26 miles of unincorporated

Surprise General Plan 2035: Foundation for the Future

land was annexed by the City. The purpose of this strip annexation was to reserve this unincorporated land until future development occurred in the area, at which time the City would annex the land into its City limits.

The 1987 Surprise Comprehensive Development Guide included this area as well as other lands bordered by Perryville Road and US60/Grand Avenue as its planning area boundary.

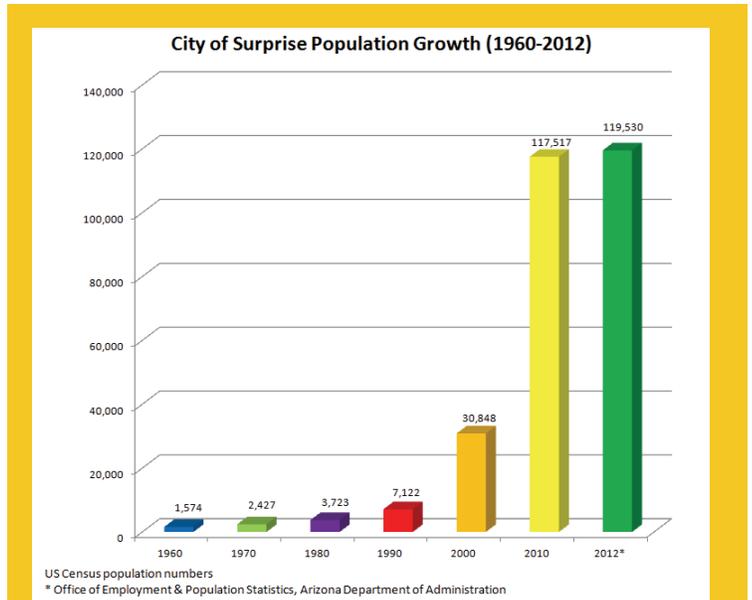
In 50 years, Surprise grew from 1,547 residents to a city of over 119,530 (MAG-2012) full time residents. The City offers a broad range of lifestyles, from small family subdivisions to secluded ranches. Surprise also offers a significant array of retirement communities that address the needs and lifestyles of active adults. The City provides a wide variety of commercial establishments and recreational opportunities for all ages.

SURPRISE CITY PROFILE

Location

Surprise lies in the northern section of the Sonoran Desert in the Salt River Valley on the west bank of the Agua Fria River. The City's location at the edge of the Phoenix Metropolitan Area, and prominence along the US 60/Grand Avenue corridor, make the City a gateway to the greater metropolitan area for travelers coming from Las Vegas and other northwestern places.

The Surprise Planning Area is bordered on the east by the cities of Peoria and El Mirage, on the west by the Town of Buckeye, on the south by the City of Glendale, and on the northwest by the Town of Wickenburg. Sun City and Sun City West, both unincorporated, are adjacent to the eastern boundary of the planning area. Located within the Surprise Planning Area are the unincorporated communities of Wittmann, Morristown, and Circle City.



Desert Facts

Size of Sonoran Desert: 120,000 square miles	Average annual rainfall: 7 inches
Size of the Phoenix Basin: 4,000 square miles	Average annual number of frost-free days: 304
Size of Surprise: 69.5 square miles	Average annual number of 100 degree days: 90
Original size of Surprise: 1 square mile	



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CHAPTER 1: DEVELOPMENT



CERTIFICATE OF SURVEY

This is to certify that the undersigned made the survey and subdivision of the property described in the adjoined dedication, and as platted herein, during the month of March, 1932.

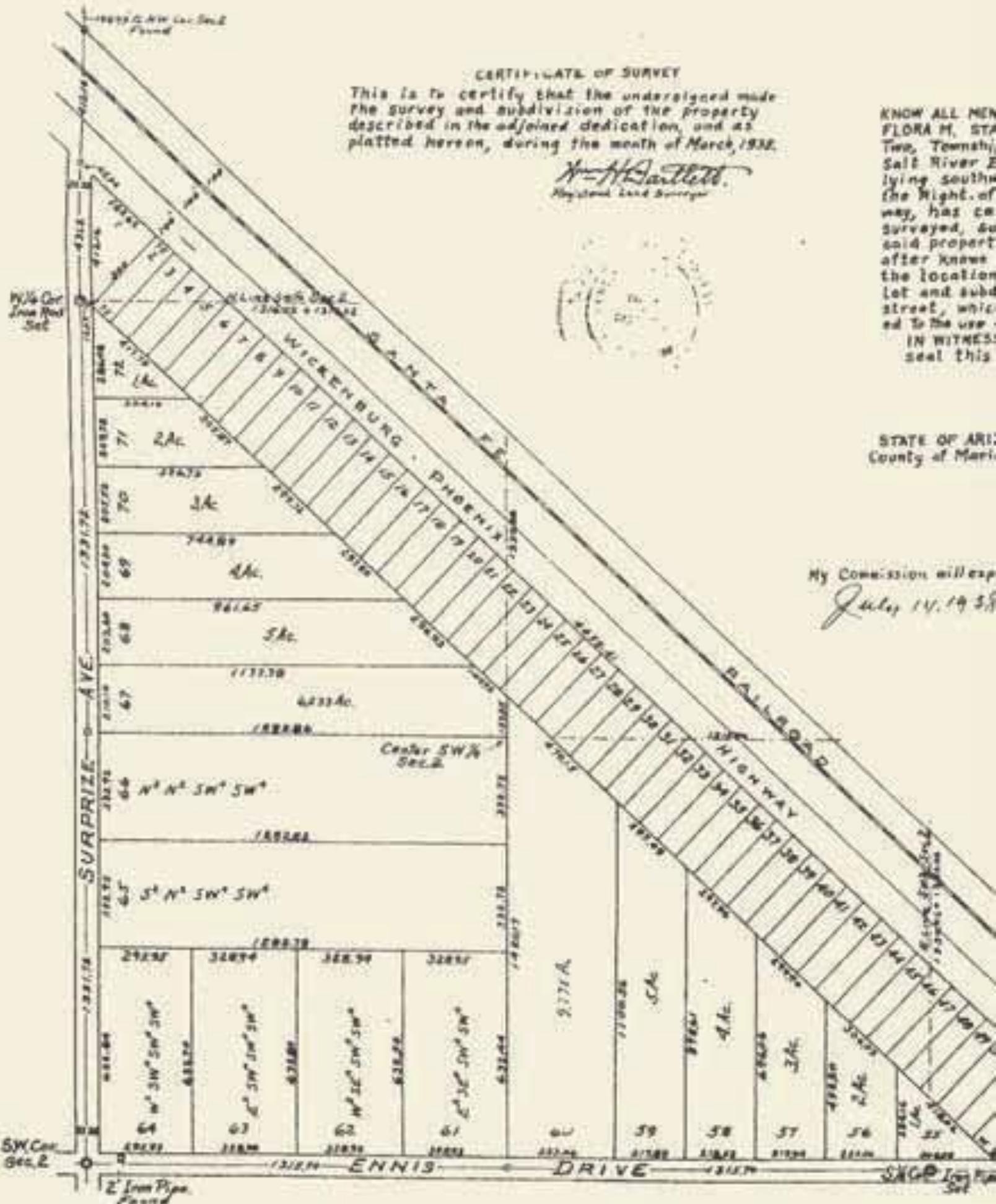
H. Bartlett
Registered Land Surveyor

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seal this

STATE OF ARIZ
County of Maric

My Commission will exp

July 14, 1938



DEDICATION

BY THESE PRESENTS: That the undersigned
STATLER, owner of all that portion of Section
Three North, Range One West of the Gila or
base and Meridian, Maricopa County, Arizona,
westerly of the southwest boundary line
-Way of the Wickenburg-Phoenix State Road
used the foregoing described property
subdivided and platted as shown hereon,
and any so subdivided and platted shall be known
as "SURPRIZE"; that said plat sets forth
and gives the number and dimensions of each
division, and gives the name and size of each
of said streets so shown are hereby dedicated
to public use.
WHEREOF I have hereunto set my hand and
seal this 15th day of April, 1938.

Flora M. Statler

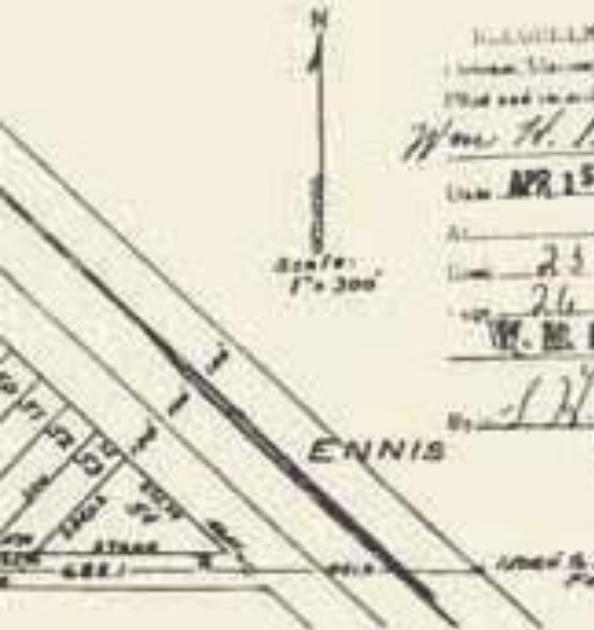
ACKNOWLEDGEMENT

FLORNA M. Statler
Maricopa | 42. The foregoing instrument was
acknowledged before me by
FLORA M. STATLER this 15th day
of April, 1938.

J. J. Buckley
NOTARY PUBLIC

-SURPRIZE-

A SUBDIVISION IN SEC. 2,
T3N-R1W-G&SR-MER,
MARICOPA CO., ARIZONA



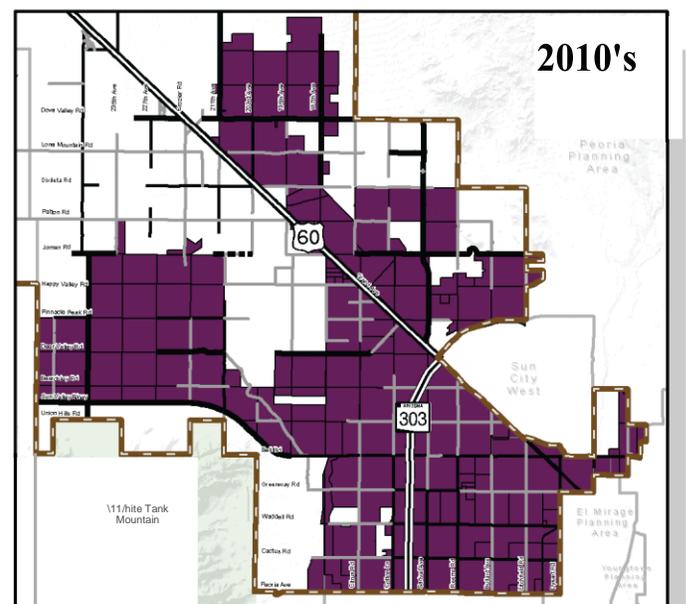
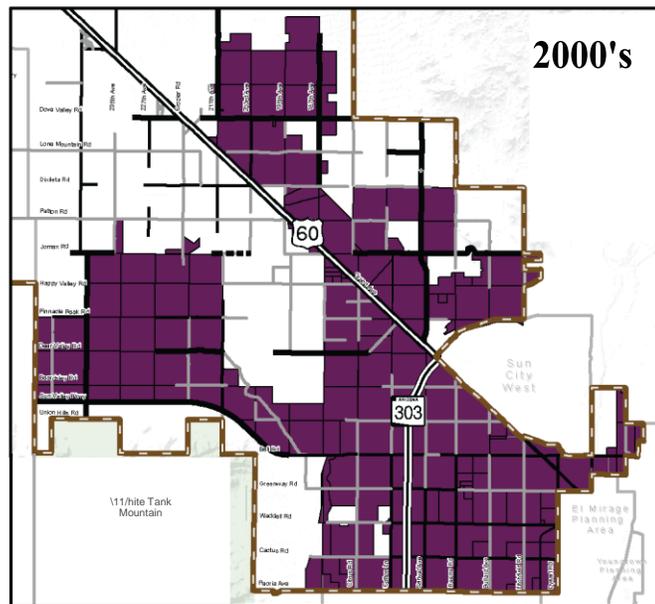
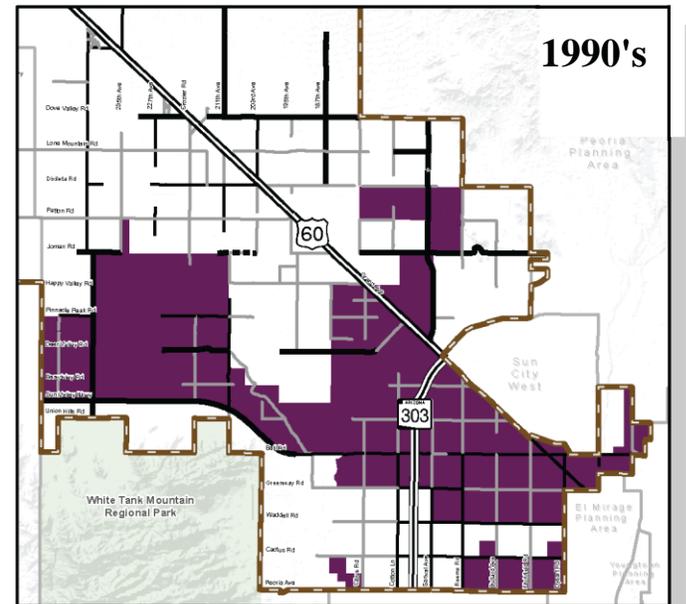
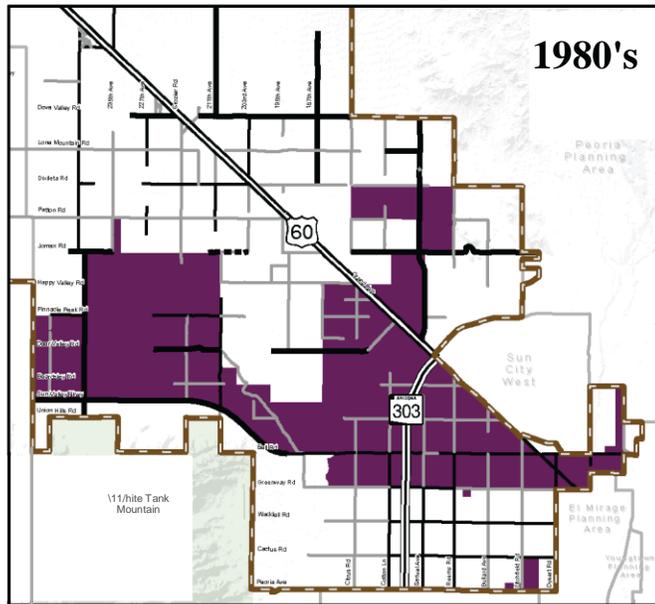
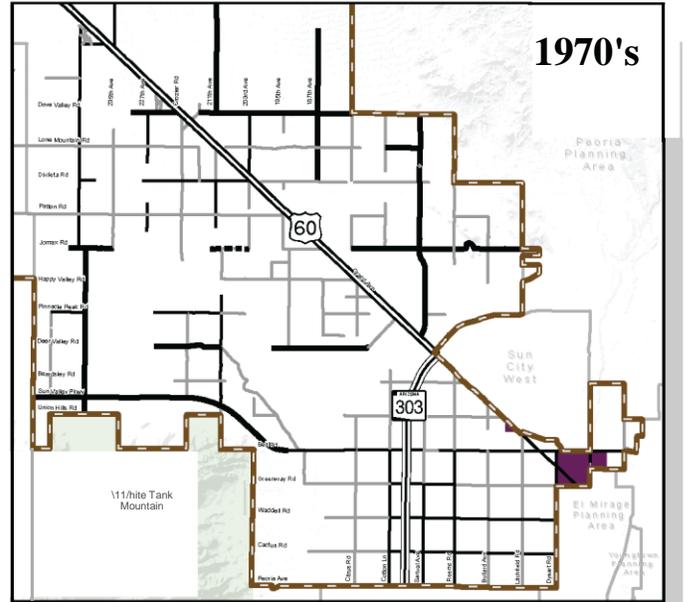
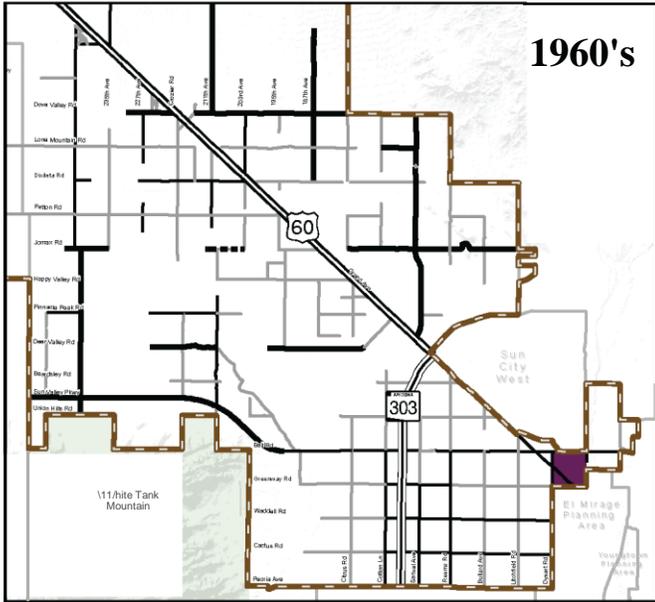
CHAPTER 1: DEVELOPMENT

INTRODUCTION

As the national economic crisis brought an end to the housing boom, the City of Surprise continued to plan for the future by using the recession as an opportunity to step back and think strategically about the City's direction. This assessment took place on several fronts. The City hired a private firm to conduct visioning sessions with Surprise residents. City planning staff integrated the feedback from these sessions into a set of planning principles relating to concepts such as community, sustainability, mobility and connectivity, education, arts and culture, and health and safety. The firm also recommended that the City adopt a village planning concept as a framework for planning the City's future.

What is a village? It is a group of neighborhoods anchored by a central activity area that includes medium or higher density residential, commercial, employment, and civic uses as well as public facilities such as schools, libraries, and emergency services. This anchor area includes space for cultural, social, and recreational activities. From a City-wide planning perspective, these villages (or micro-communities) serve as the foundation for a vibrant, sustainable and growing community.

City Limit Growth



 City Limits  Planning Area

Chapter 1: Development

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EXECUTIVE SUMMARY

This chapter includes two state mandated elements Growth and Land Use, an additional element: Economic Development.

The Growth Element is a policy guide on how to manage development over the next 10-20 years, while keeping in sight a vision for a high-quality, developed city in the future. The Growth Element also provides the foundation to realize the community vision that was developed in 2012 during a comprehensive visioning process with the community.

The Land Use Element includes goals and policies to help plan for the entire 302 square mile Surprise Planning Area. Currently the City's incorporated land area is 108 square miles, and the additional land within the planning area consists of areas that may be incorporated into the City in the future.

The Economic Development Element provides guidance and direction for planning to establish a fully integrated municipal economy. In an integrated economy with an active business development program, professional, retail, commercial, industrial, and other employment opportunities are identified, solicited, and deals are facilitated.



Growth Element

INTRODUCTION

The purpose of the Growth Element is to establish policies that will lead to sustainable growth over the next 10-20 years by promoting more efficient coordination of land use, transportation, and infrastructure development. The policies and plans outlined within this Element are designed to sustain high quality of life within Surprise, protect natural resources, and drive economic vitality by ensuring that necessary public facilities are completed in harmony with both existing and new development.

DISCUSSION

The City of Surprise's population is projected to reach approximately 750,000 residents upon build-out of the City's Planning Area. This means, with a current population of just over 123,000 residents, there is significant opportunity for growth within the City over the next 10-20 years and beyond. Where and when growth is accommodated has major implications on the outlay of infrastructure, service levels and on the costs to maintain City operations and infrastructure. Therefore, the ability to wisely manage and direct growth to key strategic locations is critical for Surprise's continued success and prosperity.

This element provides the direction for managing this expected growth by creating a link between planned land use, transportation, and infrastructure facilities with specific implementation techniques such as zoning ordinances, capital improvement programs, impact fee requirements, and design guidelines.

Growth Management Strategy

While demographics, market trends, community needs, and land resources often drive growth, development must be strategically planned and phased to maximize the efficient use of urban facilities and services.

Through the use of smart growth policies that promote development near existing transportation options, public infrastructure, and community facilities; foster distinct, attractive communities with a strong sense of place; and preserve open space and critical environmental areas the City has developed a strong policy framework to guide growth management in a sustainable way, which reflects the community vision established within the General Plan 2035.

Recent Growth and Development Patterns

Recent Growth

Over the decade of 2000 to 2010, Surprise had an astounding population growth rate of 281%, making it the 6th fastest growing city in Arizona over that time frame. The current population of Surprise is approximately 123,000 (2013 US Census estimate) and continues to grow at a steady pace. Affordable housing, an abundance of parks and open spaces, quality schools, sustainable employment opportunities, connected transportation systems, sense of community pride, and a low crime rate are just a few reasons that contribute to a superior quality of life that draw incoming residents to Surprise.

Historically known as a community that caters to the active adult lifestyle, Surprise has experienced an infusion of younger families that have helped generate more diverse services,

recreation and retail shopping opportunities in Surprise over the past decade. In fact, the median age in Surprise is now 36.8 years old (2010) and was 46.1 years of age in 2000.

Like the majority of fast growing cities, Surprise has its challenges with achieving an appropriate jobs to housing balance that ensures a sustainable growth model into the future. Much like the population, the labor force in Surprise has shown positive growth of 4.7% over the last 10 years. However, Surprise experiences a significant amount of daily workers migrating out to jobs in other cities throughout the region. In 2011 Surprise had a workforce of 42,440 people, of which 38,734 of the residents commuted to work outside of Surprise. Whereas 10,148 people commute into Surprise for work and only 3,706 people both live and work in Surprise.

This condition has caused Surprise residents, elected officials and employers to place an importance within the General Plan 2035 on reducing the current trend of residents commuting elsewhere for higher paying, professional wage jobs.

Development Patterns

The analysis of Surprise's present development pattern is one of the fundamental steps in formulating a growth plan for the City. The evaluation of current land use patterns coupled with the understanding of existing and planned transportation corridors, public facilities and environmental constraints, enables a determination of development potential to be made for the remaining undeveloped portions of the planning area.

Up to today, the majority of the City's growth has largely been concentrated within the southeastern portion of the City's planning area. This roughly 40 square mile core area is bounded by Grand Avenue (US 60) on the north, Peoria Avenue on the south, Beardsley Canal on the west, and Dysart Road to the east. Growth within this area has historically been dominated by sprawling low-density suburban

development on former agricultural lands. Of this development, a large concentration of active-adult communities are located north of Bell Road, while traditional single-family communities are primarily located south of Bell Road. Smaller clusters of multi-family development are also scattered throughout this portion of the City.

Along with their foundation of suburban residential development, the City maintains a service base of commercial, business and industrial uses. Retail and service uses are generally concentrated along Bell Road and Grand Avenue, while neighborhood type retail and service uses are located at the intersection of many major arterials within the central core of Surprise. However, with the development of Loop 303, additional regional retail and service uses have begun to concentrate along this important regional transportation corridor.

The planned Surprise Center District, or downtown, is also located within this core development area and is currently comprised of Surprise's spring training facilities, community park, aquatics and tennis center, and the City Hall and Public Facility complex.

Almost all industrial development currently within the City constitutes light manufacturing, distribution and storage facilities. These uses are generally located along the existing BNSF railroad line in the southeast portion of Surprise as well as at the north east intersection of Bell Road and Grand Avenue.

The remaining portions of land north of the Beardsley canal within the City limits and the larger Surprise planning area is predominantly undeveloped. However, the limited land use that does exist in this area is diverse and has a significant impact on the future growth of Surprise. Most notably, the Luke Air Force Base Auxiliary Field #1 (AUX 1) is located along Happy Valley Road, west of 211th Avenue. Immediately adjacent to AUX 1 is the Ford Proving Grounds, which borders the Northwest Regional Landfill.

Growth Element



In addition to these large non-residential land uses, several existing residential land uses can be found in the vast Surprise planning area north of the Beardsley canal. Most residential development consists of smaller pockets of rural residential development scattered north of Jomax Road and south of SR 74, including the communities of Wittman and Circle City. However, multiple large scale suburban planned area developments are currently under construction along the 163rd Avenue alignment.

Growth Areas

With a planning area of approximately 302 square miles, growth in the City of Surprise has the ability to occur at many levels and in many directions. Growth areas are not static—they are prone to change due to outside influences such as market conditions and specific city needs. The Anticipated Growth Map shows where growth is highly likely and encouraged in the City. The growth areas are categorized by the type of development that may occur, and will be further defined as part of a city-initiated or private development-initiated specific area plan to better define land use, circulation and urban form plans for each area.

The following growth area descriptions identify a general narrative of each area's existing and desired future development characteristics. The intent is to provide a more enhanced picture of these areas that is in keeping with the recommended land uses identified in the Character Area Land Use Plan. Land use decisions affecting property within these growth areas should not only take into account these general descriptions, but should also be based upon future area-specific planning recommendations and appropriate design principles that may relate to future requests for development.

Residential

Cactus & Citrus: As some of the last available

land within the existing urbanized area of Surprise, this growth area is well suited for residential development. The defined arterial roadway system and Loop 303 freeway provide optimal connectivity for future residents to access destinations within Surprise as well as the larger region. Residential development in this area should reflect densities that respect existing adjacent development, while also fostering a population base that will promote future transit opportunities and support more intense non-residential development desired along the Loop 303 corridor.

163rd Ave Corridor: This area is already experiencing new residential growth as developable land south of the Beardsley canal is becoming more limited. With access along 163rd Avenue and Grand Avenue as well as close proximity to Loop 303, availability of existing services, and adjacency to desired open space linkages, growth in this area should include a full range of housing opportunities along with appropriately located commercial areas.

Sun Valley Parkway: While residential development may not occur in this area as quickly as other residential growth areas, this land is readily accessible with its placement along Sun Valley Parkway. Given the proximity to the White Tank Mountain Regional Park, this area is well suited to create a smooth transition from urban to rural residential land uses. The location of this area provides opportunities to define a more natural edge with the park that includes wildlife corridors and community trail linkages to a City-wide open space system.

Employment

Bell Road: The Bell Road corridor is largely built-out, therefore growth along this corridor is expected to be primarily infill development of vacant sites or redevelopment of underutilized properties. Much of this infill development should take the form of commercial, office and

appropriately placed mixed-use projects. However, a potential exists for infill development to further degrade traffic congestion along Bell Road. Consequently, growth management strategies for this area should focus on the timely development of circulation system improvements related to infill development projects, such as the use of transit or other alternative transportation methods.

Railplex: This growth area is already a significant employment center within Surprise. The availability of extensive land resources combined with the placement of existing infrastructure and rail access, positions this area to immediately support a mix of export-oriented base sector activities, such as warehouse distribution, light or heavy manufacturing, research and development uses, and select business services. In order to support near term job growth in the City, development in this area should focus on supporting a variety of employment types from small and mid-size warehouse projects to large scale manufacturing. In addition, the maintenance of the “goods movement” infrastructure within this growth area is also important to remain competitive within the region.

303 Corridor: The 303 Corridor is expected to be a prestigious corporate center and high density development area. The strong connections this growth area has to the Loop 303 regional transportation system, as well as the local circulation system, makes this area appropriate for a mix of employment and residential uses. Development should create an attractive public realm and include provisions for enhanced community amenities, transportation and infrastructure, and other public services. Density, building design and streetscapes must support transit oriented development and must encourage the use of alternative modes of transportation as the preferred method of travel to and within this area.

Grand & Beardsley: As development occurs along 163rd Avenue, this growth area will play a prominent role in providing a variety of

employment opportunities, such as office and institutional jobs and regional shopping services. Access to Loop 303 will also help to draw people beyond the adjacent residential neighborhoods to this mixed use area. The relationship between these various uses and their impact on one another and surrounding residential neighborhoods deserves special consideration. With the BNSF rail line and Beardsley canal running through this area, it will be critical to provide adequate connections to the surrounding planned residential neighborhoods and open space linkages to ensure this area is not an isolated development. Consideration should also be given to take advantage of future mass transit systems that might be built along the existing BNSF rail line.

Special Districts:

City Center: City Center or Downtown Surprise has a unique role to play in the 21st century development of the West Valley region. In addition to being the civic, administrative, legal, cultural, and entertainment center, downtown will also offer transit connections and is planned as an exciting pedestrian environment.

The downtown should be a vibrant city and regional center where residents are able to live, work and play. Most of this area should integrate a diverse, but compatible, cluster of land uses where residents, employees, shoppers, tourists, and students can gather in a well-designed mixed use environment. Development should exhibit high architectural and urban design standards where the public realm is inviting and the street network is supportive of alternative modes of transportation.

Heritage District: The Original Town Site (OTS) of Surprise currently includes over 16% of undeveloped lands within its boundaries, in addition to many vacant properties. Therefore future growth in this area is envisioned to have a strong focus on providing much needed services for the residents living within the Heritage District, while protecting and expanding the

Growth Element



cultural aspects of the City's roots. The revitalization of the Heritage District will provide a balanced approach to heritage neighborhood renewal and a heritage arts, culture, and entertainment-oriented development sector—providing unique cultural and heritage assets for the city as a whole.

The ultimate pattern of revitalization supports design strategies and public improvements that capitalize on the cultural aspects of walkability and “front yard-living” that provide the basis for a vibrant, culturally diverse community, while providing regional connectivity and expanded services.

Current planning efforts for this area include the Village 1 Plan and the Specific Plan for the Revitalization of the Original Town Site that ensures the vision of future investment.

Managed Growth Areas

Managing growth not only involves the identification of those areas that are appropriate for enhanced development, it also requires controlling growth in areas that exhibit important natural resources.

Surprise has many significant natural areas that help give the City a unique identity. In order to protect and ensure that future generations will be able to use and enjoy these natural resource areas, some portions of the City require a more context sensitive development pattern. These lands include Sub Areas such as the Scenic Lands Development and Wildlife Linkages Corridor, and may also include additional key resource lands to be further defined through future studies.

To limit the density and intensity of development in these important natural resource areas and maintain an overall healthy and diverse environment, the City will utilize the various conservation goals and policies provided throughout the General Plan 2035 along with all

accompanying existing and future planning policy documents.

GOALS AND POLICIES

Goal 1: Sustainable Growth

Support sustainable growth that ensures effective, efficient, and equitable provision of public services, land, and infrastructure.

Policies

1. Promote infrastructure expansion where it will be more efficient and effective, and minimizes adverse impacts outside the identified growth areas.
2. Give priority to infrastructure upgrades and improvements in the identified growth areas.
3. Focus infrastructure improvements in designated growth areas and contiguous to existing development.
4. Make development decisions predictable, fair and cost effective.
5. Promote and provide incentives for infill development, redevelopment and growth in existing urbanized areas.
6. Expand efforts to ensure all new development and future development includes community and stakeholder collaboration.
7. Promote sustainable and green building practices to lessen the demand on infrastructure.

Goal 2: Multi-Modal Growth

Emphasize efficient transportation to, from, and within growth areas, focusing on automobile, transit, and other forms of circulation.

Policies

1. Promote physical planning and design techniques that facilitate access to, and use of, transit services and other multi-modal circulation options.
2. Concentrate circulation infrastructure expansion in identified growth areas and coordinate improvements with development activity.

Goal 3: Natural Resources

Conserve significant natural resources and open space in the Growth Areas.

Policies

1. Allow for growth management strategies, such as the transfer of development rights, to conserve open space.
2. Strengthen connections between open space areas within, and outside of growth areas by identifying open space corridors between these areas.
3. Safeguard and maintain significant historic, archaeological, and natural resources in the growth areas.

Goal 4: Downtown

Foster the continued development of a unique and well-designed downtown.

Policies

1. Create and adopt design guidelines specific to the downtown area.
2. Promote art as an integral part of all downtown development.
3. Remove barriers that may hinder residential development in the identified downtown area.

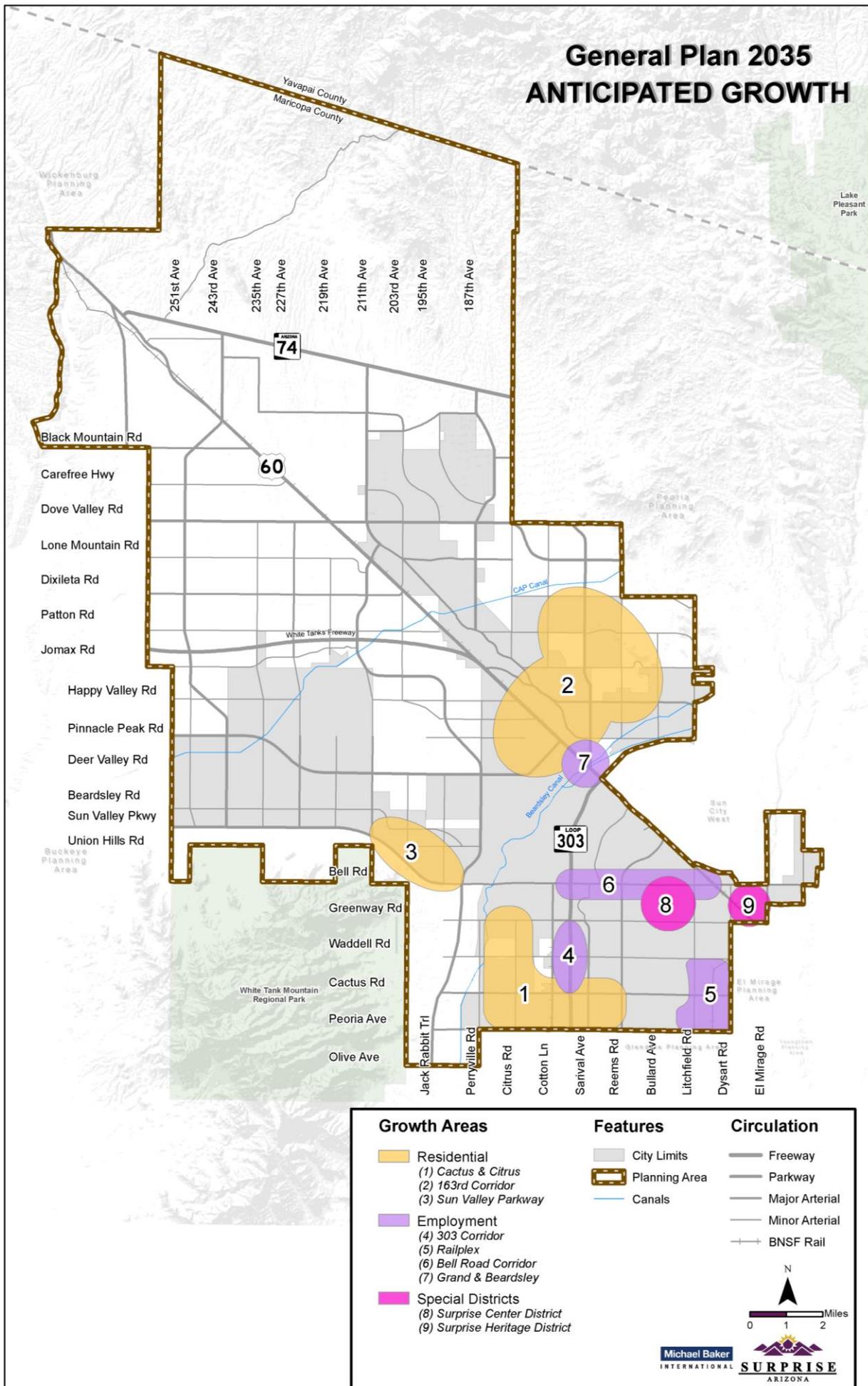
Goal 5: Original Townsite

Protect the historic qualities of the Original Townsite (OTS) while promoting compatible, context-sensitive infill development.

Policies

1. Seek opportunities to leverage outside funding and incentives to promote growth in the OTS.
2. Identify local, state and federal resource programs and grant opportunities that can be used to enhance social programs and/or public facilities in the OTS.
3. Continue to work with other public, private, and non-profit entities to enhance needed services in the OTS.
4. Create and adopt design guidelines specific to the OTS.
5. Continue to educate and inform residents of the value in preserving the heritage of the OTS.
6. Promote pedestrian connectivity as an integral part of all OTS development.
7. Encourage adaptive reuse of vacant properties to preserve cultural identity and invigorate underutilized areas.

General Plan 2035 ANTICIPATED GROWTH



Land Use Element

INTRODUCTION

The purpose of the Land Use Element is to shape the desired future physical composition of Surprise while also supporting and enhancing the City's existing quality of life. Through the application of policy guidance and supporting land use maps, this element directs and defines the desired development patterns within the City as well as establishes a framework for future land use planning and decision-making within Surprises' overall planning area. This causes the Land Use Element to have one of the broadest scopes amongst all the elements in the Surprise General Plan, making it the most frequently used and referenced section of the plan.

DISCUSSION

Currently, the City's incorporated land area is approximately 108 square miles. In contrast, the City's Planning Area – the unincorporated land area outside of the city's boundary that it may consider annexing at some point in the future – encompasses over 302 square miles. With such a large planning area in relation to the City's current municipal limits, Surprise is a community that is poised for continued growth in the future. Defining where and how this growth will occur is imperative to maintaining a community character that is distinct to Surprise.

The Land Use Element of the General Plan provides the critical foundation upon which to guide this expected growth. While there are many ways in which Surprise can grow, this Land Use Element utilizes a sustainable approach that balances development and conservation within the Surprise planning area to ensure that infrastructure is maximized and adequate distribution of services, employment, open space and recreation are provided in proximity to where people live.

The Land Use Element is divided into three sections. The first section provides a general overview of Surprise's existing community form and land ownership composition. The second section lists goals and policies that provide guidance to Surprise on land use decisions. The

third and final section provides detailed descriptions of the character areas and associated strategies, along with a map, that form the vision for future land use within Surprise.

EXISTING CONDITIONS

Land Use Form

Luke Air Force Base

Luke Air Force Base (AFB) noise contours impact the southern portion of the planning area as well as around Luke AFB Auxiliary Field One located near the center of the planning area. The City of Surprise has and will continue to experience growth pressure in and around these facilities. The City is dedicated to ensuring land use compatibility within these sensitive areas. Pursuant to A.R.S. §§ 28-8481 (F) and (P) no new residential development within high noise and accident potential zones (as depicted on the Land Use Map on page 36) is allowed unless the subject property had a building permit, had a residence constructed, or was approved for residential development in a "development plan" prior to December 31, 2004. In addition the City supports the graduated density concept put forth by Luke AFB to protect their mission.

Proving Grounds

The Ford Motor Company has 2.40 square miles of land for proving grounds. These

Land Use Element



grounds are located along 211th Ave and just north of Deer Valley Road.

Landfill

The Northwest Regional Landfill is approximately 1.87 square miles. It is located on Deer Valley Road, and 199th Ave.

Landform Diversity of Planning Area

The planning area varies in terms of terrain, vegetation, and landform. It is critical to be sensitive to this diversity and create a unique development pattern that is compatible with the natural environment. It is important to ensure that there are landmarks throughout the community that create a recognizable sense of place that is unique and specific to Surprise. The major components of this identity are described in the Community Design Element.

Existing Land Ownership

Currently the City of Surprise’s Planning Area Boundary encompasses 302 square miles. Within that boundary approximately 26 square miles is made up of Federal land, 119 square miles of State Land and 158 square miles of Private Land. Below is a breakdown of land ownership:

Ownership	Acreage	Sq. Miles	% Total
Bureau of Land Management	15,152.98	23.68	7.82%
Bureau of Reclamation	502.59	0.79	0.26%
Military	1,069.51	1.67	0.55%
ASLD	76,072.68	118.86	39.26%
Private	100,954.96	157.74	52.11%
Total	193,752.71	302.74	100.00%

Bureau of Land Management

The Bureau of Land Management currently owns 23.68 square miles of land in the Surprise

Planning Area. Most of the BML land is located in the northern most region of Surprise along the Yavapai and Maricopa County border, and along the east Surprise/Peoria planning area boundary, as well as to the west near the Surprise/Wickenburg planning area boundary. A small 0.12 square miles sliver can be found along Happy Valley Rd. and 211th Ave.

Bureau of Reclamation

There are a few areas along the CAP Canal, which the Bureau of Reclamation owns. These small areas are approximately 0.79 square miles. The Bureau of Reclamation land is primarily surrounded by State Trust owned land.

Military

Luke Air Force Base Auxiliary One is located near the center of the planning area. It is approximately 1.67 square miles.

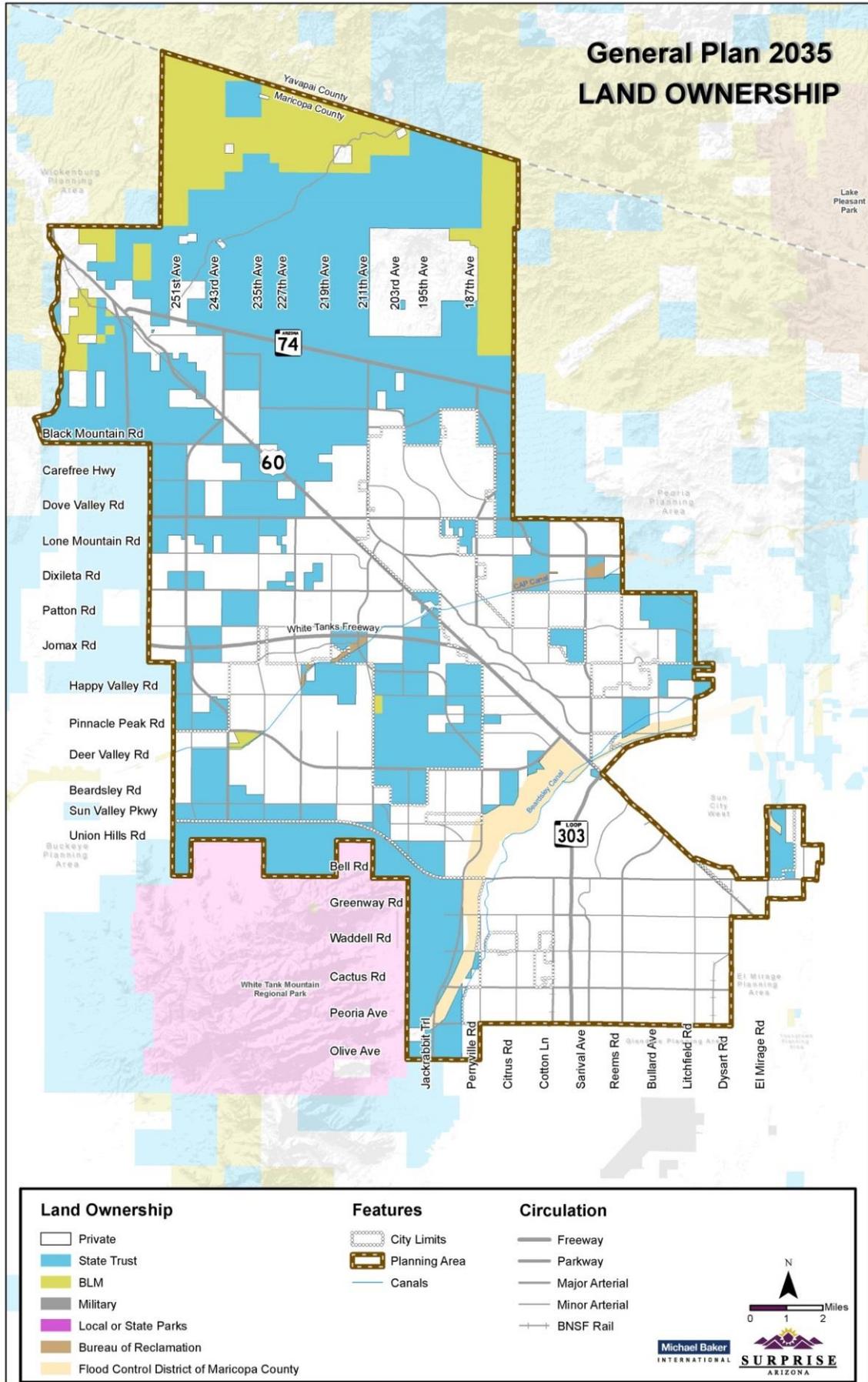
Arizona State Land Department

The Arizona State Land Department currently owns 118.86 square miles of land. This ASLD land is located throughout the Surprise Planning Boundary, a large portion is located mostly in the northern region, west side, and along the White Tank Mountain Regional Park.

Private/Existing PAD’s

The City of Surprise has about 158 square miles of land that is private, including existing PAD zoned sites. The majority of Private land is within city limits, as well as inside the north-west planning boundary, where private and State Trust land become mixed together.

These include approved master plans and development agreements currently under Maricopa County jurisdiction but are within the municipal planning boundary and have ongoing collaboration with the City.



Land Use Element



GOALS AND POLICIES

Goal 1: Unique Community

The City of Surprise will provide a unique living experience by offering a sense of place and an intimate community atmosphere with all the conveniences of an active urban area.

Policies

1. The City will guide the pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context.
2. The City shall coordinate with established neighborhoods to continue to foster stable households, while new development will provide options for future residents.
3. The City shall collaborate with property owners and other stakeholders to ensure that Surprise Center will grow as the heart of the city, with a dynamic mixed use environment where people can live, shop, work, and socialize.
4. City of Surprise will promote future development plans that provide opportunities for residents to engage in public activities locally through neighborhood-scale retail and housing developments; enhanced greenspace and recreation opportunities; enhanced transportation options for the community, including improved pedestrian and bicycle infrastructure; and the connection of the city through streetscape corridors.
5. The city shall proceed with the preparation of individual specific area plans for the identified sub areas and/or Commerce and Office character areas presented in the General Plan.
6. The City will assist in promoting strong neighborhood associations and community events that provide opportunities for citizens to become engaged and involved in Surprise

activities.

7. The City shall continue to establish and refine the SUDC to promote both design and development standards that are applied consistently and yield positive and equitable development guidance to establishing desired character areas.
8. Establish park and open space dedication requirements specific for new subdivisions that provide greater incentives for the dedication of usable open space in order to incorporate functional open space and connectivity into neighborhoods and preserve vistas along developing corridors.

Goal 2: Jobs-Housing Balance

Balance residential development with a diversity of high quality jobs.

Policies

1. The City shall strive to enhance the existing jobs to housing balance, pursuing one new job for every new dwelling unit.
2. The City shall strive to maintain a reasonable balance between employment income levels and housing costs within the city, recognizing the importance of housing choice and affordability to economic development in the city.
3. The City shall continue to promote Surprise as a location for clean industry, high-tech manufacturing, and corporate office development.
4. The City shall encourage new employment centers by providing the infrastructure necessary to accommodate new industry, while also remaining flexible to future economic shifts and needs.
5. The City shall update and maintain the Economic Positioning Framework to address the community's goals for attracting targeted employment clusters to the city, including preferred incentives to attract those uses to the city.
6. Surprise shall explore and develop

Surprise General Plan 2035: Foundation for the Future

partnerships with local colleges, business organizations, and non-profit agencies to cultivate and attract a skilled, educated, and well-trained work force.

Goal 3: Safe Community

Maintain Surprise as a safe and connected community.

Policies

1. The City shall update the SUDC to institute a development standard that requires a path or trail connection between all existing and proposed neighborhoods.
2. The City shall set aside dollars in its CIP budget to acquire necessary easements or rights-of-way to facilitate a trail or path connection to and from existing neighborhoods lacking such connectivity.
3. The City shall expand neighborhood watch programs throughout Surprise.
4. The City shall promote neighborhood and building design that focuses on issues of public safety by incorporating principles of Crime Prevention Through Environmental Design (CPTED) into the planning design guidelines and engineering development standards.
5. Support partnerships for neighborhood and school safety.

Goal 4: Luke Air Force Base

A future land use pattern that fosters the continued use of Luke Air Force Base and Auxiliary Field #1 to conduct mission-critical training and accommodates community growth and development.

Policies

1. The City shall comply with all applicable statutes of the State of Arizona, applicable to territory within the vicinity of a military airport or ancillary military facility and land within the

high noise and accident potential zones of Luke AFB or any ancillary military facility.

2. The City shall require all new development to comply with the “Western Maricopa County/Luke Air Force Base Compatibility Plan” or city approved alternative document(s).
3. The City shall review its capital improvement plan (CIP) and master water and sewer infrastructure plans such that extensions of service capacity do not induce inappropriate development within the Luke Compatibility District.
4. The City shall continue to coordinate with Maricopa County (within the Surprise Planning Area) and Luke Air Force Base to review development proposals to determine their propensity to cause hazards or impediments for F-35 training operations within the Luke Compatibility District.
5. The City shall continue to assist property owners located within the Luke Compatibility District to increase their understanding of Luke Air Force Base’s mission, potential impacts associated with military aviation operations, land use constraints, and potential mitigation measures to guide appropriate development.
6. The City shall continue to participate in the Fighter Country Partnership group to provide early notification of development applications for Territory in the Vicinity of Luke Air Force Base and Aux1.
7. The City shall continue to work closely with Luke Air Force Base to maintain security around the perimeter of LAFB Auxiliary Field #1 to minimize trespassing.

Goal 5: Natural Conditions

Preserve and maintain natural area open spaces in the Surprise.

Policies

1. The City shall update the SUDC with wildlife friendly regulations in order to fully implement the policy direction of the Wildlife Linkages.

Land Use Element



2. The city shall strive to acquire, preserve and maintain areas with 20% slope or greater as natural area open space.
3. The city shall update its SUDC to provide hillside development standard guidance that promotes responsible development practices within hillside areas between 10% and 20% slopes.
4. The city shall work to provide publicly accessible linear greenspaces and trails along the CAP canal, McMicken Dam Outlet channel, Trilby Wash, Iona Wash and other regionally significant wash corridors identified on the Character Area map.
5. Surprise shall develop a comprehensive greenway, trail and pocket park system along the extensive natural desert washes that also serve to promote off-street trail connections between neighborhoods and businesses in Surprise.
6. Surprise shall acquire through purchase, trade, or the dedication of wildlife linkage areas and linear greenbelts recommended along existing desert washes as identified in the General Plan. Surprise shall maintain these areas for the public use and welfare and so as to ensure a cohesive and connected off-street trail system in perpetuity.

Goal 6: Variety of Housing

Provide high-quality housing in a range of residential densities and types.

Policies

1. The City shall encourage development of neighborhoods that broaden the choice of type, size, and affordability of housing in Surprise.
2. The City shall promote various residential options that provide amenities and conveniences within the residence and surrounding community that is above the median housing mix.
3. The city shall strive to create a balanced

housing mix of detached and attached housing that fosters an economically sustainable city.

Goal 7: Public Outreach

Promote public participation in the City's planning processes.

Policies

1. The city shall provide ample opportunities for individuals, organizations, and neighborhood associations to participate in the planning process through enhanced notification processes and commitment of staff resources to ensure that avenues of communication remain open and constant.
2. The city shall use traditional communication tools, social media, and continually explore new technology to provide clear and current notification of pertinent information on city meeting agendas, processes, and decisions to encourage public participation in Surprise.
3. The city shall require that applicants of new development projects have early and frequent communication with affected citizens and stakeholders.

Goal 8: Sustainable Construction

Promote energy efficient development and construction practices.

Policies

1. Sustainable building practices should be promoted for all new construction.
2. Continue to develop new, as well as expand existing programs to educate Surprise business and residential communities on the economic and environmental benefits of green building practices.
3. Participate in local, regional, and statewide sustainability efforts.

CHARACTER AREA APPROACH

In order to retain and improve its identity as a distinct city, Surprise seeks to manage future growth by promoting physical development that is not only attractive, but also expresses a unique overall community character.

To work towards this vision for development, the City has removed the 'Village Planning' requirements from the development process and shifted away from the traditional model which focused on the rigid placement of individual land use types within specific geographic areas. The more holistic 'Character Area' approach places a greater emphasis on delineating areas of common identity or desired characteristics.

Land Use Character Areas

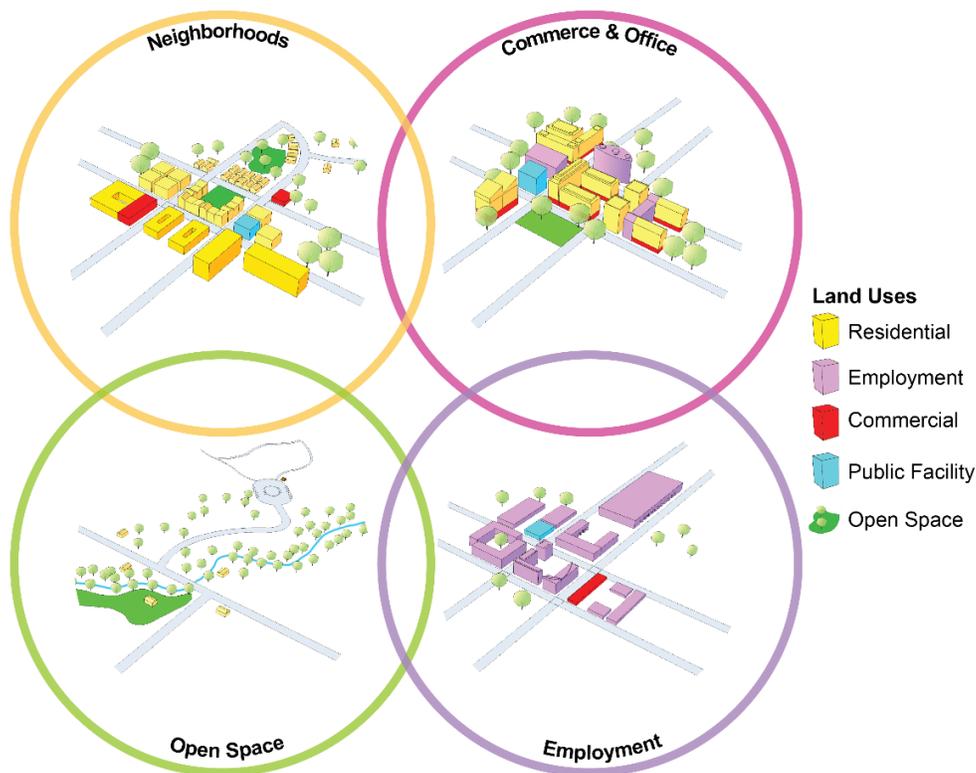
Character Area-based planning recognizes that; rather than promote the traditional division of like land uses into large homogenous planning areas; it is the combined form, density, intensity, and development pattern of a defined area that gives it an identifiable character. In turn, it is the collection of these individual character areas

that then combine to create a truly unique community.

The Surprise General Plan embraces this understanding by establishing Character Areas that first define the desired look or "feel" of an area and then provide more detailed guidance relevant to the specific use of land within those areas in order to achieve the desired overall character. This approach gives growth an enhanced capacity to fit into the "big picture" in terms of achieving the overall land use goals of the General Plan, while still addressing development issues or concerns of particular importance to specific areas of the community. By placing a larger focus on the character of an area, greater flexibility can also be applied to future development decisions while still maintaining an area's overall sense of place.

The Surprise Land Use Character Areas are grouped into four (4) different functional varieties, which are identified and described in greater detail on the following pages:

- Neighborhoods
- Commerce & Office
- Open Space
- Employment



Land Use Element



Development Types

The Land Use Character Areas establish the basic framework that will guide development within Surprise. The broad nature of development possibilities within some of these Character Areas requires additional refinement to better clarify the desired land use pattern within these large planning areas.

Therefore, several Character Areas are further defined by sub-descriptions or 'Development Types'.

Development Types provide a higher level of detail to ensure land use compatibility is maintained within each Character Area, but still provide a degree of flexibility that allows development to adjust to unknown future conditions. Each Development Type provides further descriptions of different functional characteristics that are prevalent with a given Character Area and can be applied based on many factors including the need to preserve existing special features, establish a desired future state, or respond to specific, unique development issues.

Organization of Land Use Character Area, Sub-Area and Development Type Descriptions

Each of the following Land Use Character Area, or corresponding Development Type, descriptions includes a general narrative that presents the intent of the individual category. Narratives are then followed by common planning development guidelines (such as density limits, transition measures, aesthetics and built form standards, and typical uses) that are intended to provide enough detail to envision the future built environment associated with that category. These planning descriptions are also provided to give specific guidance

Development Types



Character Areas



Community



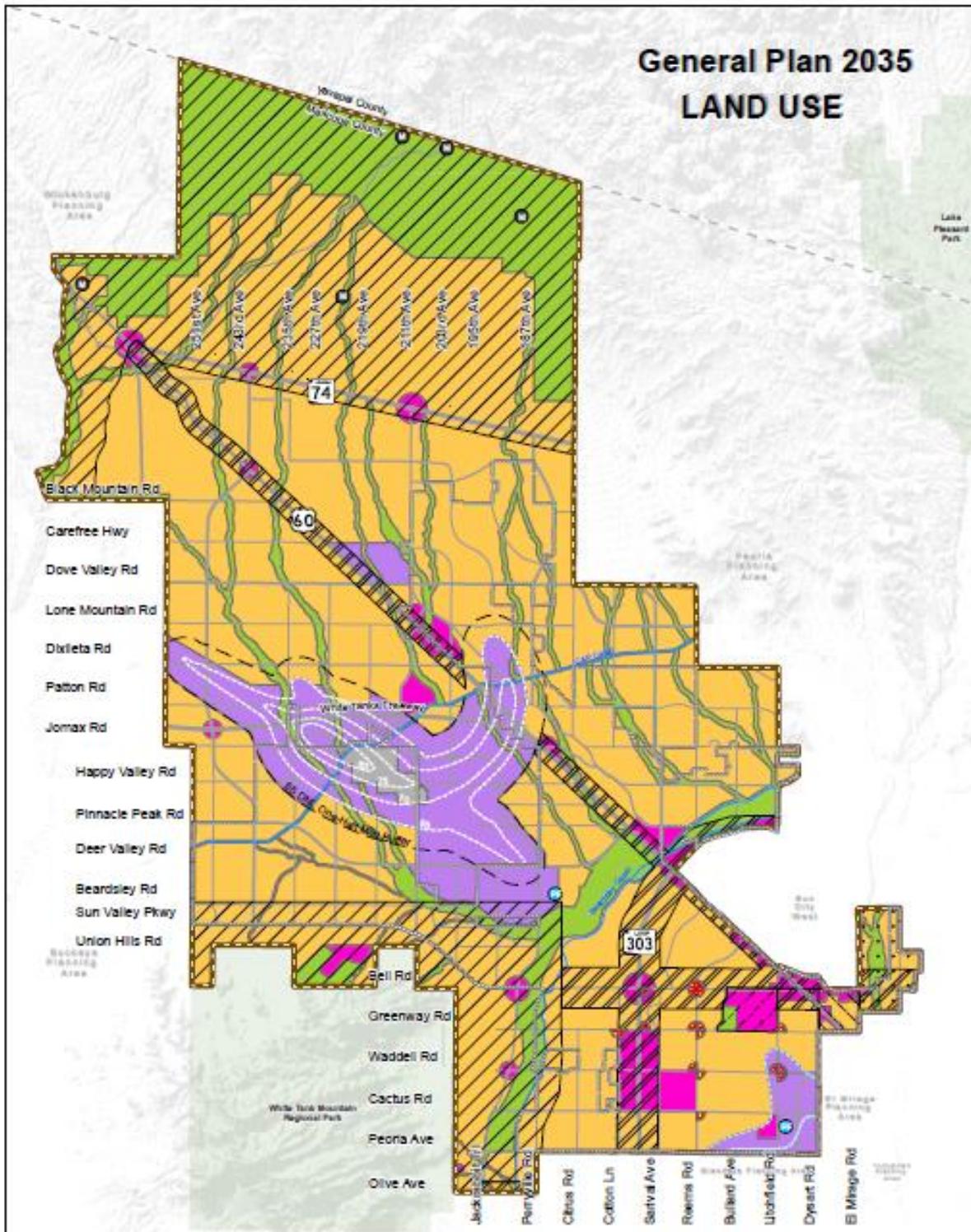
about how land use decisions should be made regarding future individual development applications, including that consideration will be given to existing physical development conditions as well as existing entitlements, whether in the City or Maricopa County.

While these guidelines help to inform the development process, they are not meant to strictly limit the design process. Creative and innovative design solutions are encouraged to help achieve the desired overall community character.

Land Use Character Area Map

The following Land Use Character Area map is a key component of the Surprise General Plan. This map is a graphic representation of the desired Character Area pattern for all land within Surprise's planning area. The map specifically indicates the intended distribution and type of Land Use Character Areas and Sub-Areas. The map should be used in conjunction with the application of goals, policies, and guidelines outlined in this Land Use element as well as all other applicable elements of this General Plan. Although not a zoning map, this Land Use Character Area map should also be referenced to guide future development and zoning decisions as they pertain to the City of Surprise, or its Planning Area.

General Plan 2035 LAND USE



Character Areas	Sub Areas	Features	Circulation
<ul style="list-style-type: none"> Neighborhood <ul style="list-style-type: none"> - Rural - Suburban - Urban Commerce & Office <ul style="list-style-type: none"> - Mixed Use: Residential - Mixed Use: Commercial - Regional Commercial - Commercial Office Employment <ul style="list-style-type: none"> - Business Park - Industrial Open Space <ul style="list-style-type: none"> - As Described on page 63 	<ul style="list-style-type: none"> [] Luke Compatibility District [/] Scenic Lands Development [\] Surprise Center District [/ \] Surprise Heritage District [/ \] Transit Oriented Development District [. . .] Aggregate Resource Areas 	<ul style="list-style-type: none"> [] Planning Area [] Aux 1 Noise Contours [] Luke AFB Noise Contours [] Canals [] Military [] Existing Community Commercial [] Public Facility [] Mining 	<ul style="list-style-type: none"> [] Freeway [] Parkway [] Major Arterial [] Minor Arterial [] BNSF Rail

Michael Baker INTERNATIONAL SURPRISE ARIZONA

Land Use Element



Neighborhood Character Area

Covering the largest geographic planning area, the Neighborhood Land Use Character Area represents the various residential neighborhoods within Surprise. While neighborhoods are predominantly residential areas they can also be supported by locally oriented commercial and public facility uses, and can range from established to emerging and urban to rural in nature. The combination of the majority of residential uses into the Neighborhood Character Area makes this one of the most character defining features of the City. While each neighborhood can have particular elements that make it unique (i.e. architectural style, streetscape design, recreational amenities, etc.), all neighborhoods can generally be classified into three basic Development Types based on their existing or desired mix of uses, building type, and density.

The Neighborhood Land Use Character Area includes the following Development Types:

- Rural Neighborhoods
- Suburban Neighborhoods
- Urban Neighborhoods

Neighborhood Character Area Development Guidelines Common to All Development Types:

Compatibility and Transition Measures

To help limit the impact on adjacent existing or potential uses and promote overall land use compatibility, new development should utilize the following transition measures at the neighborhood edge:

- Respect the context of adjacent building form and architectural style;
- Adjust densities to provide a gradual transition to surrounding uses;

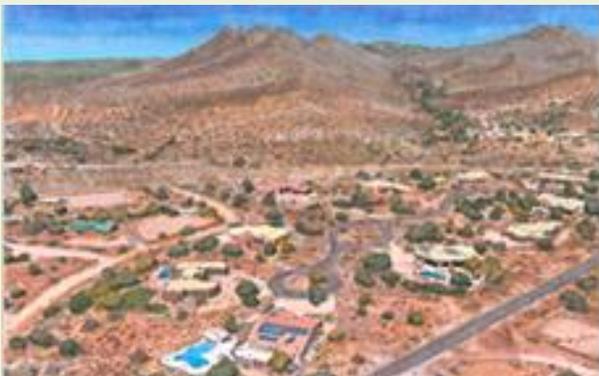
- Step buildings (via building massing, footprint size, and height) to reduce the visual impact to surrounding uses;
- Provide similar streetscape and landscape design to surrounding uses;
- Utilize appropriate setbacks to blend and transition between surrounding uses; and/or
- Place enhanced landscape/open space buffers between uses; additional measures should be taken to emphasize transition through integration and encourage connectivity between new development and surrounding uses.

Neighborhood Character Area Development Guidelines Unique to Each Development Type:

The following sections describe development guidelines specific to each neighborhood development type.

Rural Neighborhoods

Rural Neighborhoods represent areas defined by low-density residential uses, and limited low intensity neighborhood commercial and civic uses that are necessary to support the rural lifestyle. These areas typically lie just outside the Suburban Neighborhoods and are intended to preserve and enhance the natural desert landscape and appropriate agricultural uses. Housing is scattered across the landscape in a random pattern, within large-lot subdivisions, or clustered to preserve open space, views, and other natural features. Because trip distances are typically too long for walking, transportation mobility is largely dependent on automobiles but non-motorized trail facilities are included where appropriate. The availability of public infrastructure is limited.



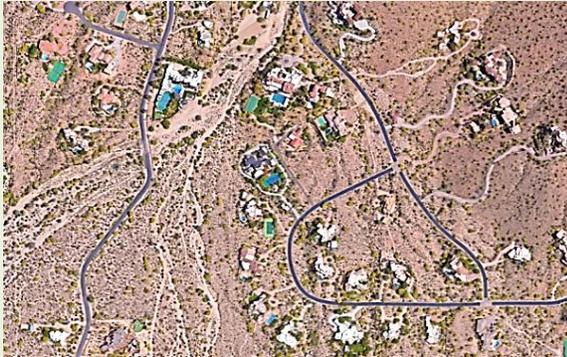
Density Range:

0-2 du/ac

Aesthetics and Built Form

- Conventional, suburban style community commercial development patterns are discouraged.
- Architecture styles should maintain the unique regional rural character rather than promote standardized “franchise” or “corporate” architecture.
- All buildings heights should be respectful of the surrounding view shed.
- Buildings should be generously set back from the street and oriented in a manner that preserves major community views of surrounding mountains.
- Development should be sensitive to existing topography and preserve natural features, washes and wildlife corridors.
- Streets should be located, and their rights-of-way sized, in accordance with the intensity and density of land uses served. Local roadway cross sections are typically defined by the roadway, unpaved shoulders, and natural desert landscaping lining the edges.
- Vehicular connectivity should be limited with large block lengths and infrequent intersections to be consistent with large parcel sizes and preserve the natural character, while incorporating traffic calming techniques where appropriate.
- Large-lot, single-family detached homes that utilize quality building materials and apply high quality design are encouraged.
- Neighborhood commercial uses should be located on parcels that are 15 acres or less in size, relate to the prevailing scale of adjacent development, and placed at appropriate roadway intersections.

Land Use Element



- Large-lot residential developments should include a trail system, where appropriate, to accommodate pedestrian, bike and equestrian linkages to adjacent development. Linkages to adjacent public lands, if appropriate, should also be provided.

Typical Uses

- Agricultural uses and accessory uses such as barns or stables
- Large-lot single-family residential uses
- Neighborhood Commercial uses necessary to support the rural lifestyle including small-scale retail or grocery stores, feed and tack stores, and commercial nurseries
- Civic benefit uses such as places of worship, schools, municipal parks or preserves, etc.

- Low lighting levels should be used to reflect the character of the area and preserve a dark sky at night.
- Sidewalks should be provided along arterial, collector and local streets as appropriate.

Suburban Neighborhoods

Suburban Neighborhoods represent the transition area between rural settings and urban environments. These neighborhoods reflect the most common pattern of development in the City, and are where the majority of Surprise's population growth will be concentrated. Suburban neighborhoods include predominantly medium-density residential housing types that serve varying income levels. While residential is the primary land use within this neighborhood, they can also include neighborhood and community commercial, professional offices, schools, places of worship, parks, and other civic uses. Most development occurs in large to medium sized planned communities that utilize well-connected street and trail networks to encourage pedestrian and bicycle travel between uses and minimize the need for motor vehicle trips within the neighborhood. All uses in Suburban Neighborhoods are predominantly served by public infrastructure.



Density Range

2-8 du/ac

Aesthetics and Built Form

- A mixture of traditional, single-family detached and attached homes that utilize quality building materials and apply high quality design are encouraged to serve a full range of life style and life stage needs

- Residential building setbacks from the front property line should vary to create a more interesting and attractive streetscape.
- Residential buildings should de-emphasize front load garages by providing a mix of garage orientations including, side or angle entry, rear load with alley access, or front load with a set back from the primary living space.
- Neighborhood and community scale retail, professional office and civic uses may be incorporated at strategic locations along proposed or existing arterial corridors that provide convenient access to residential areas.
- Neighborhood and community retail, professional office and civic uses should be clustered to create suburban centers that provide services and activities for the local community. The design and scale of these centers should blend with surrounding proposed or existing suburban residential development to ensure land use compatibility and pedestrian connectivity.
- The maximum combined size of any cluster of non-residential uses should be 30 acres or less.
- The placement of non-residential buildings should be pushed close to the primary roadway, and parking areas should be encouraged to the sides and/or rear of buildings.
- All buildings heights should be respectful of the surrounding view shed.
- New subdivisions should be connected to existing adjacent developments, or provide stub streets to future development areas, to allow for strong internal pedestrian, bicycle, and automobile connectivity. Cul-de-sacs should only be reserved for use when physical site constraints are present.

Land Use Element



- A traditional grid pattern street network is encouraged. Streets with curvilinear design are also encouraged where local topography and protection of natural features warrant such design.



and comfortable travel for all users, including automobiles, pedestrians, bicyclists, and transit. The design of residential streets in these suburban neighborhoods should promote slower vehicular speeds, as well as provide on-street parking, and bicycle and pedestrian facilities.

- All major residential development shall include active and passive open space areas designed, located, and oriented to provide high pedestrian accessibility within and around the development, and buffer between less developed and more urban developed areas. The design and placement of public off-street pedestrian trail connections to adjacent development is highly encouraged.

Typical Uses

- Medium-lot single-family residential uses
- Small-lot single-family residential uses – such as alley loaded, duplexes, court and patio homes, and townhouses
- Neighborhood and Community Commercial uses – such as full service grocery stores, drug stores, personal services, and convenience uses
- Professional Office uses – such as medical office, small-business services
- Civic benefit uses such as places of worship, schools, municipal parks or preserves, etc.

- The incorporation of “complete streets” should be utilized to enable safe, attractive,

Urban Neighborhoods

Urban neighborhoods are the highest density residential areas in the City. They generally function as a transitional use between lower intensity suburban areas and high volume roadways/transit corridors, more intensive regional commercial centers, or employment areas. Urban neighborhoods are predominantly residential in nature and are characterized by a diverse mix of residential types; from small-lot to vertical multi-unit developments. However, community commercial uses along with professional employment and civic uses can also be embedded within this neighborhood type. This mixture of residential and nonresidential uses is typically in close proximity to one another to promote a dense, pedestrian oriented, urban environment. The resulting development patterns provide higher street connectivity, smaller block lengths, improved transit options and the greatest degree of public infrastructure services.



Density Range

8+ du/ac

Aesthetics and Built Form

- Buildings should be articulated with varied massing and enhanced architectural details.
- Development patterns should promote a

more human scale that places emphasis on the mixing of land uses in a pedestrian-friendly way. Urban residential uses should be designed around some type of neighborhood center or focus area, such as a school complex, civic amenity, community park or commercial services.

- Single-family attached dwellings should relate to and address the street with the main entrance oriented to the street, avoiding garage dominant frontages. The relationship between public and private spaces along residential streets should also be preserved by incorporating covered front porches, defined courtyards or other semi-private transition zones
- Multi-family buildings should be located along, and oriented toward, a proposed or existing collector or arterial corridor or in conjunction with existing multi-family sites, commercial centers, or employment areas where direct access to transit is available or will be provided over time.
- All parking for multi-family buildings should be provided off-street and accommodated internally on site in covered parking clusters, or in garages or carports that are attached and integrated into the building architecture.
- All single-family attached or multi-family buildings should have shallow to moderate front setbacks. Individual multi-family buildings shall also be separated by ample space for pedestrian walkways and landscaping.
- Community commercial, professional office or civic uses should be located at the intersection of a proposed or existing arterial or higher roadway, and oriented toward arterial corridors where direct access to transit is available or will be provided over time.

Land Use Element



- Placement of commercial, professional office and civic buildings should reinforce the streetscape through building forward design, use of shallow front setbacks where appropriate and location of parking at the rear and/or side of buildings.
- Multi-family or non-residential development with frontage on a urban neighborhood street should limit public access from that street and limit business associated parking on that street so as to avoid significantly altering the residential character and scale of the existing street.
- The maximum combined size of any cluster of non-residential uses should be 30 acres or less.
- All building heights should be appropriate in scale and transition in relation to surrounding developments.
- A traditional or modified grid pattern street network that incorporates shorter block lengths is encouraged to promote increased pedestrian connectivity.
- New residential development should be integrated with the existing interconnected street network. The design and application of cul-de-sacs, limited street connectivity, or security gating is discouraged.
- The incorporation of “complete streets” should be utilized to enable safe, attractive, and comfortable travel for all users, including automobiles, pedestrians, bicyclists, and transit.
- The design of residential streets in these urban neighborhoods should promote slower vehicular speeds, as well as provide on-street parking, street trees, bicycle and pedestrian network, and transit facilities.
- All residential development should include active and passive open space areas designed, located, and oriented to provide high pedestrian accessibility within and around the development, connections to adjacent development, and buffer between less developed and more urban developed areas.



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- Sustainable building practices should be promoted for all new construction

Typical Uses

- Small-lot single-family attached residential uses – such as duplexes, court or patio homes, and townhouses
- Multi-family residential uses – such as condominiums and apartments
- Vertical mix of residential uses, while integrating commercial development
- Community Commercial uses – such as full service grocery stores, drug stores, personal services, and convenience uses
- Professional Office uses – such as medical office and small-business services
- Civic benefit uses such as places of worship, schools, municipal parks or preserves, etc.

Commerce & Office Character Area

Due to their prominent geographic location, relationship to adjacent land uses and/or proximity to regional transportation corridors, some areas within the City allow for and encourage greater flexibility in the application of future land uses. The Commerce & Office Land Use Character Area defines those unique areas within the City that, because of their broad development potential, can comfortably accommodate a variety of land uses. These areas contain the highest intensity of development in the City and are intended to provide opportunities for a mixture of commercial and retail uses, office and employment areas, higher density housing, hospitality developments, government and civic uses, educational and medical campuses, and entertainment choices to encourage a true live, work, play environment.

Unlike smaller urban mixed use developments that are typically dedicated to the vertical

integration of uses within a single building, the Commerce & Office Land Use Character Area supports both a horizontal and vertical mixture of uses on a larger scale. However, the development pattern for this character area remains walkable and accommodates other forms of transportation including cars, bicycles, and transit to encourage a more urban style living environment

Commerce & Office Character Areas can generally be classified into four basic Development Types based on their existing or desired mix of uses:

- Mixed Use – Residential
- Mixed Use – Commercial
- Regional Commercial
- Commercial Office

Commerce & Office Character Area Development Guidelines Common to All Development Types:

Compatibility and Transition Measures

To help limit the impact on adjacent existing or potential uses and promote overall land use compatibility, new development should utilize the following transition measures at the character area edge:

- Respect the context of adjacent building form and architectural style;
- Adjust densities to provide a gradual transition to surrounding uses;
- Step buildings (via building massing, footprint size, and height) to reduce the visual impact to surrounding uses;
- Provide similar streetscape and landscape design to surrounding uses;
- Utilize similar setbacks to surrounding uses;

Land Use Element



- Place enhanced landscape/open space buffers between uses; additional measures should be taken to emphasize transition through integration and encourage connectivity between new development and surrounding uses.

Aesthetics and Built Form

- Development patterns should promote a more human scale that places emphasis on the vertical and horizontal integration and mixing of land uses in a pedestrian-friendly way.
- Multi-family residential uses should be vertically integrated above street level retail uses where enhanced street related activity is desired. To maintain an active, pedestrian friendly streetscape, stand-alone multi-family development is discouraged in these enhanced activity areas.
- Commercial, professional office or civic uses should be located along and oriented toward collector or arterial corridors where direct access to transit is available or will be provided over time.
- Placement of commercial, professional office, civic and residential buildings should reinforce the streetscape through building forward design, and the use of shallow front setbacks where appropriate.
- Infill development and adaptive reuse of existing building stock is encouraged.
- All building heights should be appropriate in scale and transition in relation surrounding developments.
- Buildings should be articulated with varied massing and include architecturally interesting elements, pedestrian friendly entrances, outdoor dining areas, transparent windows, or other means that emphasize human-scaled design features, particularly at the street level.
- Unbroken stretches of blank walls are discouraged, specifically when it creates physical and visual separation within a “complete” development.
- A traditional or modified-grid pattern street network that incorporates shorter block lengths is encouraged to promote increased pedestrian connectivity and provide enhanced linkages to adjacent land uses.
- The incorporation of “complete streets” should be utilized to enable safe, attractive, and comfortable travel for all users; including automobiles, pedestrians, bicyclists, and transit. The design of residential and/or activity related streets in these mixed use areas should promote slower vehicular speeds, as well as provide on-street parking, street trees, bicycle and pedestrian network, and transit facilities.
- Development should minimize the use of surface parking in favor of underground or aboveground structured parking. Aboveground structured parking should be lined with residential, commercial or office uses. All surface parking should be located to the rear and/or side of buildings.
- Access to Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.
- Public plazas, squares or other gathering spaces should be provided in each mixed use development.
- Where appropriate, all mixed use developments should include active and passive open space areas designed, located

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and oriented to provide; high pedestrian accessibility to adjacent development.

- Sustainable building practices should be promoted for all new construction

Typical Uses

- Multi-family residential uses – such as condominiums and apartments
- Regional Commercial uses – such as restaurants, clothing apparel, department stores, big box anchor stores, resorts, hotels, and movie or entertainment centers.
- Professional Office uses – such as medical campus, corporate campus, and small-business services
- Civic uses such as City government, cultural facilities, education campuses, and municipal parks

Commerce & Office Character Area Development Guidelines Unique to Each Development Type:

See the following sections for development guidelines specific to each Commerce & Office development type.

Commercial Office

Consists of a more intensive collection of mid-rise professional office buildings that are concentrated in an urban development form that, by their very nature, also attract supporting retail, restaurant, hotel and civic spaces to support the concentration of professional offices. Educational and medical campuses along with their typical support facilities may also be located within this development type. Stand-alone multi-family residential development could be integrated into the overall design, were appropriate, to offer housing options near quality jobs that shorten commute times and reduce congestion.

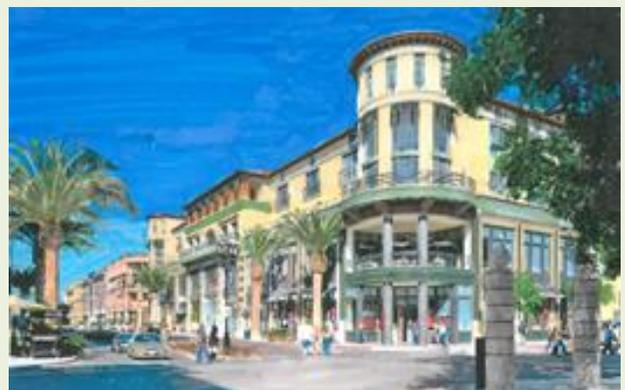
Mixed Use – Residential

Includes a vertical and or horizontal mixture of residential and non-residential land uses where the residential component of the project constitutes at least 75% of the overall square footage (vertical mixed use) or acreage (horizontal mixed use). The remaining 25% of the square footage or acreage would constitute commercial retail, office, education, medical, entertainment or civic related uses.



Mixed Use – Commercial

Includes a vertical and or horizontal mixture of commercial land uses where the commercial (or non-residential) component of the project constitutes at least 75% of the overall square footage (vertical mixed use) or acreage (horizontal mixed use). The remaining 25% of the square footage or acreage would constitute supporting residential uses.



Land Use Element



Regional Commercial

Includes a vertical and or horizontal mixture of commercial land uses where the commercial (or non-residential) component of the project constitutes at least 75% of the overall square footage (vertical mixed use) or acreage (horizontal mixed use). The remaining 25% of the square footage or acreage would constitute supporting residential uses.



means to be flexible and responsive to the timing of marketplace realities, it is recommended that each Commerce & Office Land Use Character Area individually conducts a city-initiated or private development-initiated specific area plan to further define land use, circulation and urban form plans for each Commerce & Office Land Use Character Area. Utilizing this planning and zoning tool affords the city added certainty and predictability in the evaluation of proposed land uses, development standards, the look and feel of the urban form, relationship to the surrounding character, and determination of the need and/or appropriateness of the mixture of proposed uses within each Commerce & Office Land Use Character Area.

Employment Character Area

Future Planning and Implementation of the Commerce & Office Land Use Character Areas

As the Character Area Land Use plan illustrates, there are numerous Commerce & Office Land Use Character Areas designated in Surprise. The Prasada master planned community and the Litchfield Road/Bell Road intersections represent the only ongoing or already planned mixed use development types. There are numerous other Commerce & Office Land Use Character Area designations that have yet to be planned or developed.

By definition, the Commerce & Office Land Use Character Area allows the greatest diversity and intensity of land uses, that is to say, each area can be developed with its own focus, brand, identity and “character”.

To properly accommodate the unique and varied development scenarios in the Commerce & Office Land Use Character Area, as well as a

The Employment Land Use Character Area is intended to promote economic and business development opportunities that create jobs that are vital to the economic sustainability and growth of the City of Surprise. The largest concentration of the Employment Land Use Character Area is located in close proximity to the Luke AFB Auxiliary 1 field. This designation of large acreage around the Luke Aux 1 field is intended to support and protect the mission of Luke AFB, but also is designated to maximize the clustering of employment-related uses for specialization, synergy, transportation efficiency and exchange of knowledge. Strong access to transportation and water/wastewater infrastructure is necessary to attract and support value-added employment generating businesses into these areas.

Typical employment sites and building development should promote the specific needs of large-scale activities and/or clustering of smaller, complimentary businesses designed in a cohesive, campus style setting. Appropriate uses within the Employment Character Area include those that generate employment such

as research/development/hi-tech parks, corporate campuses or business parks, manufacturing/processing facilities, distribution centers, medical campuses, and office/industrial flex spaces.

The Employment Character Area includes a distinct set of development types that include the following:

- Business Parks
- Industrial

Employment Character Area Development Guidelines Common to All Development Types:

Site Design, Aesthetics & Building Orientation

- Large projects proposed for phased development should, to the greatest degree possible, be planned and designed so that each phase is complete and can exist independently in terms of its functional, vehicular and pedestrian circulation, open space, parking, drainage, landscaping and visual aspects; as well as its connectivity to adjoining existing developments and project phases yet to be completed.
- Projects shall establish and maintain high quality site planning, architecture, signage and landscape design to create an attractive and unified development character and to ensure compatibility to adjacent land uses.
- Multiple buildings on the same site should be designed and grouped to create a cohesive, visual relationship among buildings, while at the same time, provide for functional and shaded employee courtyards, pedestrian plazas, open space and view corridors to surrounding mountains.
- Lot coverage is typically no greater than 60 percent.
- Projects shall provide internally coordinated and continuous pedestrian circulation systems that make walking from building to building convenient and shaded for comfort.
- Buildings should have coordinated signage whereby the height, size, and type are controlled to prevent “visual clutter”.
- Access should be provided from a major collector or arterial roadway. Deceleration lane and turning pocket designs should be increased for those businesses with above average daily truck trips. Driveway access should be controlled with limited driveway connections to the adjoining roadway.
- In multiple building developments, vehicle driveway connectivity between buildings utilizing internally coordinated driveways and connected/shared parking areas between on-site buildings shall be required.
- Buildings shall be designed with “four sided architecture” where design and orientation should encourage safety and privacy of adjacent outdoor spaces, and should reduce noise and odor impacts received from, or generated by, the development project.
- Design buildings to have shadow-relief where pop-outs, offsetting planes, overhangs, and recessed doorways are used to provide visual interest, particularly at the street level.
- Pre-cast walls and/or tilt-up walls should incorporate reveals, recessed panels, recessed windows, molding, and other architectural features to articulate and reduce the monotony of the building exterior.
- Small scale development is appropriate provided that it supports/strengthens major employment uses and does not restrict future large-scale employment-generating development opportunities.

Land Use Element



- Locate outdoor storage areas, refuse collection areas, and loading areas in interior rear or side yards and screen with a similar material and color as the primary building.
- Utilize walls and landscaping to reduce glare and noise for adjacent uses whenever possible.
- Provide recreational and/or urban plazas that link visually and/or physically to the city's pedestrian network or network of public spaces.

Proximity, Transition & Buffering

- Taller buildings should be made to appear less imposing by stair- stepping building heights back from the street, breaking up the mass of the building, and/or by providing broader open space/pedestrian plaza areas as foreground for the building.
- Buildings located on the exterior of new projects adjacent to the undeveloped edge of the City should maintain a low profile in terms of height, bulk and massing.
- Outdoor Illuminated spaces shall provide shielded or "cut off" fixtures to reduce light "spillage" onto adjacent land uses whenever possible.
- Long, unbroken building facades on large scale buildings should be avoided, especially when adjacent to Neighborhood Character Areas, arterial streets or other highly visible public viewing areas.
- Design of buildings, including building style, form, size, color and material, should take into consideration the development character of adjacent neighboring areas.
- Projects shall provide a safe, direct and convenient connection and integration of

bicycle, pedestrian and transit modes of transportation. The provision of multi-modal connections to workplaces is a critical element to not only link people to their work sites, but also provide employees access to a convenient mix of supportive uses and recreation opportunities around their workplaces.

- To promote efficiency in the flow of traffic on major arterials, full median breaks for turning movements should occur at not less than one-quarter (1/4) mile intervals; with left-turn-only median openings spaced at not less than one-eighth (1/8) mile intervals.
- Projects shall be planned and designed to provide connectivity and linkage to the City's proposed integrated open space, pedestrian and trail systems.
- Major collector or arterial roadways serving employment development should be landscaped, furnished and lighted to provide definition of roadways and reflect the importance and character of the project being served.

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Employment Character Area Development Guidelines Unique to Each Development Type:

See the following sections for development guidelines specific to each Employment Development Type.

Business Parks

The Business Park Development Type can contain a variety of businesses, offices and light industrial oriented uses that are connected in their street access, site design and orientation and architectural design. Typical uses will consist of research and development parks, corporate campuses, professional offices, office/industrial flex space, and light industrial facilities with limited indoor fabrication/assembly. Heavier industrial operations with outdoor fabrication and/or storage are not appropriate in the Business Park development type



Site Design, Aesthetics & Building Orientation

- Building heights will typically be 1 to 3 stories.
- Building setbacks for Business Parks should be moderate to deep in nature; a minimum of 30-40 feet, depending on scale of project and massing of buildings, is appropriate. Building setbacks from existing neighborhood character areas shall maintain a minimum setback of 60 feet.

- Development should reflect a campus or unified development pattern that includes on-site stormwater detention or retention features, parking and continuity in tree and groundcover landscape designs/species types.
- Business parks should, whenever feasible, provide supporting commercial uses to serve workers and patrons of these developments.



Proximity, Transition & Buffering

- Business Park uses should not be sited adjacent to existing neighborhood character areas with rural or suburban development types. With appropriate buffering, building orientation and setbacks, adjacency to urban

Land Use Element



density neighborhood character areas may be permitted.

- Outdoor storage and/or loading areas should not be located adjacent to existing residential uses

Typical Uses

- Professional offices
- Corporate Campus
- Research and development offices/laboratories
- Offices/retail show rooms with light fabrication/assembly flex space
- Supporting retail uses (small restaurant/deli, dry cleaning, shoe repair, etc).
- Compatible public and quasi-public uses

Industrial

The Industrial Development Type are those locations that are suitable for light and heavy industrial related uses such as manufacturing, processing, warehouse, distribution and other types of industrial related facilities.

These areas are major employment and economic providers for the city, but may come with special zoning concerns relating to truck access, infrastructure needs and, depending on the nature of their operational characteristics, may require additional buffer or separation from encroachment of incompatible land uses. Industrial facilities include the operation of laboratories, warehousing and distribution facilities, and a wide variety of light to heavy manufacturing and assembly of products; including compounding, processing, packaging or treatment of various goods. Manufacturing processes using animal products and by-products as component parts in finished materials are not permitted in Surprise. Objectionable vibrations, glare, noise, odors, and dust, must be appropriately mitigated to protect adjacent non-industrial uses. Supporting retail, office and caretaker resident uses are appropriate where integral to the operation of the industrial facility.



Site Design, Aesthetics & Building Orientation

- Large building setbacks, appropriate to the scale of industrial uses, should be incorporated to buffer adjacent non-industrial uses.
- Multimodal storage containers utilized on a regular basis shall be appropriately buffered and/or screened from adjacent non-industrial uses.
- If permitted by zoning, silos, tanks, and other ancillary structures shall be aesthetically integrated into the site.
- Parking areas and drive aisles should be configured so that they minimize conflicts with loading activities.
- Screening of industrial outdoor storage or fabrication areas should use a combination of elements including solid masonry walls, berms, and landscaping. The method of screening should be architecturally integrated with the adjacent building in terms of materials, colors, and texture.
- Any outdoor storage materials shall be screened and maintain a deep setback from right of ways.
- Lighter, neutral earth tone colors should be used on industrial buildings to help reduce their perceived size. For larger building surfaces, colors should be muted and subdued.

Proximity, Transition & Buffering

- Less intensive manufacturing and fabrication uses utilizing indoor spaces for light manufacturing and fabrication uses should not be sited adjacent to existing or planned rural or suburban neighborhood character areas. With appropriate buffering, building orientation and setbacks, adjacency to urban

density neighborhood character areas may be permitted.



- More intensive manufacturing and fabrication uses that utilize outdoor spaces for their processing and/or the total square footage of a single building is 400,000 square foot or greater shall not be permitted adjacent to any neighborhood character area.
- The use of public streets for truck staging and queuing is not allowed.
- Bay doors, loading areas and outdoor storage areas should not be located adjacent to existing or planned neighborhood character areas.

Land Use Element



Typical Uses

- Scientific or research laboratories
- Commercial Trade Schools
- Wholesale activities including warehousing and distribution
- Manufacturing and processing (animal products prohibited)
- Industrial Flex space (fabrication and assembly back room/retail or office front room; i.e. cabinet or tile shop)
- Processing and compounding of previously prepared materials
- Automobile body and fender works
- Public and quasi-public uses

Open Space Character Area

Open Space

The Open Space designation includes public and privately held lands that are intended to be preserved for natural areas, conservation areas and/or trail and other regional recreational facilities. Open space designations in Surprise are primarily designated in mountainous areas, along designated floodways, riverine areas, and along significant desert wash and other drainage corridors. Open space areas should be maintained in their natural state due to topographic, drainage, vegetative and landform constraints.

Per Arizona Revised Statutes, ASLD and privately held lands with an Open Space designation may also be developed at a maximum of one dwelling unit per acre or with an alternative, economically viable land use. In

order to preserve ASLD and privately held lands as Open Space, acquisition of these lands must occur through purchase or trade.

The Land Use Plan denotes a significant portion of the City's northern planning area as Open Space. These areas are primarily Bureau of Land Management (BLM) and Arizona State Land Department (ASLD) managed lands consisting of mountainous terrain with slopes of 20% or greater. The City's intent is to establish a large conservation and recreation area at this location.

The Land Use Plan also identifies a series of north-south linear open spaces that follow existing desert wash and drainage facilities. General site design is intended to incorporate these floodways into the housing and building orientation to protect and utilize them as a natural asset and promote accessible channels. The City's intent is to establish an off-street trail system along these wash corridors to enhance non-motorized mobility and connectivity therefore, pedestrian trails shall be required either within the Open Space designated land or directly adjacent thereto. Please refer to the Recreation & Open Space Element for additional details. Other Open Space designations include areas within designated floodways such as the Hassayampa River, McMicken Dam and Outlet Channel, and the Agua Fria River.

Areas designated as Open Space within the Luke Compatibility District shall provide uses which are both compatible with the operation of the auxiliary field and meet ARS requirements concerning military bases.

Open Space designations will apply to all future rezoning and development applications, but zoning densities will be determined over the parcel acreage as a whole, including those portions designated as Open Space. Site design shall incorporate the alignments of Open Space designations shown on the Land Use

Map (page 36). The Open Space designations overlaying the wash or channel corridors are intended to follow and match the floodplain width of the existing floodway. The specific width of the Open Space corridors and floodways that are used to designate the Open Space Character Area will be refined during the rezoning and site design process.

Multiple Character Areas

The following Development Types are appropriate to multiple Character Areas.

Community Commercial

The Neighborhood, Commerce & Office, and Employment Land Use Character Areas include parcels of land appropriate for Community Commercial use, even though they are not specifically illustrated on the Character Area Map. Community Commercial use is intended to provide retail goods and services that serve an approximate 1-2 mile primary trade area. Community Commercial uses are typically sited at the intersection of arterial roadways and may also be served by transit. Their typical building configuration is to contain at least one anchor (typically a grocery store) with additional secondary stores (i.e. drug, specialty, sports).



Development Guidelines Common to All Community Commercial Types:

Site Design, Orientation and Access

- The total acreage of any one parcel, or assemblage of several parcels for such use, shall not exceed 30 acres, unless market viability and impact (i.e. traffic, noise, glare, etc.) mitigation can be demonstrated
- The buildings should be designed with a cohesive architectural style, height, form, color and massing that is compatible with the neighborhood context
- Roof top components (i.e. mechanical equipment, antennae, vents, solar panels, etc.) shall be screened from ground view by parapet walls or other acceptable design solution
- Building heights may exceed the heights of the surrounding residences, but must be stepped back on the site at least 50 feet
- Access drives and off-street parking lots should be located to collect/disperse traffic in a manner that is safe and does not promote neighborhood cut-through traffic
- The utilization of direct or indirect access drive signalization, deceleration turning lanes, placement of median breaks and/or curb cuts and emergency response access may require the preparation of a traffic impact study
- Delivery and service truck access should be separated, occur at the rear or side of the property and take place during regular business hours whenever possible.
- Screen parking lots with walls and landscaping to minimize glare
- For out-parcel pads served with a drive thru, provide adequate circulation, parking and

Land Use Element



queuing within the adjacent community commercial site

- Require the execution of cross property access agreements for out-parcel pads to utilize site-wide access points to adjacent arterial roadways



- Incorporate Americans With Disabilities Act (ADA) curb ramps for both on and off-site sidewalk/street crossings

- Consider incorporating raised medians/pedestrian refuges on adjacent arterial roadways
- Landscaping should utilize species on the Arizona Department of Water Resources (ADWR) Low Water Use Plant list
- Signage should be complementary to the natural environment, site architecture/landscape architecture, with consideration for day/night visibility

Proximity, Transition and Buffering

- Site the building at the intersection of arterial streets, along public transit routes to foster vehicular access and mobility and reduce vehicular noise and glare for residential uses
- Integrate the buildings on the site with adjacent rural, suburban and/or urban neighborhoods
- Calculate appropriate illumination, provide full cutoff shielded fixtures (aimed downward) and minimize light “spillage” off-property on parking lots
- Utilize distance, walls and landscaping to reduce glare and noise from truck delivery areas for adjacent residential parcels.

Connectivity Opportunities

- Locate uses along public transportation routes
- Connect the site with interior and exterior sidewalks, trails, and paths to adjacent neighborhoods to reduce vehicle use and enhance community health and air quality

Typical Uses

- Grocery Stores, Drug Stores, Restaurants,

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Finance, Insurance and Real Estate Offices, Personal Services, etc.

Public Facility

The Land Use Character Area Map includes the designation (by PF icon) of large scale public facilities. These uses are important to identify and make the public aware of the adjacency or proximity of non-residential uses that exist and/or are planned within the Surprise Planning Area. Such uses are typically of a size that serves a larger area of Surprise and can be located within any Character Area. These large scale public facilities may require on and off-site mitigation and/or buffering. Appropriate uses include but are not limited to: amphitheater/stadium (indoor/ outdoor), electrical generation stations, electrical receiving stations, post-secondary educational facility, renewable/conventional energy production facility, solid waste landfill facility, solid waste transfer facility, wastewater treatment plants, water treatment plants, and worship facility.



Development Guidelines Common to All Public Facility Types:

Site Design, Orientation and Access

- Buildings should be oriented to enhance the natural topography, solar access, shade, drainage and vegetation on the site,

integrate with existing and proposed uses, and enhance off-site mountain views

- All buildings should be designed with four-sided architecture
- Blend the color palette of all exterior building faces, walls and structures into the Sonoran desert environment. The minimal use of accent colors may be appropriate, but reflective materials are discouraged.
- Buildings on a campus style development should be designed with similar architectural style, height, form, and massing as the surrounding neighborhood
- Roof top components (i.e. mechanical equipment, antennae, vents, etc.) should be screened from ground view by parapet walls or other acceptable design solution
- Access drives and parking lots should be located to collect/disperse traffic in a manner that is safe and does not promote neighborhood cut-through traffic.
- Parking lots should be screened with walls and landscaping
- Incorporate painted crosswalks at all street crossings and selected mid-block crossings, if utilized
- Consider incorporating raised medians/pedestrian refuges on adjacent and proximate routes to schools on collector roadways
- Landscaping should utilize species on the Arizona Department of Water Resources (ADWR) Low Water Use Plant list for the Phoenix Active Management Area.

Proximity, Transition and Buffering

- For lighted facilities, calculate appropriate illumination, provide full cutoff shielded

Land Use Element



fixtures (aimed downward) and minimize light “spillage” off-property

Joint Use and Connectivity Opportunities

- Connect buildings or campus with sidewalks, trails, paths to surrounding neighborhoods to reduce vehicular conflicts and enhance student health

Development Guidelines Unique to Specific Public Facility Types:

See the following sections for development guidelines specific to Public Facility type.

Elementary, Junior High, High School, and Library Facilities

Site Design, Orientation and Access

- Building heights should not exceed the heights of the surrounding residences. Exception: High school and Library building heights may exceed the heights of the surrounding residences, but must be stepped back on the site at least 50 feet
- Access drives and parking lots should be located with adequate depth to contain several busses for off-loading and accessible drop-off/pick-up maneuvering for vehicles

Proximity, Transition and Buffering

- Site campus’s at the intersection of collector/collector streets or along collector streets to foster vehicular/bus access and mobility and reduce vehicular noise and congestion for residential uses. Exception: High School and Library Facilities may be located at the intersection of collector/arterial streets or along arterial streets
- Integrate the campus within, and adjacent to, rural and suburban neighborhoods

- Active outdoor athletic fields and/or illuminated spaces should be located away from residential backyards whenever possible.

Joint Use and Connectivity Opportunities

- Elementary Schools with Neighborhood Parks (recommended to be unlit)
- Co-locate Junior High Schools with Neighborhood Parks (may be lighted)
- Co-locate High Schools with Community Parks (will be lighted)
- Co-locating Libraries with High Schools, Community Parks, Fire Stations or other compatible public facility
- Minimize the placement of residential cul-de-sacs and provide pedestrian/bicyclist “through” connections to foster use

Municipal Administrative Facilities

Site Design, Orientation and Access

- The building should be designed with similar architectural style, height, form and massing as the surrounding area, yet make a statement about the City’s commitment to architectural identity and civic pride
- Building heights should not exceed the heights of the surrounding buildings

Proximity, Transition and Buffering

- Site the building at the intersection of arterial streets or at mid-block arterial roadways to foster vehicular access and mobility and reduce vehicular noise and glare for residential uses
- Integrate the building within, and adjacent to,

suburban and/or urban neighborhoods

Joint Use and Connectivity Opportunities

- Consider co-locating the use with Community Parks, Fire Stations or other compatible public facility

Worship Facilities

Site Design, Orientation and Access

- Building heights may exceed the heights of the surrounding residences, but must be stepped back on the site at least 50 feet

Proximity, Transition and Buffering

- Site the building at the intersection of collector/collector or collector/arterial streets or along collector or arterial streets to foster vehicular access and mobility and reduce vehicular noise and glare for residential uses
- Integrate the building within, and adjacent to, rural, suburban and/or urban neighborhoods

Joint Use and Connectivity Opportunities

- Consider co-locating the use with Community Parks, Fire Stations or other compatible public facility

Fire-Ambulance Station/Police Substation Facilities

Site Design, Orientation and Access

- Building heights may exceed the heights of the surrounding residences, but must be stepped back on the site at least 50 feet

Proximity, Transition and Buffering

- Site the building at the intersection of collector/collector or collector/arterial streets or along collector or arterial streets to foster

vehicular access and mobility and reduce vehicular noise and glare for residential uses

- Integrate the building within, and adjacent to, rural, suburban and/or urban neighborhoods

Joint Use and Connectivity Opportunities

- Consider co-locating Parks, Police Substation, Fire Station or other compatible public facility

Hospitals

Site Design, Orientation and Access

- Building heights may exceed the heights of the surrounding residences, but must be stepped back on the site at least 50 feet
- Consider incorporating raised medians/pedestrian refuges on adjacent and proximate collector and/or arterial roadways

Proximity, Transition and Buffering

- Site the building at the intersection of arterial streets or along arterial streets to foster vehicular access and mobility and reduce vehicular noise and glare for residential uses
- Integrate the building within, and adjacent to, suburban and/or urban neighborhoods

Wireless Communication Facilities

Facility Design, Orientation and Access

- Minimize the height, mass or proportion of the structure to reduce conflict with the character of the adjacent and proximate community
- Consider siting facilities in locations where existing trees, cacti and/or buildings obscure some or all of the facility from view
- Reduce the height of the silhouette exhibited by new structures, including the antenna arrays and lattice support components

Land Use Element



- Specify compatible colors, textures and materials for the structure that mask the mass of the silhouette and minimize reflection, allowing it to integrate within with the existing environment
- Consider the use of concealing components (i.e. saguaro cactus, date palm, flagpole, church steeple) to disguise the structure within the natural and built environment

Proximity, Transition and Screening

- Utilize walls and/or landscaping to effectively screen equipment shelters and cabinets

Co-location and Attachment Options

- Promote co-location on existing towers/facilities to limit the proliferation of support structures serving wireless communication needs
- Consider affixing facilities on existing walls, flush-mounted, or on non-residential buildings (up to 20 feet above the existing structure) as opposed to building new ground-mounted structures
- Where wireless communication facilities extend beyond the roofline, such facilities shall be set back and screened from view.

Character Sub Areas

The City of Surprise has identified select geographies within the Municipal Planning Area where Character Sub-Areas are recognized. The intent of the Character Sub-Areas are to recognize the underlying Land Use Character Areas, but also provide added planning guidance in order to preserve and/or promote the unique qualities of that Sub-Area. Future specific area plans that provide a greater level of detail - character defining attributes including

a refined integration of land uses, motorized and non-motorized circulation systems, and urban form design guidance is suggested. Each specific area plan will expressly identify the city's vision and design expectations for each individual Sub-Area. Proposed development activity within these designated Sub-Areas will then utilize the specific area plan guidance to embrace, preserve, or enhance the unique characteristics that define that particular development area. The following Character Sub-Areas are identified:

- Scenic Lands Development
- Surprise Center District
- Heritage District – Original Town Site
- Luke Compatibility District
- Transit Oriented Development
- Aggregate Zones

Scenic Lands Development

The Scenic Lands Development area consists of approximately 68,000 acres (over 1/3 of the Surprise Municipal Planning Area) of unique and scenic qualities that are only found in these pristine natural settings. The Scenic Lands Development areas are generally north of Carefree Highway, along the Hassayampa River and those areas immediately north and east of the White Tank Mountains Regional Park. The Scenic Lands Development area largely consists of mountain and bajada landform areas with high peaks, jagged slopes, V-shaped ravines and large, natural desert washes with an exemplary inventory of Sonoran Desert vegetative communities. In fact, over 25% of the Scenic Lands Development area lies within mountainous areas that are 20% slope or greater, but may be developed with appropriate restrictions in unique circumstances. These areas are intended to remain as natural area open space in perpetuity. The upper bajada areas exhibit the most diverse and dense vegetative communities found in the Surprise Municipal Planning Area.

The boundaries identified on the Land Use Map (page 36) are roadway and geographic alignments that coordinate with scenic roadways adopted by Maricopa County. Research and collaboration to create planning documents will refine the boundaries, specific to each natural asset.

Future planning guidance for the Scenic Lands Development area shall recognize the visual beauty and other natural area open space qualities and how the design, intensity and orientation of incoming development and public realm areas can strengthen and enhance the natural environment found in the underlying character areas. Specifically, land use, circulation and urban design guidance for the Scenic Lands Development area shall identify techniques that favorably integrates proposed development with the topography, protects large washes for wildlife mobility and promote off street trail systems, protects major vistas, preserves or sensitively develops in unique circumstances areas with 20% slope or greater, and demonstrate how executive housing opportunities and/or enclaves of higher intensity residential cluster developments (in select areas) can preserve and enhance public access and use of adjacent natural area open spaces. The future Scenic Land Development planning guidance will be a design guideline policy document that is developed through a public process that includes coordination between the city, landowners, and stakeholders within the area.

Surprise Center District

The Surprise Center District is identified for the approximately 2.5 square mile area that is home to City of Surprise Recreation Campus, Surprise Stadium, Tennis Complex, Community Park, Aquatic Center, Northwest Regional Library, City Hall and Civic Complex, and the West Point master planned community. The Surprise Center District area is generally bounded by Bell Road to the north, Greenway Road to the south, Dysart Road to the east and Parkview Place to

the west. The Surprise Original Town Site is located immediately to the east of the Surprise Center District area.

The Surprise Center District area has been the recipient of considerable financial investment over the years and is supported by strong vehicular access from all four directions. This area currently serves as the recreation and tourism hub of the community by drawing visitors to its world class recreation center and Kansas City Royals/Texas Rangers spring training facilities. Restaurants, hotels and shopping opportunities are in close proximity to support the recreation and tourism destinations. While this area is currently the recreation, tourism, and government services hub of the community, Surprise has long envisioned this area to ultimately be a vibrant downtown – an essential cornerstone element to the growth and vibrancy in creating “One Surprise”. An infusion of mixed use developments, medical offices, higher density residential, hotels, a four year university, restaurants, shops, and entertainment uses are desired to complement and build upon existing uses to create a more economically sustaining and robust downtown destination.

The Surprise Center District recognizes the existing planned land uses and zoning entitlements for this area, but also looks to update existing plans by working collaboratively with area property owners to develop a specific area plan for a fresh evaluation of the existing plans and how the area can enhance trail connections and linkages to the Original Town Site.

Heritage District - Original Town Site

The Heritage District consists of the Surprise Original Town Site (OTS) which is a one square mile area bounded by Bell Road to the north, Greenway Road to the south, Dysart Road to the west and El Mirage road to the east. Grand Avenue (US 60) bisects the OTS. The OTS is the historic center of Surprise. Land uses within this square mile area are quite diverse – ranging

Land Use Element



from the oldest original historic residences to more modern shops, restaurants and offices along the Bell Road commercial frontage, community facilities, industrial uses, multi-family uses, and the Grand Avenue/ BNSF railroad rights-of-way that bisect a portion of the OTS.

The City of Surprise is currently in the process of preparing zoning overlay for the OTS that will establish a Heritage District for the entire OTS area. The General Plan recognizes the cultural value of the preservation of historical qualities of this area and the proactive plans to enhance and protect the qualities that are deemed priority by OTS residents.

Luke Compatibility District

The Luke Compatibility District (LCD) represents a large swatch of area that is intended to establish a land use pattern that fosters the continued use of Luke Air Force Base and Auxiliary Field #1 to conduct mission-critical training while also accommodating community growth and development. At buildout, the LCD will be the largest concentration of employment-related job opportunities in Surprise, so its importance cannot be overstated as Surprise strives to transform itself from a bedroom community to a global community with world-class aspirations.

Luke Air Force Base Auxiliary # 1 field is generally located at Happy Valley Road and 219PPthPP Avenue and has been utilized by Luke AFB as a training asset to complement its mission and operations for several decades. The LCD contains areas within the 65 DNL and higher noise contours, as well as a one-half mile buffer area around the 65 DNL line. Employment oriented land uses are the predominant character of this area, but Neighborhood - Rural Development Types are designated within portions of the half-mile buffer area. The Northwest Regional Landfill and Ford Proving Grounds facilities are also currently located in the LCD. The planned White Tanks

Freeway bifurcates the LCD. As this facility is constructed in the future, it will serve as a transportation and logistical catalyst for employment growth opportunities in this area.

Planning within this Sub Area type requires strict adherence to State Statute and should include close adherence to the following development guidelines as well as direct coordination with military personnel.

Land Use

- Do not allow any alternative energy uses, within the LCD, that directly or indirectly create issues associated with, but not limited to vertical obstructions, glare, people gathering areas, etc. which compromises military aviator training at Auxiliary Field #1.
- Do not allow land uses, within the LCD, which provide water impoundments, as they attract large birds or waterfowl, increasing the risk for Bird Air Strike Hazards (BASH) for military aviators using Auxiliary Field #1.

Safety Zones

- Development will not be permitted in the Clear Zone (CZ) and Accident Potential Zone I (APZ 1) of Luke AFB Auxiliary Field #1; the only allowable land use is agriculture.
- The allowable land uses within Accident Potential Zone II (APZ II) of Luke AFB Auxiliary Field #1 are the uses identified in Arizona Revised Statutes (ARS) 28-8481.

Vertical Obstructions

- All new development within the LCD shall be reviewed against the provisions of Federal Aviation Regulations (FAR) Part 77 height limits.

Infrastructure Capacity

- All new development proposals within the LCD will be reviewed in conformance with the City's adopted capital improvement plans (CIP) and/or master infrastructure plans to match service needs with compatible development.

Noise

- Do not allow the location of sensitive land uses (i.e. activities where people gather) within the 65 DNL or higher noise contours (for the F-35/F-16) of Luke AFB or Auxiliary Field #1 as identified in Arizona Revised Statute (ARS) 28-8481.

Dust, Light and Glare

- Do not allow any land use, within the LCD, which releases any substance (i.e. steam, dust and smoke) into the air which could impair military aviator visibility.
- Do not allow any land uses, within the LCD, that produce light emissions, glare or distracting lights which could interfere with military aviator day and night vision or be mistaken for auxiliary field lighting.
- Require all exterior lighting fixtures, located within the LCD, to be full cut-off shielded, face downward and minimize 'spillage' outside property boundaries.
- Review all proposed development photometric plans to balance the provision of lighting intensity with personal security and safety within the LCD.

Frequency Spectrum Impedance and Interference

- Do not allow any land uses, within the LCD, that produce, either directly or indirectly, electrical emissions which could interfere with aircraft communications or navigation

requirements.

The LCD is established to underscore the importance of a developing a future specific area plan to provide needed guidance detailing:

- 1) The appropriate balance, integration and buffering of employment and other supporting land uses.
- 2) How to maintain the necessary security and protection of Luke's mission and operations as they evolve over time.
- 3) How to recognize the existing operational needs of the Ford Proving Grounds and Northwest Regional Landfill today while also identifying re-development and/or reclamation plans of these facilities upon the conclusion of their intended lifespan.
- 4) Arterial and collector level-roadway circulation planning that recognizes land use and mobility connections pre and post White Tanks Freeway construction while also preserving the continuity of city-wide wildlife linkage corridors and off-street trail connections within existing wash corridors.
- 5) Provide guidance in prioritizing infrastructure investment choices for City officials to proactively support and promote the growth of value-added, high wage jobs in the LCD.
- 6) Evaluate a closer examination of how to mitigate neighborhood character communities in proximity to the 65 DNL line within the LCD north of Grand Avenue (US 60).

Transit Oriented Development

The Transit Oriented Development area (TOD) designation denotes roadways and adjacent development areas where existing or planned high capacity vehicular multi-modal, and transit corridors provide regionally significant connections to and from Surprise. The TOD is designated for the following transportation

Land Use Element



facilities:

- 1) US 60 (Grand Avenue)
- 2) SR 74 (Carefree Highway)
- 3) Loop 303
- 4) Sun Valley Parkway
- 5) Bell Road

The intent of the TOD is to recognize the unique connection between the character of the adjoining land uses together with the motorized, non-motorized and potential transit operations of each corridor by developing individual corridor plans. Developments proposed within these corridors will have expanded design and policy guidance on incorporating safe and convenient walking and biking connections to current and future planned transit operations. Transit operations could be commuter rail planned along Grand Avenue or perhaps expanded bus route opportunities on all corridors. In either case, the Transit Oriented Development areas promote a higher intensification of residential and non-residential uses near existing and planned transit stops to ensure that motorized and non-motorized mobility in proximity to transit stops is efficient and effective in design.

Aggregate Resource Areas

In accordance with Arizona Revised Statutes Section 9-461.05, the Land Use Element and Map identifies known sources of aggregates and policies to preserve currently identified aggregate sites and to avoid incompatible land uses. These locations are derived from maps that are available from state agencies indicating existing permitted locations and aggregate deposits sufficient for future development.

Within the Surprise Municipal Planning Area, there are five (5) known aggregate resource areas and one Aggregate District that possess known or potential extractable resources in commercial quantities. All five aggregate resource areas are all located north of State Route 74 in the northern portions of Surprise's Municipal Planning Area. Four of the locations

are on BLM or ASLD managed lands and one permit is situated upon privately held property near US 60 in the northwest corner of Surprise's Municipal Planning Area.

Portions of the Surprise Municipal Planning area along the Agua Fria River are included in an Aggregate District under the jurisdiction of Maricopa County. This Aggregate District extends along a broader reach of the Agua Fria River, extending to the north and south of Surprise's Municipal Planning Area. Aggregate activities occur within the Surprise planning area, but the permit locations are located outside of Surprise.

With appropriate design and performance standards, land uses such as agriculture, open space and some industrial uses are compatible with mineral extraction and processing while other uses such residential uses are not.

Land Use Element



CHARACTER AREA COMPATIBILITY

Both the physical development and existing entitlements of surrounding properties will be used to evaluate future development proposals and the determination of appropriate Development Types.

			Adjacent Use										Open Space Character Area	Community Commercial Development Type	Public Facility Development Type
			Neighborhood Character Area			Commerce & Office Character Area				Employment Character Area					
			Dev. Type			Dev. Type				Dev. Type					
			Rural	Suburban	Urban	Mixed Use: Residential	Mixed Use: Commercial	Regional Commercial	Commercial Office	Business Park	Industrial				
Proposed Use	Neighborhood Character Area	Dev. Type	Rural	○	○	●	●	●	●	●	●	○	●	●	
			Suburban	○	○	○	○	○	●	○	○	○	○	○	
			Urban	●	○	○	○	○	○	○	○	●	○	○	
	Commerce & Office Character Area	Dev. Type	Mixed Use: Residential	●	○	○	○	○	○	○	○	○	○	○	
			Mixed Use: Commercial	●	○	○	○	○	○	○	○	○	○	○	
			Regional Commercial	●		○	○	○	○	○	○	○	○	○	
			Commercial Office	●	○	○	○	○	○	○	○	○	○	○	
	Employment Character Area	Dev. Type	Business Park	●	○	○	○	○	○	○	○	○	○	○	
			Industrial	●	●	●	●	●	○	○	○	○	○	○	
	Open Space Character Area			○	○	○	○	○	○	○	○	○	○	○	
Community Commercial Development Type			●	○	○	○	○	○	○	○	○	○	○		
Public Facility Development Type			●	○	○	○	○	○	○	○	○	○	○		

Land Use Element



CHARACTER AREA AND ZONING COMPATIBILITY

		Proposed Use											
		Neighborhood Character Area			Commerce & Office Character Area				Employment Character Area		Open Space Character Area	Community Commercial Development Type	Public Facility Development Type
		Dev. Type			Dev. Type				Dev. Type				
		Rural	Suburban	Urban	Mixed Use: Residential	Mixed Use: Commercial	Regional Commercial	Commercial Office	Business Park	Industrial			
Zoning Districts	RR	●											
	RE	●											
	RL-2	●											
	RL-3		●										
	RL-4		●										
	RL-5		●										
	RM-6		●										
	RM-9			●									
	RM-12			●	●								
	RH-15			●	●	●							
	RH-18			●	●	●							
	RH-21			●	●	●							
	RH-X			●	●	●							
	RC	●	●										
	CS	●											
	MU			●	●	●							
	CN	●	●									●	
	CC		●	●					●			●	
	CR				●	●	●	●					
	C-RS			●		●	●						
	BP							●	●				
	IP								●	●			
	IG									●			
ILM									●				
PF	●			●	●	●	●	●	●	●	●	●	
OS	●	●	●	●	●	●	●	●	●	●	●	●	

Economic Vitality Element

INTRODUCTION

Over the decade of 2000 to 2010, Surprise had an astounding population growth rate of 281%, making it the 6th fastest growing city in Arizona over that time frame. Affordable housing, an abundance of parks and open spaces, quality schools, quality, sustainable employment opportunities, connected transportation systems, sense of community pride, and a low crime rate are just a few reasons that contribute to a superior quality of life that draw incoming residents to Surprise.

The Economic Vitality Element policy offers necessary guidance to provide for the City's regional competitiveness and long-term economic and fiscal stability by capitalizing on Surprise's strengths and overcoming our challenges. Based on analysis of recognized business trends and a strong understanding of the needs and variety of Surprise's business industries, this policy framework aims to ensure economic decision making builds on traditional economies and explores new economies to build a healthy, diversified economy.

This Economic Vitality Element recognizes, draws from and is consistent with the recently updated City of Surprise Economic Development *Strategic Action Plan*. The *Strategic Action Plan* details tactics that Surprise can utilize to increase visibility, build awareness, and establish the City as an attractive investment destination for its targeted industries.

ECONOMIC VISION

The City of Surprise recognizes that an economic development plan should be guided by a clear vision, long range plan and continuous commitment to the implementation of the goals and policies of the plan. The vision recognizes that City leaders must be committed to working with local business owners to facilitate the retention and expansion of existing businesses and extend networks and regional collaborations beyond the city to attract new business investment into Surprise. The vision also recognizes the need for flexible land use policies that promote a mixture of uses and densities to promote a diversity of jobs and housing choices for residents, a commitment to infrastructure investment to promote job growth and close partnership with local schools to ensure quality education to cultivate a strong and well-trained labor force.

THE ECONOMY OF SURPRISE: TODAY AND TOMORROW

The explosive population growth has relied heavily on the construction industry as a key contributor to Surprise's employment base to cater to the construction of houses and services. The City of Surprise is a dynamic city that has and will continue to experience moderate to rapid population growth. The City Council has been pro-active in its desire to establish business-friendly policies while still promoting quality growth - initiative and innovation are core values of Council. The future of Surprise is tied to its ability to continue to secure and maintain a stable and diverse employment base. Without self-sustaining and growing economic activity, cities lose their essence and stagnate.

Like the majority of fast growing cities on the fringe of a major metropolitan area, Surprise has its challenges with achieving a jobs to housing balance to ensure a sustainable growth model

Economic Vitality Element



into the future. Surprise residents, elected officials and employers equally desire to reduce the current trend of residents commuting elsewhere for higher paying, professional wage jobs. The majority of jobs within the city of Surprise primarily are included in the health services, retail, education and public administration areas.

Surprise has made great strides in overcoming the image of a “bedroom” community, consisting of primarily residential neighborhoods and very little commercial activity. Surprise currently has a population of approximately 125,000 with over 4.3 million square feet of occupied retail commercial space to serve the population and provide a robust sales tax base for the City. Regional employment projections are also optimistic for Surprise and the General Plan Element Update process will maintain a sharp focus on helping Surprise achieve a sustainable and diverse balance of job types that Surprise desires.

In order to keep moving forward, Surprise must continue to diversify and strengthen a variety of employment sectors, encourage the growth and education of its labor force, and build and maintain a high quality of life for its residents. Future employment growth projections for Surprise are bright. In fact, the projected annual employment growth rate in Surprise of 4%, will outpace that of Maricopa County as a whole.

As previously noted, Surprise has an occupational mix that is similar to that of Maricopa County, but has a larger proportion of existing jobs found in the healthcare, public administration, retail and education sectors. Surprise lags the Maricopa County average for jobs in the professional, scientific and technical services and manufacturing sectors.

The Maricopa Association of Governments projects the following:

	2020	2030	2040
Retail	11,808	20,671	28,530
Office	5,418	13,827	22,676
Industrial	2,758	6,331	10,475
Public	5,243	7,998	10,382
Other	9,947	15,735	20,126
TOTAL	35,174	64,562	92,189

Source: MAG

THE CITY’S COMPETITIVE ADVANTAGE

Much like the population, the labor force in Surprise has shown positive growth over the last 13 years, as shown in Table 2. Labor force growth outpaced the growth of Maricopa County and the state of Arizona by more than 4 percent.

Table 2: Labor Force Participation Rates, 2000-2013

	2005	2010	2013	CAGR
Surprise	27,220	44,517	43,930	4.7%
Maricopa County	1,840,207	1,934,701	1,903,174	0.3%
Arizona	2,858,656	3,105,648	3,012,476	0.4%

Source: Arizona Workforce Informer, February 2015

Employment by Industry

There are 43,941 people over the age of 16 living in Surprise that are employed either within the city limits of Surprise or elsewhere. As Table 3 illustrates, their employment is highly concentrated in educational, health and social services (25%), followed by retail trade (13%). Professional services combined with finance, insurance and real estate represents nearly 15 percent of all jobs.

Table 3: Employment by Industry, Surprise and Maricopa County, 2013

INDUSTRY	Surprise	Percent	Maricopa County	Percent
Civilian employed population 16 years and over	43,941	100%	1,734,641	100%
Agriculture, forestry, fishing and hunting, and mining	239	0.5%	10,746	0.6%
Construction	2,289	5.2%	116,069	6.7%
Manufacturing	2,195	5.0%	139,514	8.0%
Wholesale trade	1,162	2.6%	47,134	2.7%
Retail trade	5,864	13.3%	211,807	12.2%
Transportation and warehousing, and utilities	2,258	5.1%	88,809	5.1%
Information	771	1.8%	34,154	2.0%
Finance and insurance	3,227	7.3%	119,763	6.9%
Real estate & rental & leasing	1,346	3.1%	45,412	2.6%
Professional, scientific, and technical services	2,019	4.6%	117,044	6.7%
Management of companies and enterprises	10	0.0%	1,018	0.1%
Admin & support & waste management services	2,342	5.3%	104,772	6.0%
Educational services	4,153	9.5%	152,089	8.8%
Health care and social assistance	6,651	15.1%	215,622	12.4%
Arts, entertainment, and recreation	800	1.8%	37,972	2.2%
Accommodation and food services	2,489	5.7%	132,942	7.7%
Other services, except public administration	2,771	6.3%	83,247	4.8%
Public administration	3,355	7.6%	76,527	4.4%

Source: ACS 2009-2013

When comparing the mix of employment to Maricopa County, Surprise has a competitive advantage in retail trade, educational services, healthcare and social assistance and public administration. The City has a strong desire to expand the job base in the professional, scientific and technical services as well as the advanced manufacturing sectors.

Economic Vitality Element

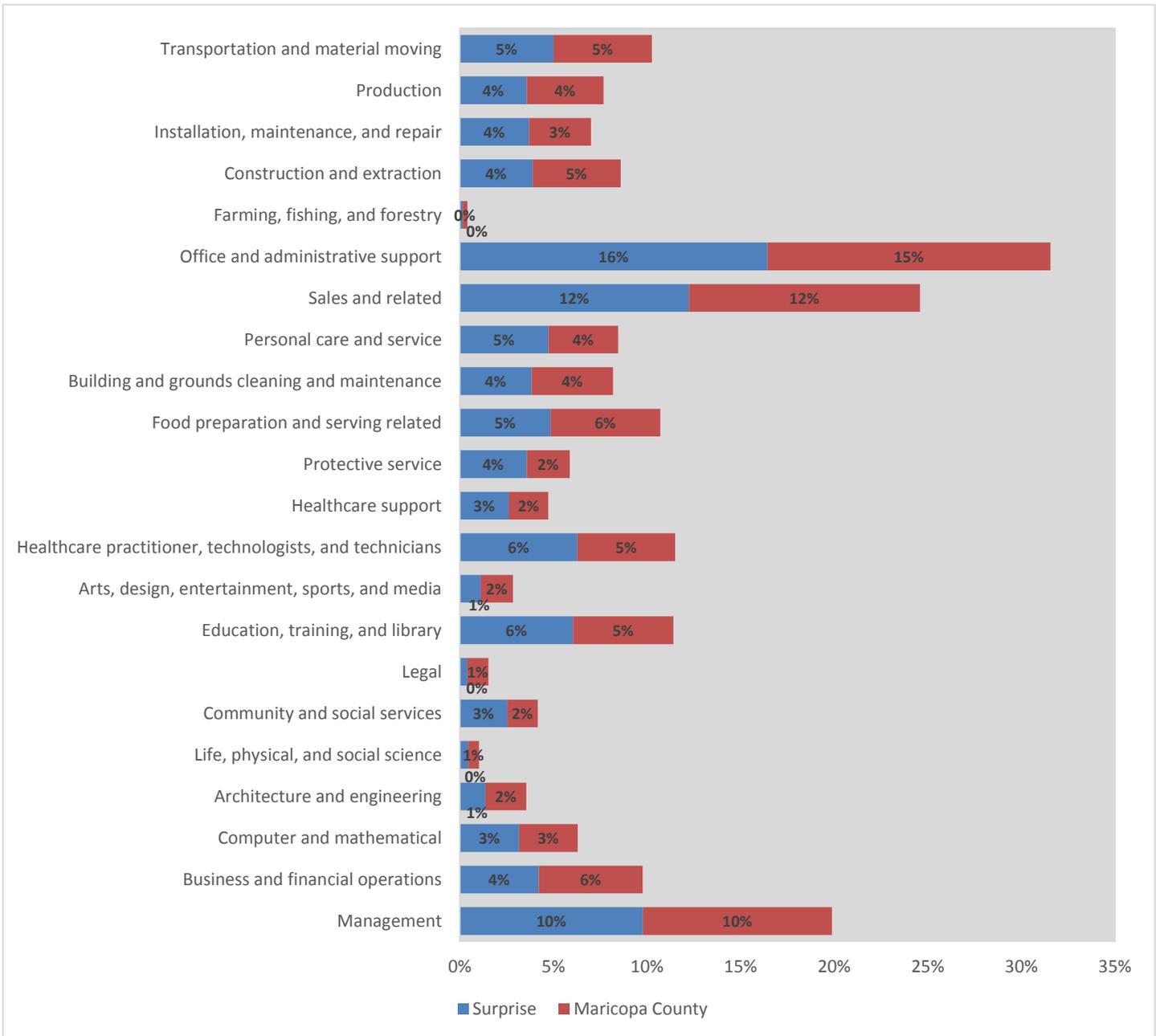


Figure 1: Employment by Occupation

Source: ACS 2009-13

Employment by Occupation

Figure 1 shows that Surprise has an occupational structure that is nearly identical to Maricopa County. The notable differences are in office, healthcare, education and community services in which Surprise has a greater percentage than that of Maricopa County.

CULTIVATING AND ATTRACTING A SKILLED, EDUCATED AND WELL-TRAINED WORKFORCE

The development of a highly skilled and trained workforce is a medium to long term proposition – it takes a collaboration of commitment between the City, local school districts, businesses and others to invest the time and

Surprise General Plan 2035: Foundation for the Future

resources to train workers that will attract employers to invest in Surprise. The City will continue to take an active role by encouraging job training, apprenticeship programs, workforce development and life-long learning.

Educational Attainment & Income

The City of Surprise has an educated population, which is reflected in the number of high school and college graduates. As Table 5 illustrates, greater than 92 percent of the population in Surprise has a high school diploma or higher, compared to the county overall at 86 percent. The City, however, slightly lags Maricopa County in the population earning a Bachelor's Degree or higher with 28 percent compared to the county at nearly 30 percent. When examining the breakdown between males and females a greater percentage of males have a bachelor's degree or higher than females.

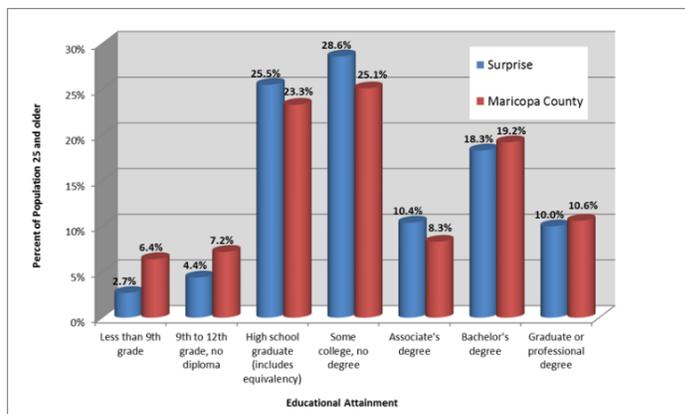


Table 5: Educational Attainment & Income

Residents of Surprise have a median household income of \$58,455, which is slightly higher than Maricopa County as a whole, as shown in Table 4. Surprise's income distribution is greater for earners between \$50,000 and \$149,999 than the County (55% compared to 44%) but there is a smaller percentage of Surprise residents with incomes greater than \$150,000 compared to the County (4% to 9%).

Table 4: Median Household Income, Surprise and Maricopa County

Income and Benefits	Surprise		Maricopa County	
	Households	Percent	Households	Percent
Less than \$10,000	1,591	3.7%	95,990	6.8%
\$10,000 to \$14,999	1,157	2.7%	64,115	4.5%
\$15,000 to \$24,999	3,368	7.8%	144,974	10.3%
\$25,000 to \$34,999	4,537	10.5%	150,256	10.6%
\$35,000 to \$49,999	6,713	15.6%	203,272	14.4%
\$50,000 to \$74,999	10,578	24.6%	260,943	18.5%
\$75,000 to \$99,999	7,155	16.6%	175,620	12.4%
\$100,000 to \$149,999	6,099	14.2%	188,605	13.4%
\$150,000 to \$199,999	1,424	3.3%	66,447	4.7%
\$200,000 or more	457	1.1%	61,505	4.4%
Median household income	\$58,455		\$53,596	

Source: ACS 2009-13

Worker Inflow/Outflow

Economic Vitality Element



Surprise experiences a significant amount of daily worker out migration to jobs in other cities throughout the region. A 2008 labor market study identified 84% of the city’s working population leaving the community to work in other locales. This is a trend that Surprise would like to reverse by increasing and diversifying the job base within the City of Surprise to keep more workers within the city and reduce commutes which together increases the tax base and quality of life for these workers.

In 2011 Surprise had a workforce of 42,440 people¹, of which 38,734 of the residents commuted outside of Surprise to work, which is depicted in Figure 2. There are 10,148 people working in Surprise that live elsewhere, and 3,706 people that both live and work in Surprise, for a combined total of 13,854 people that work in Surprise.

THINK GLOBALLY, PLAN REGIONALLY, ACT LOCALLY

Cities generally operate in a marketplace that is in a continuous state of flux. Local market conditions are often influenced by the competitive forces of adjacent municipalities and the regional, national and international marketplaces are constantly changing. In today’s world of increased technology and communications, it is important for Surprise to have a strategic and balanced economic development strategy that recognizes competition and change locally and abroad.

Surprise continues to be recognized as one of the top “North American Cities of the Year” by Foreign Direct Investment (fDi) magazine. The City of Surprise is a proud partner with the very successful international networking program and business resource called “BIEN.” ConnectBIEN.com uses an online platform to

connect individual businesses and improve cross-border freight and trade opportunities.

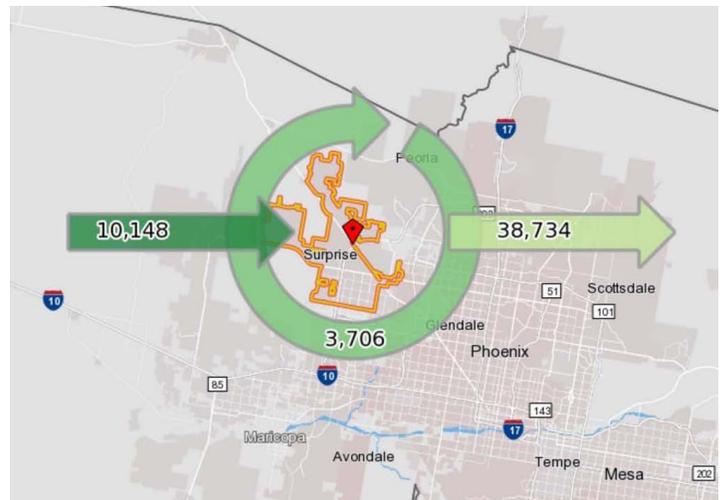


Figure 2: Surprise Worker Inflow-Outflow

The Phoenix Valley’s strategic location has contributed to its emergence as the 13th largest metropolitan area in the country in terms of population and 13th largest in terms of economic activity. Key connections between the Phoenix metro-area and the Southwest U.S. include:

- Proximity to major centers of culture, capital, and trade including Los Angeles – the ninth largest global megacity, second only in the U.S. to New York and the gateway to trade with Asia.
- Proximity to the Pacific coast and its unique economic, natural, and cultural assets.
- Major natural features that impact development form and economic foundations, including the Great Drainage Basin, Colorado River, Continental Divide, Mojave and Sonoran Deserts, and Pacific Ocean.
- Access to trade connections with South America, Central America, and Mexico.
- International airports, connecting the region to the globe.
- Transcontinental shipping and passenger rail.

¹ This figure comes from US Census LEHD Origin-Destination Employment Statistics, which will not match the figure provided in the US Census 2013 Employment by Industry data.

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- Highway passenger and shipping connections, including the CANAMEX corridor.

As a City, Surprise has a broad assortment of assets that form the foundation for Surprise to develop into a full-service community with a nationally-recognized identity and economy. Some of these assets include:

- High concentration of retirees and retirement communities.
- Extensive and expanding health care facilities.
- Increasing presence of families and educated and skilled workers.
- Growing presence of retiring Boomers.
- Access to business expertise and available investment capital.
- Expanding transportation infrastructure including the Loop 303, US 60 and SR 74.
- Increased educational and training offerings at ASU-West campus.
- Access to general aviation.
- Natural border of outstanding recreational assets including the White Tanks Mountain Regional Park, Tonto National Forest, Lake Pleasant State Park, and Hells Canyon Wilderness Area.
- Significant growth potential within the 302 square mile municipal planning area boundary.

SURPRISE'S BUSINESS CLIMATE & EMPLOYMENT CENTERS

Emerging. Innovative. Sustainable. Global. World-class. These are just some of the characteristics that describe the business climate that Surprise currently embraces and strives to achieve.

Business retention, attraction and development are important to a healthy and thriving business climate and creating a diversified employment base. Expanding and diversifying the types of businesses in the City increases employment opportunities, generates additional tax revenues, and directly and indirectly enhances

the quality of life for Surprise residents. The ability to draw investment in the community must also be supported by quality pre and post-secondary education, shopping, dining and entertainment opportunities as employers consider these

Surprise originated as a “bedroom community” whereby growth was primarily driven by affordable land and home prices. Today, Surprise is a safe, family-oriented community of 125,000 people with an infrastructure foundation and assets that will support expanded job growth that continue to outpace the overall job growth in Maricopa County.

Strategic Employment Centers

As the City of Surprise continues to grow its population base, it is important the City maintain a pro-business environment in order to successfully attract employers that offer above average wages. An expansion of diverse job types also serves as a catalyst and complement to yielding a broad spectrum of housing choices and diversity of services offered to the residents and employees in Surprise. With a municipal planning area of 302 square miles, there is ample land to support multiple employment centers throughout the City. The primary existing employment centers in Surprise today include:

Southwest Railplex

The Southwest Railplex is an advanced manufacturing hub consisting of two square miles generally located between Waddell Rd and Peoria Avenue and Litchfield Road to Dysart Road. This area is served by excellent infrastructure including a BNSF rail spur, two APS power substations, city water treatment facility and arterial roadway access with proximate connections to US 60 and Loop 303. The area is home to four corporate headquarters including Rio Glass and Gestamp Solar.

Economic Vitality Element



Surprise Center

The Surprise Center District is approximately one square mile area that is home to City of Surprise Recreation Campus, Surprise Stadium, Tennis Complex, Community Park, Aquatic Center, Northwest Regional Library, City Hall and Civic Complex, and the West Point master planned community. The Surprise Center District area is generally bounded by Bell Road to the north, Greenway Road to the south, Dysart Road to the east and Parkview Place to the west.

The Surprise Center District area has been the recipient of considerable financial investment over the years and is supported by strong vehicular access from all four directions. This area currently serves as the recreation and tourism hub of the community by drawing visitors to its world class recreation center and Kansas City Royals/Texas Rangers spring training facilities. Restaurants, hotels and shopping opportunities are in close proximity to support the recreation and tourism destinations. Communiversity @ Surprise is home to five colleges and universities that offer a variety of degrees that range from business management to healthcare.

While this area is currently the recreation, tourism, and government services hub of the community, Surprise has long envisioned this area to ultimately be a vibrant downtown – an essential cornerstone element to the growth and vibrancy in creating “One Surprise”. An infusion of mixed use developments, medical offices, higher density residential, hotels, a four year university, restaurants, shops, and entertainment uses are desired to complement and build upon existing uses to create a more economically sustaining and robust downtown destination.

Loop 303/Prasada

With the ability to leverage its proximity and

access to the Loop 303 freeway and nearby existing and planned residential communities, the Loop 303/Prasada area consists of approximately 1,800 acres of proposed commerce and office related land uses. This area is planned to serve as a regional retail and office hub that already is home to Auto Show at Prasada which is one of the best performing car dealerships in the United States. This area also has a planned regional mall, regional hospital/medical campus and a regional professional office center that collectively could employ as many as 20,000 jobs in this area.

AZ TechCelerator

The AZ TechCelerator, a four-building campus, totaling nearly 60,000 square feet is designed to “incubate” new, start-up innovation business ventures by providing affordable space, tools and resources to grow new businesses. The City offers access to experienced mentors and partnerships with area businesses such as University of Advancing Technologies (UAT), the Arizona Small Business Development Center (AZ SBDC) and Service Corps. of Retired Executives (SCORE).

Located in the Original Town Site (OTS), the AZ TechCelerator is a city-owned building that has recently undertaken a \$500,000 renovation. The center is currently home to 12 tenant businesses including Google, Inc. and MD24 House Call.

Luke AFB Compatibility District

The Luke Compatibility District (LCD) represents a large swath of Employment-designated land uses intended primarily for industrial and business park-oriented operations that promote and support the continued mission of Luke Air Force Base and Auxiliary Field #1. The LCD will be the largest concentration of planned employment-related land uses in Surprise, but currently does not possess the needed transportation and utility infrastructure to

adequately service the entire LCD area. Land absorption in the LCD area will occur over the long term as the other key employment geographies within the municipal planning area typically have more favorable access to roadways and utility infrastructure. The LCD boundaries are derived from its proximity to the noise contour lines of Luke Aux #1 and thus generates a large mass on employment generating businesses that yields land supplies that may or may not be entirely absorbed in the buildout condition.

To that end, the Ford Proving Grounds and Northwest Regional Landfill are the primary employers within the Luke Compatibility District - two user types that selected their sites based on its remoteness to urbanization. The planned White Tanks Freeway bifurcates the LCD just north of the Jomax Road alignment. As this facility is constructed in the future, it will serve as a transportation and logistical catalyst for industrial and commerce park employment growth opportunities in this area.

JOBS TO HOUSING BALANCE

The analysis of the number of jobs compared to housing units is one of several techniques to measure the balance that exists between employment and residential uses in the Surprise Planning Area. This is an important measure to locate a job base in the community that not only fosters economic prosperity and sustainability, but diminishes the typical out/in migration of vehicle commuters, which diminishes air quality and quality of life.

A low jobs/housing ratio (below 1.0 job to dwelling unit) indicates a community that exhibits a substantial amount of population with a lower level of jobs. A jobs/housing ratio (above 1.0) indicates a substantial employment base. In a balanced community, the theory is that most residents have the ability to work relatively close to home. Even though many residents would still commute out of the area by choice or necessity, research indicates that in areas where jobs and housing are in balance, people on average

commute shorter distances and spend less time in their cars, reducing transportation related environmental impacts and providing an improved quality of life.

At the present time, Surprise exhibits an existing jobs/housing ratio of 0.42. By comparison, Peoria (0.68), Chandler (1.25), and Maricopa County (1.21) all exhibit ratios higher than Surprise. At buildout, the City has the ability to achieve a ratio of 1.00.

GOALS AND POLICIES

Goal 1: Sustainable Business

Strengthen Surprise as a center for sustainable business and commerce.

Policies

1. Encourage and promote partnerships between research institutions and businesses in emerging industries, technologies, and incubators.
2. Facilitate and enhance collaboration among the Surprise business community and City government.
3. Attract and retain businesses that provide high-paying jobs to strengthen the economic base of Surprise.
4. City of Surprise will promote future development plans that provide opportunities for residents to engage in public activities locally through neighborhood-scale retail and housing developments; enhanced greenspace and recreation opportunities; enhanced transportation options for the community, including improved pedestrian and bicycle infrastructure; and the connection of the city through streetscape corridors.
5. Develop and utilize innovative economic development techniques to retain and expand diverse businesses of all sizes.
6. Consider using public resources and initiatives to encourage the revitalization and redevelopment of underutilized properties.

Economic Vitality Element



7. Identify the infrastructure that is needed within the targeted employment centers, establish priorities, and determine ways to fund/finance the infrastructure, in order to be competitive.
8. Research the feasibility of siting a university backed technology park in one of the City's employment centers.
9. Conduct research to determine the feasibility of establishing a Military Reuse Zone in proximity to Aux 1.
10. Support small business enterprise with access to professional resources that will assist in all stages of a business life cycle.

Goal 2: Southwest Center

Make Surprise a center for business and commerce in southwest United States.

Policies

1. Target specific economic sectors for expansion in, or relocation to, Surprise that will provide a positive economic impact.
2. In collaboration with WESTMARC, promote the Greater Maricopa Foreign Trade Zone (GMFTZ) to expand economic development opportunities in Surprise.
3. Collaborate with the land owners and developers of Loop303/Prasada to identify business opportunities, attract investment and foster job creation.
4. Where needed, consider the creation of public/private partnerships to strategically advance the city's economic development agenda.
5. Continue to promote the attraction of investment in Surprise City Center, including higher education, spec office space, medical facilities, hotel, and additional dining and retail offerings.
6. Market the AZ TechCelerator to home based technology businesses and other startup companies that match the vision of the AZ TechCelerator.

7. Consider utilizing a portion of AZ TechCelerator as "co-working" space to foster collaboration, idea generation, and business development.
8. Determine the feasibility of attracting family oriented entertainment venues and identify fully serviced sites within the city to accommodate this use.
9. Consider the establishment of an entertainment overlay district.
10. Utilize GPLET for selected projects within targeted areas.
11. Promote Foreign Trade Zones to expand economic development opportunities in Surprise.

Goal 3: Economic Relationships

Promote strong regional, statewide, national, and global partnerships and economic relationships.

Policies

1. Partner with other jurisdictions, organizations, and the business community to leverage Surprise's resources in areas including, But not limited to, national and international marketing, regional economic issues and opportunities, workforce development, industry cluster development, and establishing emerging industries.
2. Partner with the state and other jurisdictions to implement techniques and programs that enhance the City's ability to compete nationally and internationally for economic growth.
3. Utilize the research services that GPEC and MAG have to offer and participate in domestic and international marketing missions that support the City's quest for strategic industry targets.
4. Collaborate more closely with the Regional Chamber of Commerce on job creation.

Goal 4: Education Alternatives

Broaden the range of education alternatives for all age groups.

Policies

1. Support accessible and effective education to help the community meet the challenges of a changing economy.
2. Strengthen the community's public and private relationships with educational institutions to promote incubator activities, research, and entrepreneurial partnerships and opportunities.
3. Provide educational opportunities that support workforce attraction and retention in Surprise.
4. Attract new educational opportunities and retain existing.
5. Attract a higher education institution(s) that will enhance educational and cultural opportunities for Surprise residents.

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CHAPTER 2: QUALITY OF LIFE







For many years, Surprise remained unknown to many Arizonans. That changed dramatically when the City became one of the fastest-growing communities in the state. People flocked to the area to buy affordable homes in neighborhoods with new schools, nice parks, and convenient shopping. The addition of Cactus League baseball and professional tennis added to the City's allure. The 2008 economic crisis brought home buying and building to a standstill, but City leaders continued to look to the future, hoping to keep a small-town feel while creating a city for the twenty-first century.

Chapter 2: Quality of Life

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EXECUTIVE SUMMARY

This chapter includes four state mandated elements: Neighborhood Planning; Housing; Conservation, Rehabilitation and Redevelopment; and Recreation and Open Space. This chapter also includes two additional elements: Education and Arts and Culture. The goals and policies established in this chapter are intended to help increase the quality of life for both residents and visitors.

The Neighborhood Planning element emphasizes the importance of neighborhoods to our community and the need to further empower residents to be actively engaged with planning activities and programs, services and joint communications with the City and other organizations that assist neighborhoods.

The Arizona Legislature requires that General Plans include a Housing Element so as to adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development.

The Conservation, Rehabilitation, and Redevelopment element recommends strategies to protect stable areas, to rehabilitate those with moderate levels of deterioration and to redevelop those areas that are deteriorated or transitioning from their present land uses.

The Recreation and Open Space Element provides general guidelines to enhance the provision of parks, recreation, and open space within the City of Surprise and its planning area.

The Education Element provides for not only a higher standard for elementary and secondary education, but continuing education in the form of trade schools, colleges, and universities, as well as lifelong education within the community.

Beyond celebrations of community and culture, Surprise will look to increase both performance art and physical art pieces through goals and policies found in the Arts and Culture element.

Neighborhood Planning Element

INTRODUCTION

Neighborhoods are fundamental to the foundation of Surprise and they define a “sense of place” and “quality of life” for many residents. The neighborhood planning element emphasizes the importance of neighborhoods to our community and the need to further empower residents to be actively engaged with planning activities and programs, services and joint communications with the City and other organizations that assist neighborhoods.

The overall goal of the neighborhood planning element is:

- To build social capital or the ability of the neighborhood to organize itself to identify problems and solve them in partnership with elected officials, businesses and the City
- Create a policy foundation for the revitalization of neighborhoods
- Improve neighborhood safety and security and
- Improve home ownership

DISCUSSION

A typical neighborhood is an area within a 10 minute walk of one’s home or the area encompassing all of a resident’s key nodes of activity near homes. Surprise has a variety of neighborhoods that range in size, age, housing type and amenities. Surprise neighborhoods are permeated in diversity, civic life and social interaction. The City is committed to learn from, build relationships with and facilitate citizen participation to identify needs, address challenges and affect changes in our community.

Neighborhood Wellness

Neighborhood wellness is a topic of increasing concern in communities across the nation. This term is deliberately used as concepts associated with wellness such as health, well-being, and stability describe the ideal conditions that should exist in every city neighborhood. Neighborhood is defined by safe, sound, and affordable housing; well-maintained private yards and public spaces; a safe environment; and sound public infrastructure. Neighborhood wellness also aims to preserve neighborhood character and promote resident involvement in neighborhood affairs.

City of Surprise Neighborhoods

Many of Surprise’s neighborhoods are comprised of single family homes developed within the past 10 to 15 years. Most of these neighborhoods were developed based on typical suburban patterns including cul-de-sac design with homes surrounding amenities such as parks. The suburban development pattern resulted from the desire of residents to leave more congested areas to find less expensive homes with large yards and more space for the enjoyment of families. While this development pattern provides for secluded and quiet neighborhoods, it also poses a challenge to develop good connectivity and access for emergency services.

The medium and high density residential neighborhoods are located in areas of the city that are close to major roads and transportation routes and some serve as transition areas between low density residential neighborhoods and commercial districts. High density development can be accommodated with more cost efficient public services but because these neighborhoods are usually located adjacent or close to busy streets, moving residents between their neighborhoods and parks, employment and shopping areas can be difficult unless

Neighborhood Planning Element



there is care in locating and designing safe, efficient and convenient pedestrian crossings and transit service stops.

The Original Town Site (OTS) is the recognized historic core of Surprise. As with all older urban communities, this neighborhood has faced growing pains and strong competition from newer communities and large shopping centers. The area contains a mix of development including older homes with scattered employment and commercial areas. Most properties are well cared for although some properties suffer from the lack of maintenance. The OTS is also not served by transit. Lack of income in this area reduces vehicle ownership and places more reliance on public bus services. In recent years the city has invested in the area with a new recreation center, parks and other public services. Although this section of the city is faced with serious deficiencies, it also contains substantial cultural and social assets. Landscaping, new lighting and improved pedestrian access can dramatically improve older residential and commercial areas in competing with more established business communities and shopping centers.

All of Surprise's neighborhoods are unique in what they have to offer. The barriers and opportunities to supporting and maintaining viable and healthy neighborhoods vary considerably from the older OTS to the newer areas being developed in the city's outlying areas. The city recognizes the inherent differences between neighborhoods and the requirement of different strategies for the neighborhoods to stay healthy. Strengthening neighborhoods through organization, communication, coordination and education is instrumental in maintaining and improving a livable neighborhood environment. It is critical to ensure that homes and neighborhoods maintain the quality residents have come to expect.

Preserving Neighborhoods

Surprise is made up of a number of distinct neighborhood areas, each with somewhat different physical characteristics such as the age of housing, street configuration and the size of structures and lots. Established, stable neighborhoods must be preserved and protected from encroaching incompatible development while new neighborhoods are developed in a sustainable manner. Neighborhoods that are declining need a joint effort between the City and residents to rehabilitate the public infrastructure as well as private property investments.

Maintenance and Preservation

Property conditions and the adequacy and quality of an area's public infrastructure provide an indication of a neighborhood's ability to maintain its character, quality, and value. Good property conditions make for more livable, attractive, and identifiable neighborhoods, better able to support private reinvestment. Spaces that are maintained and managed for their intended purpose and condition reinforce a feeling of safety and encourage people to use those spaces for productive purposes. Appearance of a neighborhood is a reflection of the level neighbors care about where they live. Unkempt buildings, tall grasses and weeds and junk and debris are evidence of a deteriorating area. The longer the disrepair of a neighborhood, the less likely residents will take action to intervene to make changes in the physical and social environment. A deterrent to crime is having people to engage in positive activities with a watchful eye toward unacceptable behavior.

The City of Surprise Code Enforcement section enforces property maintenance ordinances city-wide, in conjunction with the maintenance provisions of the International Building Code. The ordinances apply to both undeveloped and developed private properties. Common property violations include accumulations of trash or junk, inoperable vehicles on private property

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and graffiti on private property. In addition to enforcing code, the City provides monetary help in the form of loans for minor and major home repairs as well as grants to perform exterior improvements to owner-occupied homes of income eligible families.

Neighborhood revitalization

As areas within the City age, neighborhoods may fray from disinvestment in the community. It is very important to identify and capitalize on the assets of the neighborhood to address the deficiencies in other areas of the community. The goal is to improve the neighborhood in a variety of efforts – commercial, institutional, and recreational – to improve the neighborhoods in a broad-based way. Improved neighborhood conditions lead to higher levels of residential satisfaction and ultimately to greater neighborhood stability, as defined by longer lengths of tenure, stable property values, improved property upkeep and stable social conditions. Older neighborhoods require concentrated revitalization efforts in order to maintain a strong community presence.

Housing programs

There have been several studies on the relation between the neighborhood stability and home ownership. There is considerable support for an association between home ownership and both improved property maintenance and longer lengths of tenure. Studies indicate less residential mobility and greater property value appreciation in areas with greater home ownership. At least four aspects of neighborhoods might be stabilized by home ownership:

- Lengthy tenure of the current residents.
- Property values.
- Physical condition of properties.
- Social conditions in the neighborhood.

Promoting home ownership in partnership with other factors achieves the goal of supporting neighborhood health. The city has a variety of housing programs through federal and state community development funds. Most of the housing programs require that families meet

income eligibility guidelines and many are recipients of the housing programs that have been provided over the years.

Safe Neighborhoods

Safety-related issues are often at the top of the list of concerns by neighborhood residents. Stable, sociable neighborhoods are the building blocks of a sustainable city, offering attractive living choices for households of all kinds and broadening the civic life of residents by getting them involved in community-based activities.

Partnerships for Safety

Surprise places a great deal of value on public safety and the City's actions will continue to strengthen these community connections and build an ever-stronger commitment to place. Community based crime prevention efforts, combined with citywide policing efforts have drawn strength from this commitment to safety. Programs and services can help build a sense of community and also often encourage residents to get to know each other, become familiar with the children living in the neighborhood and encourage participation in community events/celebrations. Engagement in the block projects is also the best way to build momentum for community change. The city organized "Block Party Trailer" was established to help bring neighbors together and assist in the formation of neighborhood association and block watches, as well as to bring the neighborhoods together.

Visibility of the police force, decrease in illegal activities, and a sense of personal safety in one's home, streets and public and private places must be achieved.

The Surprise Police Department operates a number of programs and provides a variety of services to the Surprise community. From the Teen leadership Academy to Vacation Watch, records requests to victim advocacy, the focus is on crime prevention, education and empowerment. Some of the programs include: beat teams, citizens police academy, crime-free

Neighborhood Planning Element



multi-housing, crime-free storage and RAP (Risk Assessment Program). The City's continued commitment to delivering excellent policing and public safety facilities and services lays a foundation for community activities that focus on developing a sense of belonging and a responsibility to protect the safety and stability of neighborhoods.

Designing for safe neighborhoods

Neighborhoods are the fundamental building blocks that comprise the physical city and define its form and character. Since residents spend a great deal of time in their individual neighborhoods and identify more strongly with those areas than with the city as a whole, the physical design of these individual communities determines to a rather considerable extent the residents' quality of life. Land use mixes that are compatible, combined with human-centered design, create environments that are safer for people. The following paragraphs describe the basic building blocks that help create a real neighborhood, give it a strong identity, and help make it a place to care about.

Diversity and Mix

An authentic neighborhood mixes together the full range of human activities: living, learning, working, playing, creating and worshipping. In order to support this concept, housing should be kept affordable with a range of different types including small and large single family homes, duplexes, multiple-unit buildings, businesses with apartments above, and community-based residential facilities.

Edges and Gateways

Clear edges make well defined places with character in addition to connecting the neighborhoods. Gateways define the entry into the neighborhood.

Walk-able size and density

Size and density together are crucial factors for a neighborhood to work well. A walk-able

neighborhood allows children, older people, and non-drivers to be active and independent.

Institutions

It is difficult to imagine a long-lasting, cohesive neighborhood without institutions such as schools, community centers or places of worship. In fact, the location of schools often serves to define neighborhoods. An active neighborhood will also have several active religious institutions and community centers.

Parks and Community Places

It is shared common places that most clearly show the character of the community. Not only do parks and other open spaces contribute to the aesthetic and physical quality of the neighborhoods, they also contribute greatly to public health, job opportunities, social and cultural exchange and community building.

Business Core

Healthy businesses are vital to the health of the neighborhood. Investing in neighborhood business and commercial areas is more critical than ever to Surprise's economic future.

Street pattern

Suburban streets are laid out as cul-de-sacs that feed wide, fast collector streets. The result too often is congestion and unsafe streets for bicyclists and pedestrians. The grid street pattern works better since there are alternative routes to take, where vehicles are accommodated without being dominating.

Public Realm

Neighborhood design also plays an important role in neighborhood safety. To enhance overall public safety, the public realm must provide opportunities for people to interact comfortably and build community. Private property and public space that is well maintained and allows individual expression, contributes to a positive image, a feeling of safety and a sense of community.

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Defensible space is created when pedestrians have a clear sense of spatial definition, and when natural surveillance potential is used to its best advantage. Natural surveillance in development takes the form of placing public spaces or high activity areas where they provide a visual overview or line of sight to potentially unsafe areas. Clearly defined and observable spaces create a perception of risk for potential offenders while giving pedestrians a sense of security. A compact neighborhood with many eyes on the street is the foundation of an effective community policing program.

Connected Neighborhood

An important function of any neighborhood is the movement of people to places where they want to go. Key nodes of activity or an active gathering place in the community provides essential goods and services within walking distance. Neighborhood nodes of activity can contribute to overall neighborhood quality, reduce the need to drive, offer opportunities for greater social interaction and put more eyes on the street. Safe pedestrian and cyclist routes to the nodes are important to help ensure connectivity. Ease and frequency of bus service to regional employment areas, shopping centers, and community programs will make basic services more accessible to populations without access to a vehicle.

Good neighborhood design must accommodate for human factors to increase neighborliness and social cohesion. Well planned neighborhoods have local variety in housing, small scale retail in neighborhoods, complete and diverse networks and memorable places. Key nodes of activity are placed in and around the neighborhood to encourage walking. A deterrent to crime is having people engage in positive activities with a watchful eye towards unacceptable behavior. Opportunities for individuals to interact across different ages, race, income and cultural heritage also break down barriers.

The physical environment of the neighborhood strongly affects the social environment of the

neighborhood. The current suburban development pattern is unsustainable, both technically and culturally. The most successful neighborhood plans, in terms of carrying out the strategies within the plan, are contingent upon what is most important to the people that live in the area. Another important function of any neighborhood is the movement of people to places where they want to go. Neighborhoods should overlap at their edges to form larger developed areas, interconnected by streets, public transit, and bicycle and footpaths. Neighborhoods that balance vehicular & pedestrian needs increase residents' familiarity & interaction with one another.

Neighborhood Strategies and Recommendations

Surprise Neighborhood Services

As Surprise has grown from a small community to a city, residents and business owners alike have felt less connected to their neighbors and to the City itself. A common sense of community pride is created by encouraging strong neighborhoods through community building activities, community safety, neighborhoods having a consolidated voice, promoting neighbors knowing one another, and working together on neighborhood improvement projects.

Issues such as neighborhood housing conditions, safety and coordinated services are tackled through a partnership with the residents and business owners of the area. The City has a range of programs designed to address issues and provide enhancement mechanisms to maintain and improve neighborhood vitality. The programs include loans for major and minor home repairs, beautification programs, and block party trailers. The City also assists with the formation of a neighborhood group with the intent of organizing to educate the neighborhood, promote safety and community bonding as well as serve as a focal point for information to be brought into and out of the community. The City's objective is to empower its citizens to enhance the vitality of their neighborhoods which in turn benefits the entire community.

Neighborhood Planning Element



GOALS AND POLICIES

Goal 1: Quality of Life

The quality of life in Surprise's neighborhoods should be protected and improved.

Policies

1. Develop a wellness indicator for neighborhoods.
2. Improve pedestrian safety throughout the neighborhood, especially in areas where the children play and walk to school.
3. Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.
4. Encourage community interaction and participation through methods that strengthen the neighborhood communications process.
5. Coordinate neighborhood and family support systems to emphasize and maintain a healthy, stable and balanced social and physical environment within the community.
6. Create and maintain a safe neighborhood environment that emphasizes safety and comfort for all members of the community.

Goal 2: Property Conditions

The maintenance and preservation of property is encouraged and enforced to ensure the quality, safety and livability of Surprise is sustained.

Policies

1. Enhance education efforts for neighborhood groups to learn about property maintenance issues, property standards, enforcement procedures and zoning.
2. Strengthen compliance with zoning ordinances and other codes to enhance neighborhood livability.
3. Promote actions that keep neighborhoods clean and free of graffiti and debris.
4. Minimize illegal dumping and encourage and support neighborhood cleanup activity.
5. Assist neighborhoods and lower income households through programs and actions

that improve property maintenance and eliminate illegal issues.

6. Improve neighborhoods by rehabilitating sound but aging housing and improving obsolete or absent infrastructure.

Goal 3: Revitalization Efforts

Comprehensive revitalization efforts should be focused in targeted areas to maximize the impact of scarce resources.

Policies

1. Install public improvements in targeted areas, where needed, to encourage and strengthen rehabilitation and redevelopment activity.
2. Develop program measurements and evaluation as part of an area's revitalization planning process.
3. Continue the City's commitment to revitalize and redevelop the Original Town Site area.
4. Support economic development efforts in targeted areas with public improvements to community facilities when needed.

Goal 4: Communication

Effective communications and constructive relationships should be developed among the City and neighborhoods.

Policies

1. Communications with residents are increased by creating marketing and educational materials describing available programs and services to promote neighborhood vitality.
2. Promote strong city public relations with the community and effective communication among property owners.
3. Citizen-driven neighborhood planning, consistent with the general plan is encouraged.
4. Promote youth involvement in the community through activities that encourage participation and responsible behavior.

Housing Element

INTRODUCTION

Housing in the City of Surprise traditionally has been shaped by market factors, including consumer preferences, land availability, and household size. Since the mid-1990s the City, like many other communities throughout the nation, has experienced phenomenal growth in residential development. In the future, the same housing issues which historically have concerned the nation will present both a challenge and opportunity for the City. The need to plan effectively for housing with quality neighborhoods is, and will continue to be, a priority since residential land uses are predominant within the planning area. Surprise's responsibility is to provide an opportunity for an ample mixture of market rate housing and responsibly serve those residents requiring special housing needs; such as the elderly, people with physical and emotional disabilities, the homeless, and individuals requiring group or foster care. Serving these diverse needs will shape the amount, type, and location of the City's housing stock within both the Neighborhood and the Commerce and Business character areas. The purpose of the Housing Element is to:

- Create a policy foundation for housing strategies that considers each community's character.
- Guide zoning and other regulations.
- Address changing needs in the City.
- Preserve and improve existing neighborhoods.
- Identify reinvestment/ preservation opportunities.
- Identify connections among neighborhood units and the necessary accessory uses that support the neighborhoods.
- Comply with state law requirements.
- Address affordable housing as a critical need.

DISCUSSION

The Housing Element of the General Plan provides a key component upon which to guide future residential revitalization and development within the City. The Land Use Element contains a substantial amount of land recommended for Neighborhoods, leading the character "feel" and intensity of the community. The Housing Element guides the balance in housing products with market-rate housing offering a range of choices, locations, and price. Public supported and assisted housing provides a responsible approach for those residents in need of shelter or are members of the special needs population within the City.

In 1990, the federal government adopted the National Affordable Housing Act. This legislation created some new federal housing programs and consolidated planning and reporting requirements for several programs which are administered by the U.S. Department of Housing and Urban development (HUD). Beginning in 1995, cities, counties, and states were required to develop a five-year Consolidated Plan and update it each year with an annual strategy for investing funds. The five-year plan contains a description of community needs, goals, and priorities in the areas of affordable housing, human services, public facilities, and other programs designed to improve the quality of life for low and moderate income residents of the community.

Housing Element



The City of Surprise has developed and updated the Consolidated Plan (currently 2015-2019), to determine priorities, establish strategic goals, and allocate resources for the HUD funded programs administered by the City, namely the Community Development Block Grant Program (CDBG) and the HOME Investment Partnerships Program (HOME). The City's lead agency responsible for the Consolidated Plan's development and implementation is the Neighborhood Services Division of the Human Service & Community Vitality Department.

The Consolidated Plan affirms the objectives of Title I of the Housing and Community Development Act of 1974, the National Affordable Housing Act of 1990, the Homeless Emergency Assistance and Rapid Transition to Housing Act (HEARTH) of 2009 (which reauthorized the 1987 McKinney-Vento Homeless Assistance Act) and addresses the needs of persons living with HIV/AIDS.

Existing Conditions

The Surprise vision promotes and encourages healthy, identifiable neighborhoods whose character and lifestyle are strengthened by infill and rehabilitation measures and by the preservation of its existing housing stock. Housing measures are good indicators of the state of housing in the community, especially when compared to each other. Key housing measures (as identified below) are based on the availability of secondary source data elements with a focus on either the physical housing stock or on the characteristics of housing occupants. Measures include:

Housing Form and Characteristics: What kind of housing is in our community (single-family, multi-unit, number of rooms, floor area)?

Housing Condition: What is the condition, state of repair, or level of maintenance of the housing in our community?

Value and /or Investment in Housing: What are the economic impacts of housing in our community?

Development: Where are new units being built, what kind of units, and what is the impact on the existing stock (i.e. conversions, demolition)?

Amenity: What services are provided with housing (example: daycare) or nearby (schools, shopping, parks)?

Supply: How many of each type of housing is available in the community (single family, executive, seniors)?

Income: What are the ranges of income among the residents in our community?

Cost/Affordability: How does the cost of housing compare to the ability of our community residents to pay for it?

Jobs-Housing Balance: How should Surprise face the critical challenges of providing and locating housing and jobs in proximity to one another?

Tenure: Who owns the housing (rental, ownership, life-lease, condominium)?

Stability: Are our residents staying within a single neighborhood, or are they transient? Are our neighborhoods growing or declining in population?

Target Populations: Are the special needs of some of our residents being met in the housing market (people with disabilities, the homeless)?

Housing Resources: Are there pre-purchase and post-purchase educational services, housing counseling services, and opportunities for community revitalization available?

Market Forces: How strong is the impact of the national and regional economic conditions on the home ownership rate?

Housing Stock

While the City's housing supply is large enough to meet demand, there is a significant disconnect between the supply of housing units and their location, price, and quality. In 2010, the City contained a total stock of 52,586 housing units, of which 65 percent were owner occupied, 17 percent were renter occupied, and 18 percent were vacant. These housing units consist of single-family units, multi-family units and mobile homes. Approximately 83 percent of the City's housing is single family detached, 11 percent is attached or multi-family, and 6 percent consist of mobile homes. Less than 110 units of the housing stock were built prior to 1940 and only 10 percent were built prior to 1990. The majority (65 percent) of the City's housing stock was developed between 1990 and 2005. The remaining 25 percent has been developed over the past 10 years.

The 2010 rate of home ownership was nearly 76 percent and the median value of owner occupied units (between 2009-2013) was \$172,000. In comparison, the same rates in Maricopa County were 64 percent and \$165,000, respectively. Slightly more than eight percent of the City's stock consists of multi-family units while more than 20 percent exists in the County. In 2010, the City's average household size was 2.73 persons per household (pph), which is higher than the County at 2.67 pph.

Housing Form and Characteristics

The housing stock in the region has been heavily influenced by Spanish, Craftsman, Bungalow, Prairie, and Ranch styles, each adding its own flavor to the local architecture. The guidelines for home building focus on architectural design elements, such as quality, scale, volume, height, materials, visual axes, roof profiles and proportion. While architectural aspects are important, social-cultural context is also an important element of housing. Keeping in mind the architectural aspects as well as the sociocultural context, the design guidelines encourage high quality design which evokes a

sense of place, displays an appropriate scale and intensity, and creates a positive visual identity and image for each community.

The three most important aspects of individual housing units include:

1. Location
2. Site
 1. Visual impact, layout and landscaping
 2. Open space
 3. Routes and movement
3. Unit
 - Size and layout
 - Noise, light, and services
 - Accessibility and visitability
 - Energy, green building, and sustainability
 - Lifecycle issues
 - Performance in use

Builders are also encouraged to be cognizant of the changing needs of a person's life. A lifecycle house includes fixed accessible features (wider doors and halls, open floor spaces, clear traffic patterns, etc.) and adaptable features such as wall reinforcement for grab bars and removable base cabinets for future knee space.

Housing Condition

Most of the City's housing stock is less than 10 years old. However as Surprise ages, neighborhoods and homes also continue to age. It is critical to ensure that homes and neighborhoods maintain the quality residents have come to expect. Deterioration is determined by homes in need of paint and new roofs, landscape trimming and upkeep, and documented building code violations. All of these indicators provide evidence that proper maintenance is needed.

Today Surprise prides itself in its quality neighborhoods requiring consistent vigilance to maintain them over the long term. Due to the economic downturn, the presence of many vacant homes and the availability of foreclosed homes within neighborhoods brought a decline in the rate of new built homes. As the older portions of the community continue to age,

Housing Element



conservation and revitalization policies will be necessary to help sustain positive neighborhood characteristics. These policies should include the need for an aggressive infill initiative in order to assure continued neighborhood vitality.

Value and/or Investment in Housing Development

Housing contributes to the local economy in two ways: through private investment and consumption spending on housing services. Residential investment includes construction of new single-family and multifamily structures, residential remodeling, production of manufactured homes, and broker's fees. Consumption spending on housing services includes the amount of rent paid by tenants and the imputed value that housing serves to its home owners. Homebuilding generates income and jobs for local residents, as well as revenue for local governments. Home building also imposes costs on local governments that typically supply police and fire protection, potable water supply and service, sewer collection and treatment, solid waste collection and other public services to support the new homes. Therefore, the economic benefits of home building not only include the effect of the construction activity itself, but the impact that occurs when the new home is occupied and provides the demand for commercial services and goods

Supply

The City of Surprise's housing mix is deficient in housing that contains amenities and conveniences that support the full range of housing stock. Surprise has not been able to attract developers to build higher-end housing. Providing the full range of housing is critical for the City's economic development effort in retaining and attracting a higher income workforce.

Income

According to the 2010 American Community Survey, the median household income in the

City of Surprise was \$57,708, an increase of approximately 30 percent over that of 2000 (\$44,156). Surprise enjoys a median household income that is 11.3% higher than the median household income (\$51,204) exhibited within Maricopa County in 2010.

Cost/Affordability

Surprise is recognized for its affordability. First time homebuyers have been able to purchase quality homes in master planned neighborhoods. Monitoring housing affordability as the City matures will be an important activity to ensuring housing choice to meet the needs of a growing city.

Jobs/Housing Balance

Jobs/housing balance is a measure of the harmony between employment and dwelling units in a specific area. A low jobs/housing ratio (below 1) indicates a housing rich community while a high jobs/housing ratio (above 1) indicates an employment center. Theoretically, in a balanced community most residents work relatively close to home. Even though many residents would still commute out of the area by choice or necessity, research indicates that in areas where jobs and housing are in balance, people on average do in fact commute shorter distances and spend less time in their cars, reducing transportation related environmental impacts and providing an improved quality of life. Surprise does not appear to be in balance, with an overall existing jobs/housing ratio of 0.42 (MAG 2010).

Household Tenure and Composition

As of January 1, 2013, there were 43,079 households in Surprise. Of that number, 75.8 percent of the households were owner occupied, 24.1 percent were renter occupied. Family households represented 76 percent of all households, including: 62 percent married couple families; four percent male-headed households; and 10 percent female-headed households. Non-family households comprised

24 percent of all households.

Stability

As a family matures, its members have different housing needs. The concept of lifecycle housing provides residents with the option of staying in Surprise after they have outgrown the traditional single family home. The concept identifies a number of phases:

- pre-marriage,
- married,
- pre-child,
- child-bearing,
- child-rearing, and
- post child.

The census data presented previously illustrates that a majority of Surprise households fall under the “child bearing” and “child rearing” phase. As these households mature, the children begin their own households while the parents move into the ‘post baby’ phase. The children of Surprise residents entering into their own phase (typically pre-marriage, married and/or pre-child/child bearing) should have affordable rental or ownership opportunities available to them when they are ready to leave home.

Older residents, moving into and through the ‘post baby’ phase, commonly find themselves with a long-tenured home in an active market. Looking to transition from a large home with a large yard, this homeowner often wants to downsize and relocate to a home that will allow them to age in place for as long as possible. This new home would also incorporate senior friendly design elements, i.e. landscape maintenance, one floor, laundry adjacent to the bedroom, door handles-not knobs, raised dishwasher, etc. While senior living communities provide an assemblage of homes and amenities, older residents should be able to find low maintenance and/or specially designed housing throughout Surprise when the single family home becomes an inappropriate choice. The presence of “lifecycle” housing conditions promotes stability within the City.

Special Needs Populations

It is the City’s goal to ensure that the community offers a mix of housing choices for a variety of family types and sizes. The US Department of Housing and Urban Development (HUD) identifies seven groups of people who are characterized as special needs: the elderly, the frail elderly, persons with severe mental illness, the developmentally disabled, physically disabled, persons that are alcohol/drug addicted, and persons with HIV/AIDS and their families. In a manner to quantify the segment of the City’s population that exhibits these characteristics, the Consolidated Plan (2015-2019) illustrates these existing conditions in the City and how it will assist 131 residents over the next 5 years.

Elderly

The Census Bureau reports that the United States population 65 years and older is expected to double within 25 years. The elderly in Surprise approximate 16,000 residents (US Census, 2010). The elderly are defined as those individuals who are more than 62 years of age (24 CFR 91.5 and 24 CFR 5.100).

In recent years, several age-restricted neighborhoods have been developed in Surprise. The City has supported these developments as a way of meeting another segment of the housing market. While golf was the primary amenity in the past, the inclusion of active recreation (i.e. gyms, swimming, hiking, pickleball, etc.) has been growing.

Even though the trend has changed and now includes more conventional housing for any age, this segment of the City’s population will continue to be significant. Homebuilders are incorporating more features in homes to make them appeal to the elderly including universal design, which minimizes access barriers, creative floor plans and the inclusion of guest houses to provide the ability to house a relative on the same lot as the primary residence of a younger relative.

Frail Elderly

The frail elderly in Surprise are estimated to

Housing Element



total approximately 2,700 residents (Area of Agency on Aging, 2013). The frail elderly are defined as those individuals who are over 65 years of age, dependent on others for activities of daily living, and are often in institutional care. The Consolidated Plan intends to assist 23 of these residents over the next five years.

Severe Mental Illness

Persons with Severe Mental Illness are estimated to total 4,000 residents (Mental Health: Health Service Executive). The Consolidated Plan intends to assist 4 of these residents over the next five years.

Developmentally Disabled

The developmentally disabled as well as the aging population, creates an increasing need for housing that is accessible for occupants as well as visitors. Accessibility can be improved with the concept of Visitability and universal design. Design principles of Visitability can include at least one zero-step entrance on an accessible route leading from a driveway or public sidewalk, all interior doors providing at least 31 3/4 inches (81 cm) of unobstructed passage space, and at least a half bathroom on the main floor for residential projects. Universal design incorporates features that make homes adaptable to persons who require barrier-free access without negatively impacting curb appeal or value. Many universal design features make a home more convenient and mitigate common household safety hazards. The developmentally disabled are estimated to total 700 residents (Bethesda Institute, 2006) in the City. The Consolidated Plan intends to assist 13 of these residents over the next five years.

Physically Disabled

The physically disabled are estimated to total 14,000 residents (disabilitystatistics.org, 2012). The Consolidated Plan intends to assist 18 of these residents over the next five years.

Drug/Alcohol Addicted

Persons with alcohol/drug addictions are

estimated to total 12,000 residents (Closing the Addiction Treatment Gap (CATG), 2010). The Consolidated Plan intends to assist 5 of these residents over the next five years.

Persons with HIV/AIDS

Persons with HIV/AIDS and their families are estimated to total 300 residents in the City (Arizona Department of Health Services Annual Report, 2012). The Consolidated Plan intends to assist 2 of these residents over the next five years.

Homelessness

Although the causes and factors associated with homelessness are complex, there are consistent, identifiable contributing factors for both individuals and families in urban and rural communities in Surprise. This includes poverty, domestic violence, substance abuse, health, and general mental health issues-any one of which can and do exacerbate the downward spiral to homelessness. According to the 'Regional Plan to End Homelessness' published by the Maricopa Association of Governments Continuum of Care Subcommittee (MAG CoC) in March 2009, there are no homeless persons in Surprise. However, the City conducted a Point in Time Homeless Street Count (February 2014) in conjunction with MAG and interviewed two homeless persons.

Strategies focusing on housing and housing supportive services are necessary to prevent and end homelessness, and to reestablish homeless persons within a community. In the Valley, the MAG CoC manages the collaborative efforts of communities and agencies in Maricopa County to plan for the needs of the homeless. It also serves as the conduit for federal funding on behalf of agencies organized to address the needs of the homeless.

Housing Resources

As federal resources for affordable and supportive housing shrink, the remaining federal

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resources such as the Community Development Block Grant (CDBG), the HOME investment partner- ships program, Housing Choice Vouchers, Low-Income Housing Tax Credits (LIHTC), and USDA rural housing programs become critical and need to be protected. Regional and local governments are increasingly dependent on resources such as housing trust funds and housing bonds to support affordable housing development.

Market Forces

No plan is complete if it fails to consider the external forces that support or constrain success. Owner-occupied homes constitute the nation's and the City of Surprise's largest form of privately held capital. Therefore, national and regional economic conditions have a strong impact on the homeownership rate. Market interest rates have had an important role in the affordability of homeownership as evident in the early 2000s. Counteracting the positive effect of affordable credit were the substantial increases in home prices in some regions. The housing boom in turn led to predatory lending practices and the Federal Bureau of Investigation reported a sharp increase in mortgage fraud during 2004. After years of stellar growth, residential housing, and housing finance markedly slowed in 2007. Regular reports on significant increases in mortgage foreclosures, especially among borrowers who financed with sub-prime mortgages were prevalent in 2007. These widespread foreclosures have repercussions not only for borrowers and lenders but also for neighborhoods, credit availability, and even financial markets.

Housing Strategies

Providing safe, decent housing that is not overcrowded and will not overburden a household financially is critical for the well-being of individuals, families, neighborhoods, and the community.

The Housing Element emphasizes strategies that collectively address the availability,

affordability, condition, and access to housing by the general population as well as special needs groups. Strategies include:

- Adequate supply of land for housing.
- Preservation of existing housing and neighborhoods.
- Improvement of housing opportunities for special needs groups.
- Provision of affordable housing.
- Awareness of market forces.

Future Needs

The Housing Element provides guidance for safe, affordable housing which meets the needs of the communities within the region. These communities are committed to accomplishing all they reasonably can to ensure an ample mixture of available housing and to address special housing needs. The local governments, in partnership with the private sector, will work toward the provision of assisted housing for persons and families of low and moderate income within the region. The future need for housing is determined primarily by the forecasted growth in households in a community. Each new household created by a child moving out of a parent's home or by a family moving to a community for employment creates the need for a housing unit. The anticipated housing needed for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, moderate cost increase, avoid the concentration of lower income households, and to provide for replacement housing.

GOALS AND POLICIES

Goal 1: Housing Stock

Safeguard the condition and quality of housing stock in order to maintain attractive and livable neighborhoods.

Policies

Housing Element



Goal 2: Housing Variety

Seek a variety of housing options that meet the socioeconomic needs of people who live and work in the City.

Policies

1. The City shall review and consider updating its development standards to incorporate new housing product types.
2. Promote physical design, building structure, lot layout relationships, and landscaping opportunities between existing and new housing construction to help the new developments complement the surrounding neighborhoods.
3. Integrate sustainable building practices (i.e. solar orientation and/or energy production, dual pane windows, low flush toilets, Energy Star appliances, drought tolerant landscaping and water conservation and reclamation) into new housing design and housing renovations.
4. Seek appropriate resources to revitalize and maintain single- and multi-family housing developments.
5. Support the inclusion of accessory dwelling units on appropriately sized lots that are well designed and compatible with the primary residence.
6. Explore other creative housing opportunities such as live-work spaces in suburban, urban, and residential mixed use areas, where appropriate to the character of the area.
7. Locate higher density housing along transit corridors to maximize direct patron access and buffer proximate lower density housing neighborhoods
8. Promote and facilitate the build out of vacant and underutilized land through infill, reuse, revitalization and redevelopment activities for appropriate rural, suburban or urban housing development.
9. The City shall continue to work with for-profit and non-profit home builders, other community development corporations, and health and human services providers to maintain existing public housing and provide affordable housing on infill, revitalization and redevelopment parcels.

1. Update City ordinances and policies to proactively support housing diversity.
2. Establish appropriate incentives for the development of quality housing that accommodates a variety of income levels.
3. Promote various residential options that provide amenities and conveniences within the residence and surrounding community that is above the median housing mix.
4. Consider incentives for the development of diverse housing types, including smaller, more affordable units.
5. Maintain a communitywide housing mix to serve the evolving demographic and economic needs of its residents.
6. Leverage state and federal funding opportunities for the preservation of safe and affordable housing.
7. Preserve and expand quality, affordable rental options within various areas of the community.
8. Integrate housing and employment through mixed-use projects in more urban areas, as a means to increase housing supply while promoting diversity and neighborhood vitality.
9. Improve infrastructure in the OTS to enhance existing housing, housing rehabilitation efforts and targeted housing infill opportunities.
10. Preserve neighborhoods by working with HUD to continue operating and funding its Major Housing Rehabilitation Assistance Program for qualified home buyers.
11. The City shall enhance the habitability of owner-occupied housing by working with HUD to continue operating and funding its Emergency Housing Rehabilitation

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Assistance Program.

12. Seek appropriate funding to implement the objectives of the Consolidated Plan.
13. On an annual basis, review and confirm those residents that are part of its homeless and special needs populations.
14. The City shall consider executing an intergovernmental agreement with the Housing Authority of Maricopa County (HAMC) to continue ensuring the housing needs of low and moderate income households of City residents in a high quality manner.
15. The City shall work with the HAMC to preserve the affordability of quality rental housing through the continued administration of the Housing Choice Voucher (HCV) Program.
16. The City shall support the efforts of for and non-profit housing developers who are committed to construct tax credit assisted rental housing for families and the elderly.

into neighborhoods and create non-vehicular connections between residential developments to promote opportunities for aging in place and continuum of care for the elderly.

6. Seek opportunities to locate housing for those citizens with special needs near transportation services and facilities that will reduce their reliance on the automobile, without diminishing their community mobility.
7. Support agencies and organizations that provide shelter, housing, and services to vulnerable populations.
8. Support affordable housing development that includes supportive uses, services, and facilities to meet a variety of household needs.
9. Participate actively in identifying regional partners and solutions for those special needs that may be most appropriately addressed at the regional level.

Goal 3: Housing For All Ages

Increase housing choices that serve all age groups and needs.

Policies

1. Support policies and techniques, including but not limited to, universal/barrier free home design that provides housing opportunities to meet the unique needs of the elderly and dis-abled.
2. Encourage design standards set by Americans with Disabilities Act (28 CFR Part 36) for all residential projects.
3. Encourage design principles of visitability, for residential projects.
4. Create non-vehicular connections between housing and adjacent uses; including but not limited to, senior centers, childcare centers, preschools, youth centers, and other community facilities to provide opportunities for intergenerational connections
5. Integrate elderly and assisted care facilities

Goal 4: Federal Housing Requirements

Facilitate compliance with federal, state, and county fair housing requirements regarding the sale or rental of housing.

Policies

1. Update City policies to support regional, state, and federal efforts that prohibit discrimination in the sale or rental of housing and other prohibited practices towards any person because of race, color, religion, sex, handicap, familial status, or national origin.
2. Provide access to education and training for the development community and property owners in how they can meet fair housing requirements for those properties covered by federal, state, and local regulations.



Conservation, Rehabilitation & Redevelopment Element

INTRODUCTION

The conservation, rehabilitation, and redevelopment element recommends strategies to protect stable areas, to rehabilitate those with moderate levels of deterioration, and to redevelop those areas that are deteriorated or transitioning from their present land uses.

Redevelopment improves the quality of the built environment, encourages appreciation for the city's history and culture, maintains the character and identity of communities, and contributes to the City's economic vitality. Several factors create the pressure for rehabilitation and new development: among them are population increases, economic activity, the degradation of existing building stock, and the demand for higher living standards.

Another aspect of the element is to guide the preservation, protection and restoration of historic and cultural resources so that a clear sense of how the City gained its present form and substance can be maintained. The barriers and opportunities to supporting and maintaining viable and healthy neighborhoods and commercial and employment centers vary considerably, from the oldest central city neighborhoods to the newer areas being developed in the City's five outlying growth areas. Most of Surprise's housing stock is less than 10 years old. However as the City ages, the neighborhoods and homes also continue to age. It is critical to ensure that homes and neighborhoods maintain the quality residents have come to expect.

DISCUSSION

Historic and Cultural Preservation

Historic and cultural resources include elements from the built environment such as structures, districts, landscape features, including significant trees and plantings, and other natural or designed features, interior elements and fixtures designated in conjunction with a property, significant archaeological sites, and traditional cultural properties. By tracing and preserving its past a city can gain a clear sense of the process by which it achieved its present form and substance. Surprise is a relatively new city, yet there are examples of boom and bust periods of development of the City's core, early infrastructure and transportation routes, the spread of development outward, and continued military

presence. The identification, evaluation, registration and protection of these resources, and the preservation of Surprise's past for its current and future residents are the essential components of this section.

Legal basis for Historic preservation

Federal law: The National Historic Preservation Act (NHPA), enacted in 1966, established the National Register of Historic Places, authorized funding for state programs with participation by local governments, created the Advisory Council on Historic Preservation and established a review process for protecting cultural resources. The NHPA provides the legal framework for most state and local preservation laws. The National Register of Historic Places is the nation's official list of cultural resources worthy of pres-

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ervation. It is part of a national program to coordinate and support public and private efforts to identify, evaluate and protect historic and archeological resources.

The NHPA was amended in 1980 to create the Certified Local Government (CLG) participation and integration in a comprehensive statewide historic preservation planning process. Cities and counties with CLG status may compete for preservation funds allocated by Congress and awarded to each state.

Arizona Register of Historical Places

The Arizona Register of Historic Places is the state's list of districts, sites, buildings, structures, and objects worthy of preservation. Arizona has adopted the National Register of Historic Places criteria for evaluating eligibility for the state register. The Arizona Historic Sites Review Committee is Arizona's official State and National Register of Historic Places review board as mandated by state law and federal regulations. A listing on the Arizona Register of Historic Places protects and preserves a property by recognizing and appreciating historic properties and their importance, but does not prevent demolition of the property.

Surprise Planning Area History

Early history of the region has a strong correlation to the Santa Fe, Prescott and Phoenix Railroad (SF&PPR), built in the 1890s by an entrepreneur named Frank Murphy. It connected the northern part of Arizona with Phoenix and

speeded Phoenix's rise to economic supremacy in the state. There has been some mention about a development in the Bell Road-Grand Avenue area known as Beardsley. Beardsley was originally a station which honored Will H. Beardsley. For years it served as a sheep shearing point on the SF&PPR. Until the 1940s there were still corrals and residences. Expansion of the railroad right-of-way required the site to be bulldozed out of existence. The post office operated only in the year 1936. Beardsley was also the original junction of the branch of the SF&PPR (Railroads of Arizona, Vol.5 by David F Myrick, submitted by Paul S Hodson.) to McMicken. The junction was later relocated to Ennis 4.5 miles east of Beardsley. William Beardsley's name is also associated with an irrigation project in the 1880s. His company, the Agua Fria Construction Company built a canal named the Beardsley Canal, from Lake Pleasant to ranches as far as 30 miles away.

The Beardsley Canal that dates back to 1888 has been assigned an Arizona Site Museum (ASM) site number and is eligible for inclusion into the National Register of Historic Places (NRHP). There are also a few prehistoric Hohokam sites recommended as eligible for listing in the NRHP for their potential yield of information on Hohokam subsistence and settlement strategies in the lower Agua Fria River drainage. The Surprise Planning Area was also home to three of the Luke Air Force Base (AFB) airfields, Luke AFB Auxiliary Airfield #1, Beardsley Auxiliary Army Airfield #2, and the Beardsley Auxiliary Army Airfield #3. The Beardsley Auxiliary Army



Conservation, Rehabilitation, & Redevelopment Element



Airfields #2 and #3 were built during World War II as part of a large number of satellite airfields for Luke AFB, which was the largest single-engine advanced training base in the world during World War II. According to the history of Luke AFB, the origination date of Beardsley Field #2 is lost to history.

According to an Army Corps of Engineers Report, the 656 acre property for Luke Auxiliary Airfield #3 was originally acquired in 1942. The airfield property was conveyed to the City of Phoenix in 1949. However, the entire property was leased again from the City of Phoenix in 1949 and the airfield was reestablished for military use. Luke Auxiliary Airfield #3 was depicted as an active airfield on the 1956 Phoenix Sectional Chart (courtesy of John Voss), which described the longest runway as being a 3,800' hard-surfaced strip. The military lease was once again terminated in 1957. The lease release documentation contained a clause prohibiting use of the land as an air field as long as Luke AFB is used as an air field. Luke Auxiliary Airfield #3 was depicted as a closed airfield on the December 1976 Phoenix Sectional Chart (courtesy of Chris Kennedy). The City of Phoenix in 2002 exchanged the Luke Auxiliary Airfield #3 property for another parcel of nearby land.

Other unincorporated areas located within the Surprise Planning Area also have historic documentation, especially development related to mining and homesteading activities. Additional historical information about Surprise can be found in the Introduction chapter.

Waddell – Waddell found its roots in 1910s primarily as an agricultural town. Donald Waddell, the founder, was originally from New York and, along with other farmers in the area, was instrumental in getting the Lake Pleasant Dam established. Mr. Waddell was also highly active in getting the rail spur to run along Cotton Lane up to Indian School Road. A post office and a store were located at the corner of Cotton Lane and

Waddell Road along with a cotton gin. The rail spur came through there and often acted as a focal point for the labor camp that housed farm workers from Mexico.

Morristown – The first known name for Morristown was Vulture Siding. In 1897 after the importance of Vulture Mine faded, the name of the place was changed to Hot Springs Junction because at this station passengers disembarked from the train to take a stage to Castle Hot Springs. The name was later changed to Morristown to honor the first inhabitant at the place, George Morris, the discoverer of the Mack Morris Mine in Gila County. A post office was established on December 30, 1897, Lee H. Landis postmaster, Wells Fargo Station, 1903, (Hot Springs Junction). The Morristown store, formerly the Morristown Hotel also located within the area and is listed on the National Register of Historical Places. Reference: Barnes, Arizona Journal Mining, November 4, 1897, 4:2, 16, p.356; P. O. Records, Maps: C-9, C-12 (Hot Springs Junction)

Wittmann – Former and merged names for the Wittmann area include Nadaburg. Lore has it that a lone rider was looking for a town between Phoenix and Wickenburg and he came across a local resident. When he asked if there was a town nearby, he was told Nada, Nada burg. Nada is Spanish for no or nothing, burg refers to a town. By the early 1900s the Santa Fe Railroad ran west out of Phoenix and there was a mail drop called Nadaburg. William Hovey Griffin filed a homestead claim on the section of land known as Nadaburg. The community was named after an investor who financed rebuilding of the Walnut Grove Dam, a dam that collapsed in the winter of 1889/90 killing several dozen workers. In November 1929 Joseph Wittmann filed the Wittmann Irrigation Project in an effort to bring water to the area. In the 1930s by mutual agreement, the settlement's name was officially changed to Wittmann to honor Joseph Wittmann and his promise of irrigation water.

Redevelopment

Adaptive reuse of obsolete development

The identification of land with reuse potential is a key element of the rehabilitation and redevelopment strategy. Infill opportunities however are useful for exploiting obsolete uses and buildings to meet the needs and aspirations of the City. Redeveloping obsolete industrial, commercial, or residential sites or redeveloping brownfield sites reduces urban sprawl and enhances the inner city environment. Planning for sustainable uses can help regenerate rundown areas at a number of levels, from neighborhood to region.

Elimination of Deterioration and Blight

Redevelopment generally involves the improvement of an area that was developed at some time in the past but presently suffers from real or perceived physical deficiencies such as deterioration or blight or as a result of changing social and market conditions. Deterioration and blighted areas generally have physical and economic conditions, which constitute a danger to the health, safety, and general welfare of the people of the community. Blight is an area-wide concept. Where conditions of blight predominate an area, individual properties that may be in good condition can be included if they are part of the area.

Redevelopment may include, in addition to blighted areas, lands, buildings, or improvements which are not detrimental to the public health, safety, or welfare, but whose inclusion is found necessary for the effective redevelopment of the area of which they are a part. However, these parcels are threatened by other parcels which exhibit a variety of conditions of blight including deterioration, safety hazards, crime, economic maladjustment, depreciating property values, stagnant population, and the unproductive use of the land.

Public/private Partnerships

It is becoming increasingly popular for governments to act in concert with private developers to effectively take advantage of the best that both have to offer. These consortiums have become

an important vehicle by which redevelopment is implemented.

Public Improvements and Community Facilities

Although most frequently associated with older central cities, public actions to promote reuse and development of underused and vacant sites may also be critical to the continued economic viability of maturing suburban cities and towns and even rural communities. Redevelopment and revitalization may be the best options available to cities trying to respond to new market demands, and population growth can help older urban and suburban areas to maintain their desirability as places to live and conduct business. For an area to be designated a redevelopment area, a number of factors must be considered. These factors include the following:

Unsafe conditions—These factors can be imposed by environmental (i.e. subsidence, floodplain) and man-made characteristics (i.e. existing uses, presence of crime, lack of public safety services);

Unhealthful conditions—These factors can be imposed by the water, air, and land of the area as well as existing uses;

Obsolete layout of lots, blocks, and streets—Previous lot layouts or platting may not match existing market conditions for development;

Land ownership—Extensive private ownership, as well as the number of absentee owners, may make assemblage difficult;

Incompatible land uses—The existing pattern of development has created negative impacts on the health, safety and welfare of the public;

Structural deterioration—The existing exterior and interior building conditions require significant levels of major rehabilitation or clearance

Conservation, Rehabilitation, & Redevelopment Element



The Surprise General Plan 2035 recognizes the need to promote and implement redevelopment in the following areas:

Original Town Site (OTS): OTS is faced with issues such as property maintenance and underutilized land, limited transit service, infrastructure impediments, limited park improvements, and sub-par street lighting.

Section 10: Section 10 is a one square mile area of land near Happy Valley Road, west of Grand Avenue, that was annexed into the City of Surprise in 1988. The area is faced with issues relating to street lighting, infrastructure, lack of transit services, flooding, and limited recreational amenities such as parks.

GOALS AND POLICIES

Goal 1: Safe and Clean Neighborhoods

Enhance and promote city programs that provide for safe and clean neighborhoods.

Policies

1. Continue and promote the City's proactive approach to code enforcement which preserves, enhances, and promotes safe neighborhoods.
2. Utilize community policing techniques such as neighborhood watch groups to discourage criminal activity in neighborhoods.
3. Train citizens through emergency preparedness programs.
4. Enhance response efforts to graffiti damage by involving communities.
5. Provide education regarding renter rights concerning housing and property maintenance standards.
6. Promote public-private partnerships to monitor the condition of abandoned or vacant buildings to mitigate negative effects on a neighborhood.

Goal 2: Existing Dwellings

Preserve the quality of existing dwellings and neighborhoods so that people will find our community a healthy, safe, and attractive place to live.

Policies

1. Support policies and programs that provide opportunities for residential and commercial property owners to update or renovate their properties and examine existing regulations that may be barriers to adaptation of existing homes or businesses.
2. Foster long-term housing and neighborhood vitality through preservation and revitalization of mature neighborhoods.
3. Coordinate city programs dealing with neighborhood enhancement and support activities that work to revitalize neighborhoods.
4. Educate property owners on the value of maintaining and improving their properties.
5. Identify and promote the preservation of neighborhoods that exhibit unique cultural or architectural attributes.

Goal 3: Home Ownership

Support homeownership as a way to strengthen the sense of community and encourage investment in housing.

Policies

1. Support programs that will increase home ownership among entry level and moderate income households.
2. Support home buyer assistance programs to qualified persons.
3. Provide educational programs for home buyers to understand their financial obligations and loss prevention options.

Surprise General Plan 2035: Foundation for the Future

Goal 4: Diverse Neighborhoods

Preserve and enhance the diverse neighborhoods in the City with neighborhood plans.

Policies

1. Develop methods to help promote key sites within the Original Townsite to residents and visitors.
2. Utilize neighborhood plans to improve the availability of resources for programs that preserve or revitalize mature neighborhoods.
3. Guide new development to be sustainable, well-designed, and respectful of existing neighborhoods through neighborhood planning initiatives.

Goal 5: Community Interaction

Build strong neighborhoods through community interaction.

Policies

1. Create opportunities for community interaction through block parties, neighborhood cleanup events, farmers markets, and other neighborhood events.
2. Provide technical assistance and education to neighborhood groups seeking to explore neighborhood opportunities or resolve neighborhood problems.

Goal 6: Redevelopment

Use redevelopment to provide for the long-term stability of maturing residential and commercial neighborhoods.

Policies

1. Identify and pursue federal, state, and private grant programs to accomplish this goal.
2. Identify and inventory distressed residential and commercial neighborhoods in the City and create suitable redevelopment plans.
3. Use redevelopment tools to help maintain the community's mature areas and sustain

quality of life.

4. Continue the City's strategic and proactive policy of redevelopment intervention efforts in areas that show signs of decline.
5. Provide, maintain, and support the legal tools that allow redevelopment to occur in the community.
6. Support proactive communication with affected residents and business owners during the planning and implementation of redevelopment projects.
7. Strive to replace affordable housing removed by redevelopment projects to maintain long-term housing affordability.
8. Support redevelopment activities that provide opportunities to address housing affordability challenges.
9. Encourage the redevelopment of blighted, distressed, or underutilized properties.
10. Upgrade substandard infrastructure during redevelopment projects.

Goal 7: Economic Benefits

Sustain the long-term economic well-being of the City and its citizens through redevelopment, rehabilitation, and conservation efforts.

Policies

1. Support and encourage appropriate public and private economic reinvestment in mature, physically and economically declining areas.
2. Use redevelopment and rehabilitation techniques to positively impact the visitor, resident, and business communities' visual and aesthetic impressions of the overall City.
3. Promote the adaptive reuse of existing structures through conservation and/or rehabilitation, where feasible and context appropriate.
4. Offer incentives for rehabilitation of historic neighborhoods.
5. Strive for the use of green building techniques in design, construction, and remodeling associated with rehabilitation, conservation, and redevelopment efforts.

Conservation, Rehabilitation, & Redevelopment Element



Goal 8: Vacant Buildings

Appropriate reuse and rehabilitation of vacant and obsolete buildings is encouraged.

Policies

1. Update zoning ordinances to promote retrofitting of historic properties for economically viable projects.
2. Consider programs to promote the adaptive reuse and modernization of outdated commercial centers.
3. Develop incentive programs and provide technical assistance for area compatible reuse of commercial centers.
4. Encourage the redesign of strip centers to pedestrian-friendly, mixed use development compatible with adjacent neighborhoods.
5. Prepare market studies and marketing materials for targeted areas experiencing a concentration of redevelopment sites.
6. Create an inventory of vacant structures and inform potential users and the real estate community of their redevelopment potential.

Recreation and Open Space Element

INTRODUCTION

The Recreation and Open Space Element provides general guidelines to enhance the provision of parks, recreation, and open space within the City of Surprise and its planning area. The element identifies the City's philosophy relative to the desired level of facilities and their interrelationship with land use, transportation, and public facilities programming.

DISCUSSION

As Surprise continues to grow, there are priorities to improve the quality of life through the addition of new parks, reinvestment in our existing parks, and our programming. The Community and Recreation Services department is the primary provider of recreation and cultural services for the City.

The City's programs include aquatics, youth and adult sports, tennis programming, library services, special interest classes, teen programming, and adaptive programming totaling over 1,700 programs and 190,000 participants annually. In addition, special event and sports tourism includes spring training, regional and national tennis tournaments, as well as community and signature events such as annual Surprise Party event and performances in the park. Overall, the Community and Recreation Services Department delivers over 2,000 recreation and special event programs, servicing over 490,000 participants annually.

With a renewed energy and focus on our resident's health, recreational experience and cultural amenities, the Parks Department has recently updated the Parks and Recreation Master Plan that establishes a vision for the City of Surprise Park System.

Through a combination of surveys and work sessions with the citizens and the Community and Recreation Service Advisory Commission members identified four goals for the development of the City's Parks, Recreation and

Open Space System:

- Improve City Residents' Quality of Life by Reinvesting in our Existing Parks
- Promote Active Recreation, Sports and Tourism
- Provide a Connected Park Experience Through the Development of an Overall Park System
- Pursue Opportunities to Create New Community Parks and Open Space

Parks

The City of Surprise prides itself on accommodating the needs of families and the overall community. Whether a park is provided and cared for by the City or by a community Home Owner Association (HOA), it is important to plan their location, amenities, and accessibility to the community.

Locations

All residents of Surprise should live within walking distance of an active recreation space in the form of a park or other public recreation amenities. These parks, whether maintained by public or private funds, should be open to public uses and linked by a combination of walking, trail, and park systems. Maps showing existing and proposed Community, City and Regional parks can be found on pages 113-117.

Uses

The uses programmed into each park and recreation area must be carefully considered to provide an equitable distribution of all interests. When a recreation space is proposed, consideration should be given to the type and

Recreation and Open Space Element



diversity of the use in each neighborhood. The programming of uses that complement the neighborhood must be weighed in the creation of park plans. For example, a rural neighborhood may prefer equestrian and hiking activities where an urban setting may not have space or interest in those activities. Some neighborhoods may have a more dominant recreational activity to help form its unique identity while others may be more balanced to all interests.

In areas that are adjacent to open space it may be appropriate to introduce region-specific activities such as picnic grounds that take advantage of views or camping areas that are located away from the main city areas. The size of recreation areas should be appropriate for the uses programmed for the location. In suburban settings a traditional park, including soccer field, basketball court, and other popular sports, may be encouraged with the number provided dependent on those uses. In a more urban setting a better use may include a plaza or common area with little or no playground or sports facilities, but programmed with flexibility to meet changing needs.

Public/Private Recreation Space

The development pattern of Surprise is primarily structured around master planned communities providing private neighborhood level parks that are less than 5-acres (and many less than 1-acre) in size. These smaller parks provide an important level of play associated with a neighborhood setting, but yield a very small programmable space and location not able to support use by the larger community. The City will evaluate future park development opportunities and acquisitions based on their ability to meet Community Park level (25+ acres) programming, including lighted sport fields, skate parks, dog runs, etc. Parks are a civic treasure and should be the focal points within neighborhoods and our community.

Maintenance

One of the most pressing issues with maintaining recreation space is the cost associated with regular care. The City's maintenance, operations and programming efforts are most efficient in the larger parks. Homeowner's Associations are best suited to manage and maintain smaller parks as they can directly respond to their residents' needs and expectations. The City may elect to take over the maintenance of a park, only if a private entity is no longer able to care for it and is willing to convey the property to the City. It is important that recreational places in the City should be preserved as amenities for community residents.

Open Space

Open space can take on many forms, shapes, purposes, and functions. Every city values different types of open space within the community. Open space should be defined as either natural or developed. Natural open space is land that is preserved in its natural ecological state, while developed open space has been created or restored by human activity to convey a sense of openness. Developed open space may contain passive or active recreation activities such as walking, wildlife viewing, etc., as well as golf courses, landscape tracts and retention basins for storm water.

There are at least five types of open space that perform very different but important functions. The five categories are:

Hazardous Critical Areas

These open space lands are set aside from intensive development and at times, from public access to protect people and property from hazard. They are not suitable for open space development because hazardous conditions or public health and safety constraints exist. These include flood prone areas, earth fissure or land settlement zones, landfills and airport public safety zones surrounding the Luke Auxiliary

Field One.

Ecological Critical Areas

Unlike hazardous critical areas, which seek to reduce hazards to people, ecological critical areas seek to set aside land to protect natural resources and environmental processes from human disturbance. Land in its natural state can perform a number of useful functions, called ecosystem services, which include wildlife habitat and recreation opportunities in the form of photography and nature watching. In many communities, natural landscapes and wildlife attracts eco-tourism that contributes substantially to the local economy. Examples of these areas include McMicken Dam water impoundment area, hillsides, major washes and wildlife corridors.

Agriculturally Significant Resource Lands

Often overlooked is the protection of lands that are used to provide important resources. Many farms in the southern part of the City have already been lost to development. In order to protect important agricultural areas that remain, the City will have to consider enacting regulations or using innovative techniques such as creating agricultural lands for “farm to table” opportunities and as buffers within airport public safety zones.

Conservation Areas

Natural areas and open spaces offer places to exercise, socialize with others, and space for people to get away from development and experience the natural environment. Conservation areas provide opportunities for a Nature Center and trails that promote education, hands on learning and exploration.

Greenbelts

Open space can be used to define natural boundaries between urban and rural areas. The separation they provide serves to buffer more urban uses and activities from rural and resource-based uses. Similarly, they can separate different land uses which might otherwise be incompatible. These lands can provide a break or gap between developments

to reinforce distinct community identities. They can also facilitate access between areas when foot or bike paths and trails are included. These trails can provide fitness and recreation opportunities and non-motorized access to natural areas, schools, or even commercial and employment centers. A linked system greatly expands opportunities for engagement in both urban life and the enjoyment of natural beauty.

Other considerations regarding open space include the following:

Natural Resources

Washes, mountains, and other environmentally sensitive lands can form the framework for a premier, natural open space network in the City of Surprise. Large tracts of open space and regional parks can be linked together through a system of natural and man-made open space, active recreation areas and trails.

Property Acquisition

Major washes and environmentally sensitive lands can be difficult to acquire without the assistance of the development community. As development occurs, the City can actively look to partner with developers to preserve open space (washes, hillsides, etc.) land during the entitlement process. In other cases, natural areas might be preserved through zoning entitlements if they are unsuitable for development. Another method of acquiring open space for preservation is through direct land purchase.

Use

Use of open space areas is intentionally limited to low impact recreation uses and education. The most common form of recreation appropriate in open space areas is an interconnected trail system. The Parks and Recreation Master Plan map (page 113) shows a hierarchy of connected trails, including major trails, and minor trails with limited access to other areas. The design of these trails will vary depending on context and use, but should consider a range of uses including hiking, bicycling, and equestrian use. As trails travel

Recreation and Open Space Element



through open space, trail-related development should be limited to trailheads with minor amenities such as lighting signage, and occasional rest areas with shade shelters and water.

Regional Cooperation

When looking at preserving open space and creating interconnected trail systems, the City must consider regional opportunities. As nearby cities and both Maricopa and Yavapai Counties plan for open space and trails, Surprise should coordinate to ensure a complement of uses and economies of scale. The City already recognizes the Maricopa County Regional Trails System Plan as an important recreational amenity that connects the larger area. Key locations with regional significance that are identified in the Plan include White Tanks Regional Park, the West Valley Recreation Corridor, the Bradshaw Mountains, Beardsley Canal, and McMicken Dam. These locations will provide routes through the City to connect with the rest of the Valley. In the case of the White Tanks and Bradshaw Mountains they can create spectacular destinations for outdoor enthusiasts. Regional cooperation will also be important in order to develop trails along private and public corridors such as canals, major washes and utility easements. With cooperation of landowners and a public use easement, trails can be developed so that they have little or no impact on the existing uses of the property.

Recreation Centers

The City is the primary provider of Recreation Centers in the City. As the City grows, as with any recreation use, it will be necessary to determine a desired level of service for residents. In meeting the demand for Recreation Centers, the City will determine the programs required to meet the user need and plan the number and size of the recreation centers accordingly, recognizing that a City-level recreation center will have a broader offering of programs than that of a smaller Community-

level center. For example, the Surprise Stadium is large enough to support a large population and area of the City. Smaller facilities like the aquatics center occur more frequently due to the smaller service area and the number of people they can serve.

Types

The City of Surprise has several recreation centers including a spring training stadium complex, aquatics centers, a tennis and racquet facility, and a fully accessible athletic facility. As community needs and interests change relative to recreational trends and resident demographics, the City should determine what is feasible to be built versus what activities may be short lived trends. The City should also look at other municipalities across the Valley and the nation to compare what recreation opportunities Surprise to capitalize on to meet current and future needs and attract visitors.

Locations

In determining the location of Recreation Centers the City must consider:

- Demand from the residents based on public input and surveys
- Distance they must travel to use it
- Number of other recreational opportunities in the area
- Cost of construction
- Funding timeframe to build the facility
- Competition from private run facilities

Public/Private Partnerships

When analyzing level of service for recreational centers it is important to consider the potential for partnerships with private, not-for-profit and other entities such as Charter Schools and School Districts. There is also the potential to turn over the recreation center service entirely to a non-profit or private partner. Common examples of this are fitness centers built by the YMCA and Boys and Girls Club.

These partnerships may provide operational support of a City owned facility or a separately

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owned and operated facility. When considering partnerships or private provisions of services, the City must ensure the service is provided at a reasonable cost to the residents. The City should determine if operational costs will be sustainable, whether the City will subsidize initial construction costs and/or operational costs, and determine if there are competing facilities and timing concerns for when the facility and recreational service can be provided.

Equally, the City should determine if the private or non-profit provider will be able to consistently provide the service at the level desired by residents. If the level of service cannot be met, it is in the best interest of the residents, that the City should provide and operate the Recreation Center.

Future Considerations

Inclusion and Diversity

Surprise is becoming more diverse. Language barriers and cultural differences contribute to the challenge of being inclusive in providing recreation services. Differing values associated with cultural backgrounds, age demographics, income levels, single parents, racial and ethnic minorities, and persons with disabilities, must be considered in the development of the Plan.

People with disabilities should have similar opportunities to independently use, enjoy, and participate in park programs. A great example is the City's Dreamcatcher Park, which incorporates the principles of Universal Design to create places where all feel welcome. Creating accessible places will be a goal for all future parks and open space facilities.

Health of the Citizens

Communities should provide adequate facilities so everyone has the opportunity to access the outdoors and exercise near their home. Almost two-thirds of American adults do not get the recommended level of physical activity and the number of overweight youth is also growing at record levels. The City will continue to research and diversify their program offerings so that

residents have a variety of opportunities to increase their activity level and physical well-being.

Planning for the Future

Recent trends in urban growth, financially challenged public agencies, changing land use patterns, etc. strongly suggest that decisions should be made early enough to identify and protect adequate open space before it is threatened by development and when it can be acquired at a much lower cost to the public.

These trends suggest that we cannot simply view open space as the land left over after other uses have been planned and developed. Open space lands are disappearing at an increasingly rapid rate. The City of Surprise, with its natural setting between mountains and rivers, has a unique opportunity to provide a diversity of activities and preserve quality open space for future generations. Land for open space, parks and civic uses should be planned as if it were infrastructure; establishing a framework that balances quality of life with economic development and community needs for the foreseeable future.

GOALS AND POLICIES

Goal 1: Opportunities

Create and maintain a high quality of life for Surprise residents by providing adequate open space and recreational opportunities.

Policies

1. Develop distinctive parks for the City of Surprise, with high quality facilities and design, unique character and uses, attractive safe, comfortable and sustainable
2. Periodically update the Surprise Parks, Recreation and Trails Master Plan to adapt to population growth, land use, recreational trends and community needs in determining the specific size, facilities, and locations for new parks; revitalization activities for existing parks; and programs/enhancements for

Recreation and Open Space Element



existing public and private recreation programs.

3. Utilize park classifications (e.g., Neighborhood Park, Community park, City Parkland urban park/sports complex) and LOS requirements to increase recreational acreage within the City to meet specific park and open space targets.
4. Ensure parks and recreation facilities are designed to accommodate persons of all ages and abilities.
5. Locate Community level parks to complement private HOA neighborhood parks so that a wider diversity of activities and opportunities for organized sports can be provided to the residents. Develop distinctive parks for the City of Surprise, with high quality facilities and design, unique character and uses, attractive safe, comfortable and sustainable
6. Develop parks in conjunction with schools so that shared facilities meet both the school and residents' needs.
7. Utilize floodplains and storm water management areas to develop compatible passive and active recreational areas and open space.
8. Develop parks that contain a mix of active and passive recreation facilities, potentially including tot lots, defined and improved play field and/or sport court areas, and picnic/seating/shade areas that are landscaped/hardscaped in a pleasing manner. Parks should generally be located in the center of their service area and can be developed jointly with schools and private development.
9. Establish a standard of 8.0 acres of parkland per 1,000 population allocated as:
 - 3.0 acres for City owned developed parks
 - 3.5 acres for City owned open space
 - 1.5 acres for private, open parks
10. Overall parkland acreage will be measured by size requirements for park types and open space types.
11. Continue to improve, expand, and construct

parks in conjunction with housing growth, demographic composition, and user desires.

Goal 2: Parks

Provide high quality, safe, sustainable and distinctive parks that meet community needs.

Policies

1. Periodically review and update the Parks, Recreation and Trails Master Plan in the City's as it applies to development proposals to determine if they are meeting the need for new City and Community level parks.
2. Increase the amount of park and open space identified in the City's developments to total 13 percent (i.e., equally divided between parks and open space areas) of the net project area.
3. Ensure all City parks have adequate facilities and personnel to manage, maintain and operate an attractive, safe and effective park system.
4. Regularly evaluate and update the requirements for impact fees and dedication of land in-lieu of impact fees as needed to assemble land and fund park design, development and maintenance.
5. Identify and acquire Community Parks (greater than 25-acres in size) for city ownership, that are not constrained by more than 50% of land area utilized for storm water management.
6. The minimum park size dedicated donated to the City or offered to the City through development agreements will be 15-acres in size, with no more than 50% of the land area utilized for storm water management.
7. Privately developed neighborhood (HOA) parks will have meaningful playgrounds and neighborhood amenities provided for the residents, with storm water management limited to a maximum of 70% of land area.
8. Maintain a Capital Improvements Program (CIP) that includes, land costs, infrastructure,

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design, construction, and revitalization of parks utilizing available resources over a ten-year timeframe.

9. Community level parks should be developed when the residential designated land within its service area is 50 percent built-out.
10. Private HOA neighborhood parks and school recreational facilities proposed as an amenity in a subdivision shall be developed in conjunction with the first phase of the proposed development.

Goal 3: Greenway and Signature Trail

Create a system of Signature Greenways throughout the City that utilizes existing natural and constructed features to connect the City together and to other parts of the valley.

Policies

1. Protect and secure Trilby Wash, 2 West Wash and Whitman Wash as continuous Greenbelt corridors that create the City's signature trail and linear park system.
2. Evaluate the appropriate impact fee or dedication of in-lieu land to assemble major wash corridors as part of the City's signature Greenway and linear park system.
3. Work with The Nature Conservancy, Trust for Public Lands and other conservancies to identify and secure open space from public use.
4. Provide a connected parkway road system that provides continuous open space and trails access along at least one side of roadways as part of the Greenway system.
5. Provide grade separated crossings along the Greenway at major arterials, canals, washes and railroads, and provide safe roadway crossings at intersections so that multiuse trail corridors are integrated into contiguous open space.

Goal 4: Sports Tourism

Continue to promote Surprise as a sports destination that attracts visitors and supports

economic development.

Policies

1. Continue to develop facilities and signature events that attract both amateur and professional sport tournaments at the local, regional and national level.
2. Develop facilities and a sports complex to host soccer, lacrosse and field sport signature events while providing expanded recreational facilities for the residents.
3. Develop an indoor Fieldhouse Facility to host volleyball, basketball and court signature events while providing expanded recreational facilities for the residents.

Goal 5: Regional Planning

Coordinate park planning and capital improvements with other jurisdictions to support open space and recreation needs in the larger region.

Policies

1. Coordinate with the Maricopa County Parks Department to utilize county land to buffer adjacent uses, provide trail connections, and potentially add a trailhead at the north edge of the White Tank Mountain Regional Park.
2. Coordinate with Maricopa County Planning and Development Department to incorporate adopted park and open space standards within proposed projects developed inside the planning area.
3. Coordinate with the Cities of Buckeye and Peoria to establish and maintain appropriate trail connections where common jurisdictional boundaries exist.
4. Communicate regularly with the Arizona State Land Department and other public agencies to gain their consent for the appropriate designation, disposition, or acquisition of land classified as parks or open space under their control within the Surprise planning area.
5. Ensure that any development in the

Recreation and Open Space Element



floodplain is processed through appropriate regulatory agencies and meets all necessary requirements.

Goal 6: Variety of Activities

Enhance the quantity, variety and value of recreational activities available to City residents.

Policies

1. Evaluate the need for multi-purpose Recreation Center(s) to serve all age groups and abilities.
2. Survey City residents every three years to determine their desires for new recreational activities and programs.
3. Initiate and maintain partnerships with school districts, charter schools, and other educational providers within the planning area to utilize their facilities for City sponsored recreation programs.
4. Continue to develop city-wide events and celebrations that build community civic pride and attract visitors to the City for signature events.

Goal 7: Natural Open Space

Expand the City's Open Space System to protect valued resources and meet the future needs of City residents.

Policies

1. Identify appropriate locations for natural open space areas and Greenway corridors within the Surprise planning area.
2. Create an open space zoning classification within the City's municipal code to implement the designation of open space in the general plan.
3. Ensure that property owners provide approval, in writing, prior to rezoning lands for open space per State of Arizona Revised

Statutes.

4. Designate and zone areas identified as "Conservation Areas" on the MAG Desert Spaces Plan as open space.
5. Achieve an open space standard of 3.5 acres per 1,000 residents through partnerships, conservation easements and acquisitions.
6. Monitor the planning and design process of the West Valley Recreation Corridor that focuses on the connectivity of the Agua Fria/ New River Corridor from Estrella Regional Park to north of Lake Pleasant Regional Park for pedestrians, bicyclists, and equestrians.
7. Work with the Town of Buckeye, Maricopa County and the Arizona Game and Fish Department to identify and implement wildlife open space corridors between White Tank Mountain Regional Park, the Hassayampa River, Agua Fria River and McMicken Dam.
8. Utilize natural washes as part of a connected trail system throughout the planning area. Washes should also be considered as natural drainage conveyances, as part of the community's stormwater management system.
9. Establish a White Tank Mountain North Trailhead Park. Pursue partnerships with the Maricopa County Parks Department to secure and develop a trailhead park on the northern boundary of the White Tank Mountains.
10. Pursue the establishment of a Hassayampa Preserve with the BLM as a continuation of The Nature Conservancy's Hassayampa River Preserve.
11. Pursue the establishment of a Bradshaw Mountain Park trailhead with the United States Forest Service. The opportunity would establish a park at the boundary of the USFS land providing controlled access, trails and open space to the residents of Surprise.
12. Protect scenic resources such as ridgelines, steep-slopes (greater than 10 percent), and Palo Verde-Saguaro foothill vegetation areas as open space through the use of density

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transfer or purchase of development rights, acquisition, donation, or other acceptable methods

Goal 8: Man-made Open Space

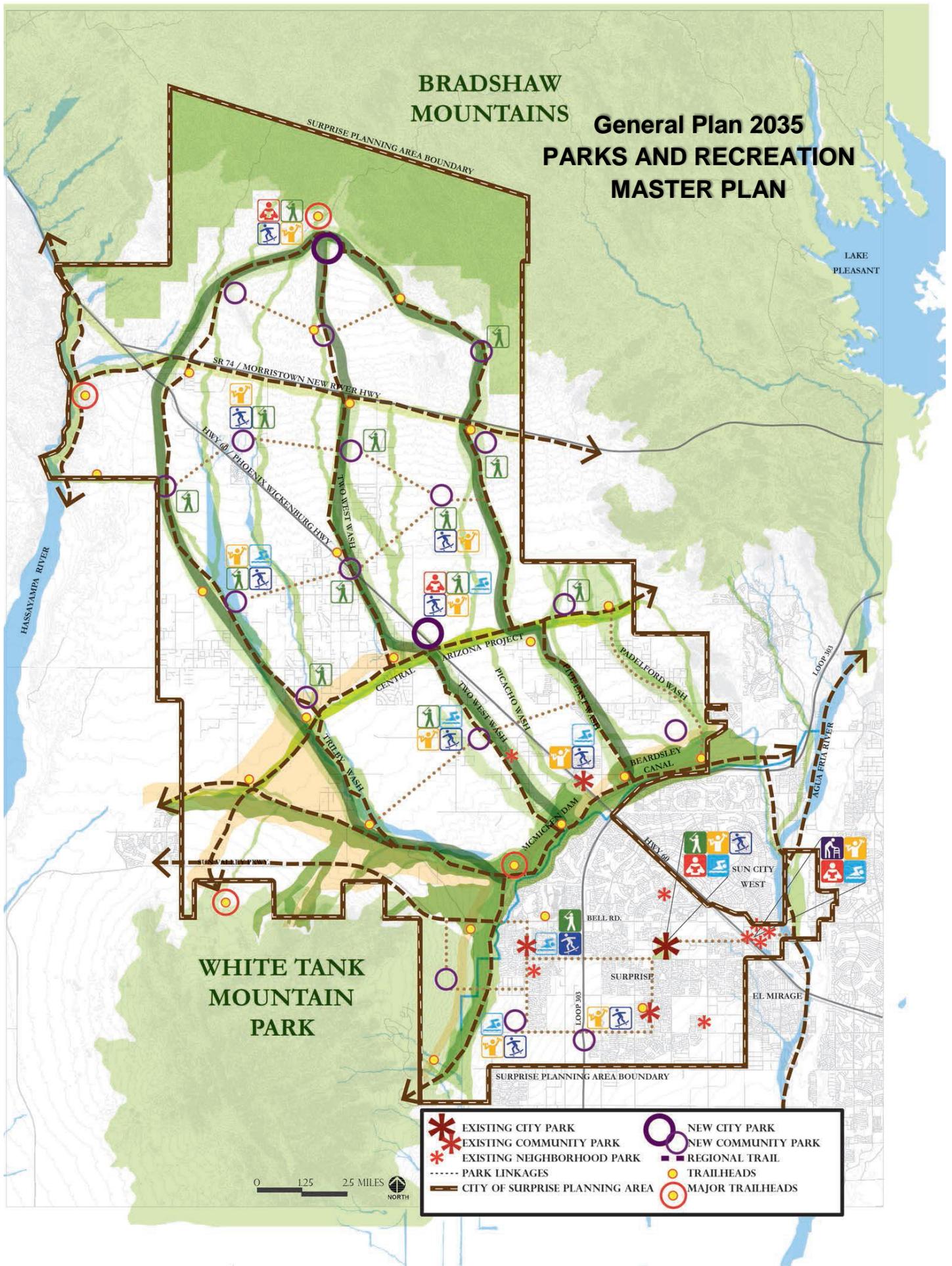
Identify the appropriate locations for created open space areas and corridors within the Surprise planning area.

Policies

1. Work with the Cities of Buckeye, Peoria, El Mirage, Maricopa County, Bureau of Reclamation, Bureau of Land Management and Maricopa Water District to utilize McMicken Dam, Central Arizona Project canal, Beardsley Canal, and Agua Fria River as the primary open space linkages between White Tank Mountain Regional Park, Lake Pleasant Regional Park, and Estrella Mountain Regional Park.
2. Discourage development within the boundaries of 100-year floodplain and wash corridors and encourage the dedication of a continuous 50-foot minimum setback on both sides of the 100-year floodplain boundary as a recreational buffer and trail corridor.
3. Ensure that natural drainage channels are protected and where feasible used as part of a connected trails system that links open space, parks, recreational facilities, schools and other public facilities.

BRADSHAW MOUNTAINS

General Plan 2035 PARKS AND RECREATION MASTER PLAN

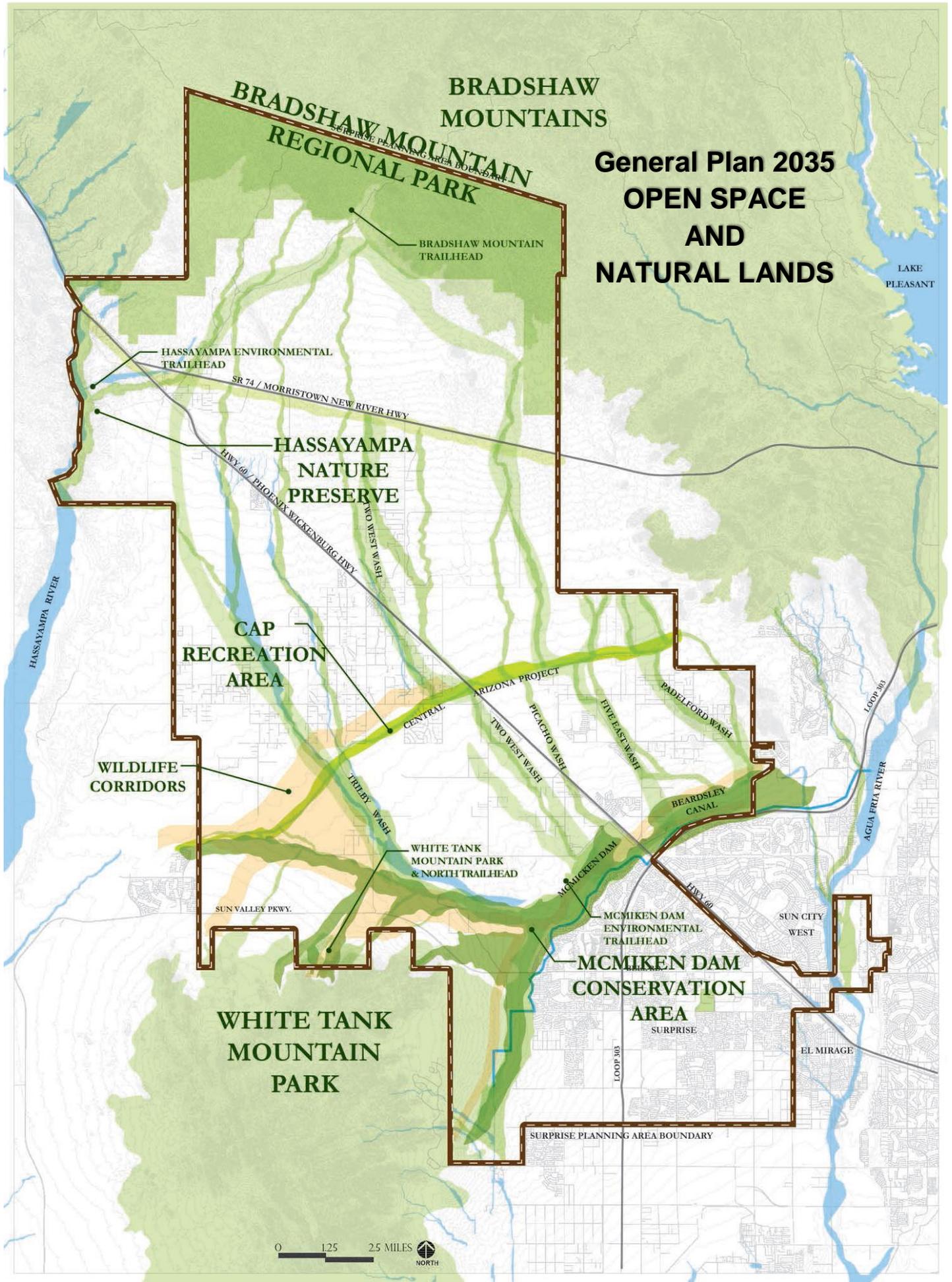


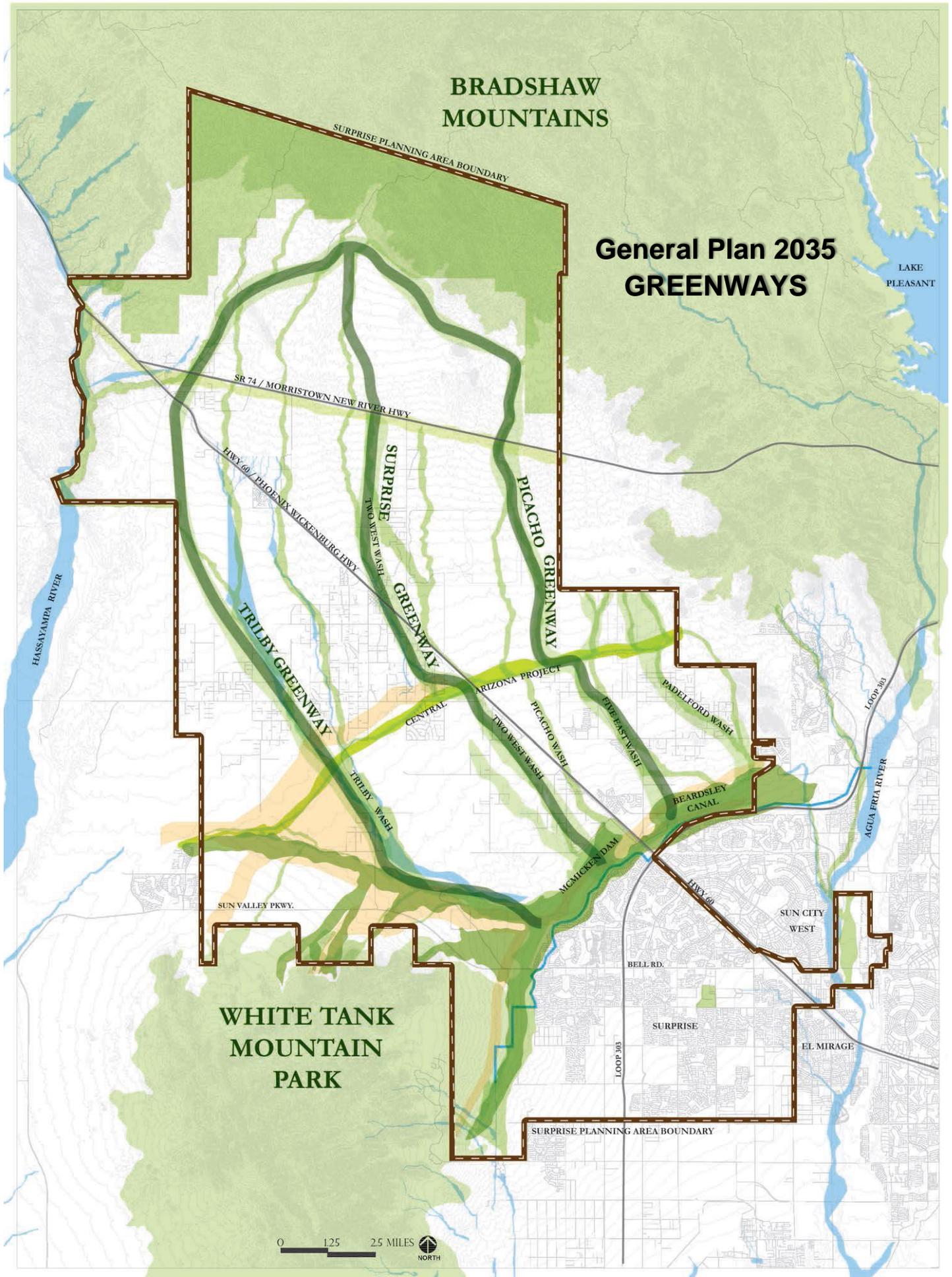
WHITE TANK MOUNTAIN PARK

0 1.25 2.5 MILES



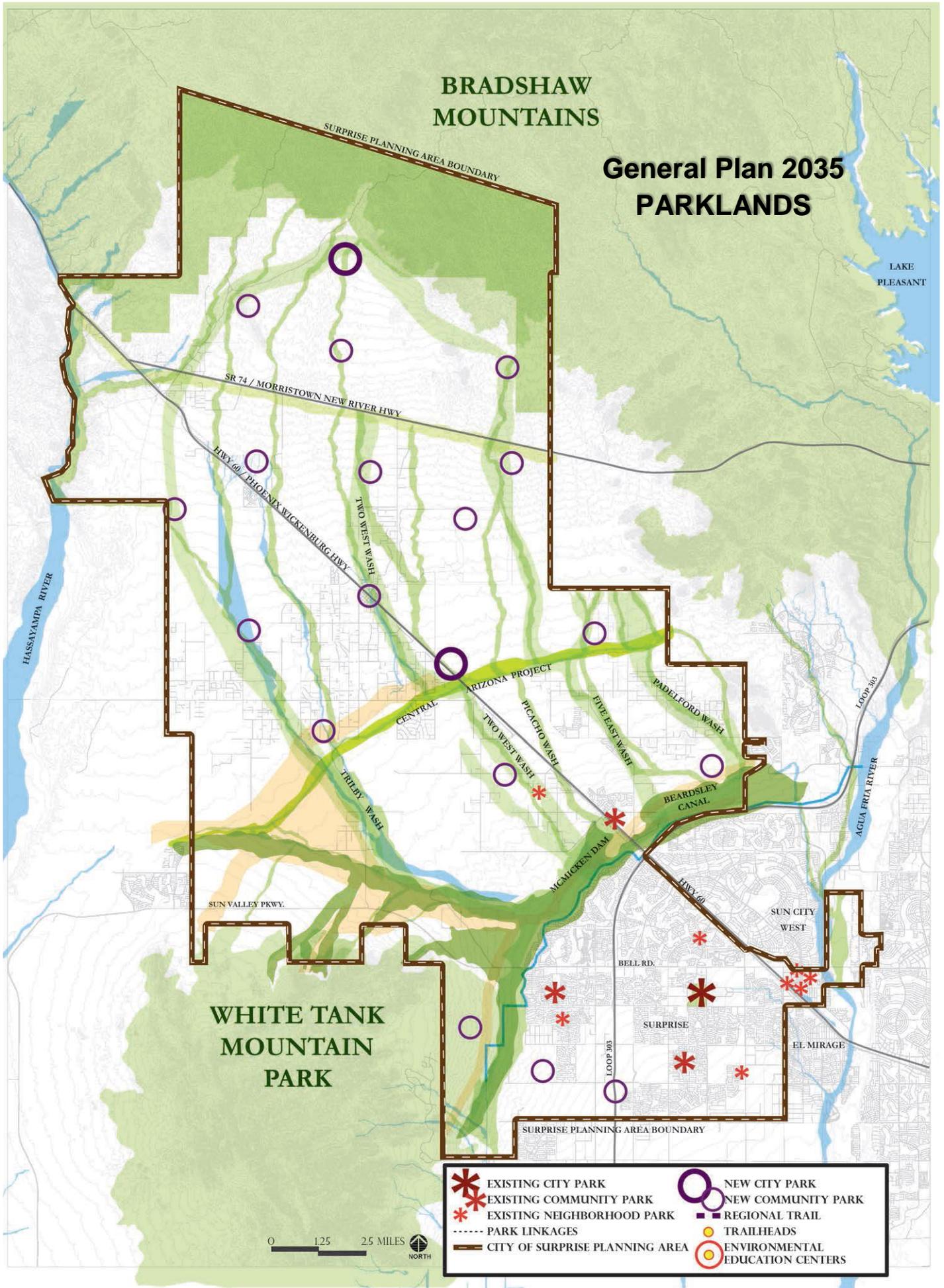
- EXISTING CITY PARK
- EXISTING COMMUNITY PARK
- EXISTING NEIGHBORHOOD PARK
- PARK LINKAGES
- CITY OF SURPRISE PLANNING AREA
- NEW CITY PARK
- NEW COMMUNITY PARK
- REGIONAL TRAIL
- TRAILHEADS
- MAJOR TRAILHEADS

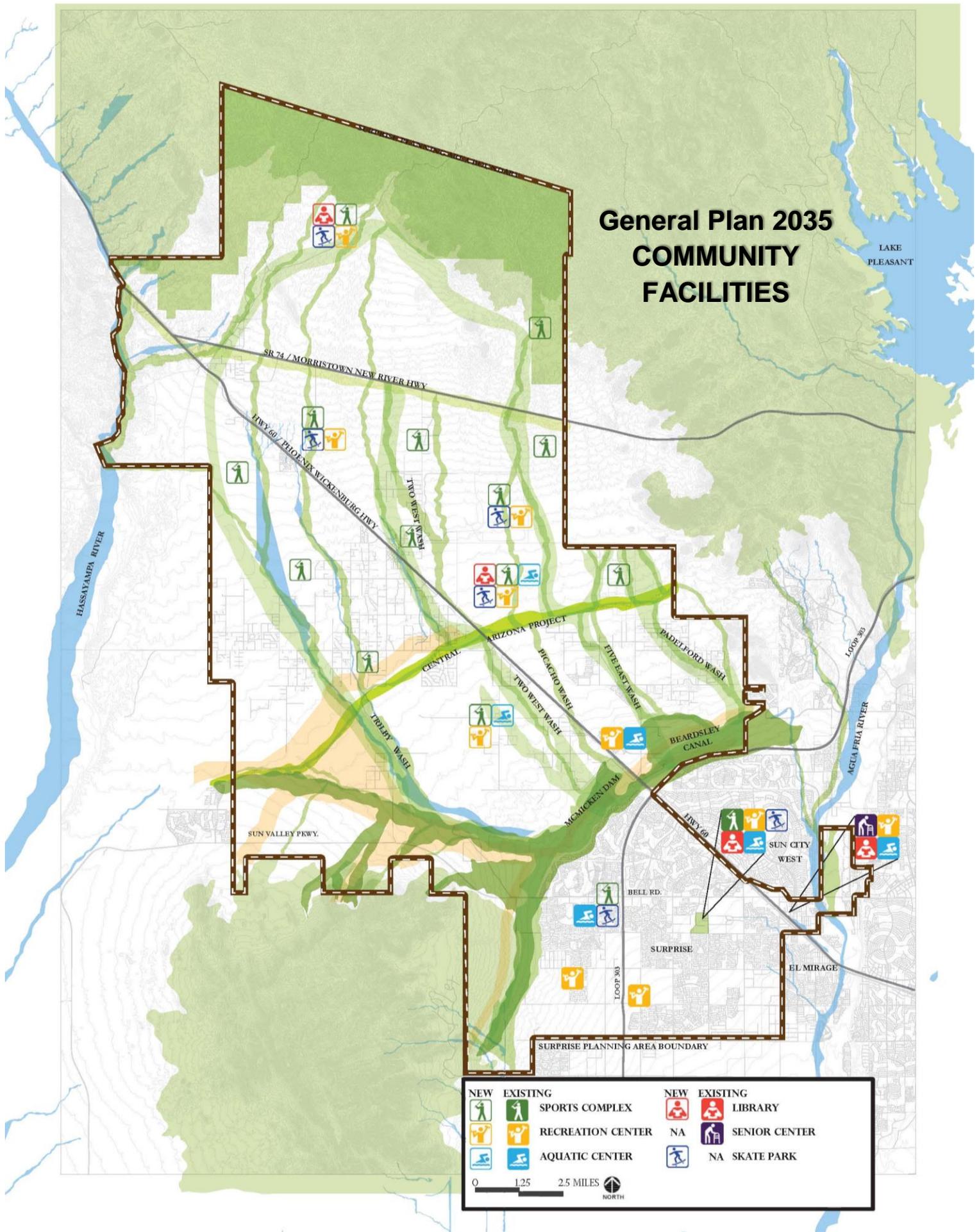




BRADSHAW MOUNTAINS

General Plan 2035 PARKLANDS





Education Element

INTRODUCTION

The education element provides for not only a higher standard for elementary and secondary education, but continuing education in the form of trade schools, colleges, and universities, as well as lifelong education within the community.

Although school districts are separate political jurisdictions, the actions of the City can have a profound impact on the ability of the schools to provide a quality educational environment. Unless coupled with cooperative planning between the school districts and the City, a high rate of residential growth could lead to over-crowding at existing school sites.

The City of Surprise, both within the incorporated City limits and Surprise Planning Area, is presently served by five school districts: Dysart, Morristown, Nadaburg, Peoria, and Wickenburg (see map on page 121). In addition to the school districts, Surprise has a number of charter schools that provide alternate educational opportunities.

DISCUSSION

Primary Education

Primary education within the City of Surprise is conducted by public school districts, charter schools, and private schools. School locations are shown on the Schools and School Districts Map on page 121. Even though the City cannot directly increase the level of education for our residents, it can be aided indirectly through support and constant collaboration with all education providers.

Partnership

The City has created intergovernmental agreements with Dysart School District for mutual aid. As the City grows and more school districts work with Surprise, agreements should be reached to continue effective support to provide the highest quality of life and education for residents.

Growth

As Surprise continues to grow, more schools will be needed to accommodate the increase in population. This increase in student population will require the construction of new schools.

The construction of these schools will be led by responsible school districts, but the City can assist in providing the best possible locations and work with developers to coordinate donation agreements.

Community

Schools have always been an important part of our communities. They educate our children, host neighborhood events, and provide recreational opportunities. Surprise will work to place schools central to neighborhoods to encourage walking to school safely. This can reduce the amount of traffic on our roads as well as the number of buses that must serve each school providing a benefit to the City, residents, and school districts.

Youth Involvement

The input of younger generations should not be overlooked during City planning processes, but instead the youth should be engaged and their opinions should be incorporated into the fabric of our community. Youth involvement will not only benefit the community, but it will provide a practical educational experience into how a community functions and develops.

Education Element



Post Secondary Education

Continuing education is pivotal to the advancement of residents and economic opportunities. To raise the educational opportunities the city of Surprise strives to bring universities, trade schools, and colleges to the region. The presence of excelling educational and occupational training facilities convenient for the Surprise workforce is regarded as one of the community's greatest assets in attracting industries. The Communiversity at Surprise provides educational experience and graduates for local job growth. An educated population with excelling job skills allows for greater earning potential.

Arizona will experience a 51 percent increase in the number of high school graduates by 2018 according to the Western Interstate Commission for Higher Education (WICHE). For Arizona this equates to over 80,000 students who deserve the opportunity to attend an institution of higher learning. This creates an open market for public and private post secondary education to fill. With the increase in the number of students seeking education, the Arizona public university system will not be able to accommodate the projected increase in student enrollment as shown by Figure 2.5A without expanding services.

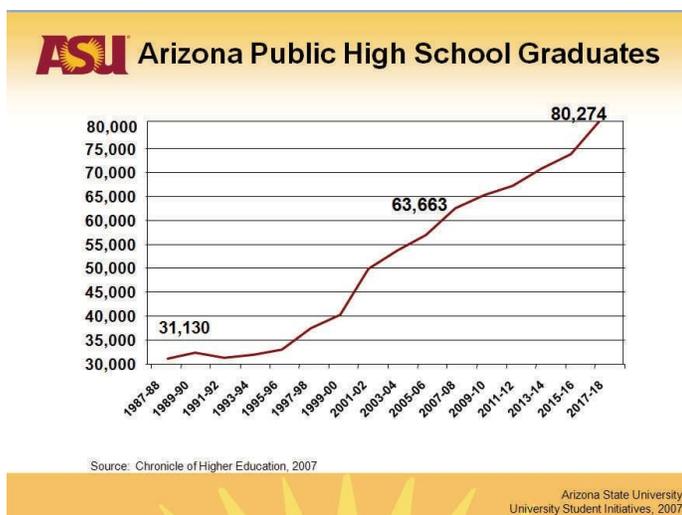


Figure 2.5A

Underserved Market

The Surprise area is underserved by educational opportunities. The Communiversity at Surprise is the city's only higher education institution. Communiversity, located adjacent to City Hall, is a partnership of higher education institutions dedicated to providing students with the opportunity to continue their education and earn progressive degrees.

The market for educational opportunities in Surprise can be expanded by targeting facilities that tailor their education to take advantage of the unique demographics and resources available in the region.

Lifelong Learning

Education is a primary factor to attaining to a higher quality of life by residents. The city of Surprise provides communities with the tools needed to impart lifelong learning. This can be done through private and public education facilities, support of museums, historic landmarks, and static educational displays such as wildlife and botanical displays.

Educational Opportunities Types

Surprise currently has two facilities for lifelong learning; the Surprise Senior Center and the Rio Salado Life Long Learning Center. The city supports future opportunities as they present themselves. Typical lifelong learning facilities include botanical gardens, zoos, museums, and libraries.

Educational opportunities should also provide residents with knowledge about events and how to become more involved with their neighborhood, the city, or other organizations. Currently Surprise provides the "Surprise University" that offers the residents an understanding of city government and operations as well as training to become effective community leaders.

Surprise General Plan 2035: Foundation for the Future

GOALS AND POLICIES

Goal 1: Improve Facilities

Support efforts by public and private educational institutions to improve educational facilities and services in the City.

Policies

1. Collaborate with schools and identify opportunities to help implement their goals.
2. Expand public, public-private, community, and school partnerships.
3. Promote and encourage opportunities for lifelong learning.
4. Work to identify strategies to share facilities and develop shared use agreements.
5. Attract an institute of higher education to enhance educational opportunities for Surprise residents.

Goal 2: Additional Facilities

Plan for educational facility locations as development and redevelopment occurs.

Policies

1. Maintain a good working relationship with schools in order to ensure that all new development is adequately served by existing or new school sites.
2. Strategically locate school sites so that they serve as the nucleus of new neighborhoods and master planned communities.
3. Enhance visibility of educational providers in the City and access of residents to the providers.
4. Work closely with each of the schools within the Surprise Planning Area to ensure that educational facility needs are met when new development occurs.
5. All developers requesting project approval must work with the local school districts to determine the impact on the school system,

and implement strategies agreed on by both parties to address the impact.

Goal 3: Workforce

Surprise should have a well-educated workforce-prepared citizenry.

Policies

1. Maintain a variety of educational and training institutions.
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.
3. Support effective education, training, and workforce development to build a labor force able to perform “knowledge work.”
4. Surprise students, teachers, and parents are provided with access to affordable broadband communications as a critical element for advancing education.

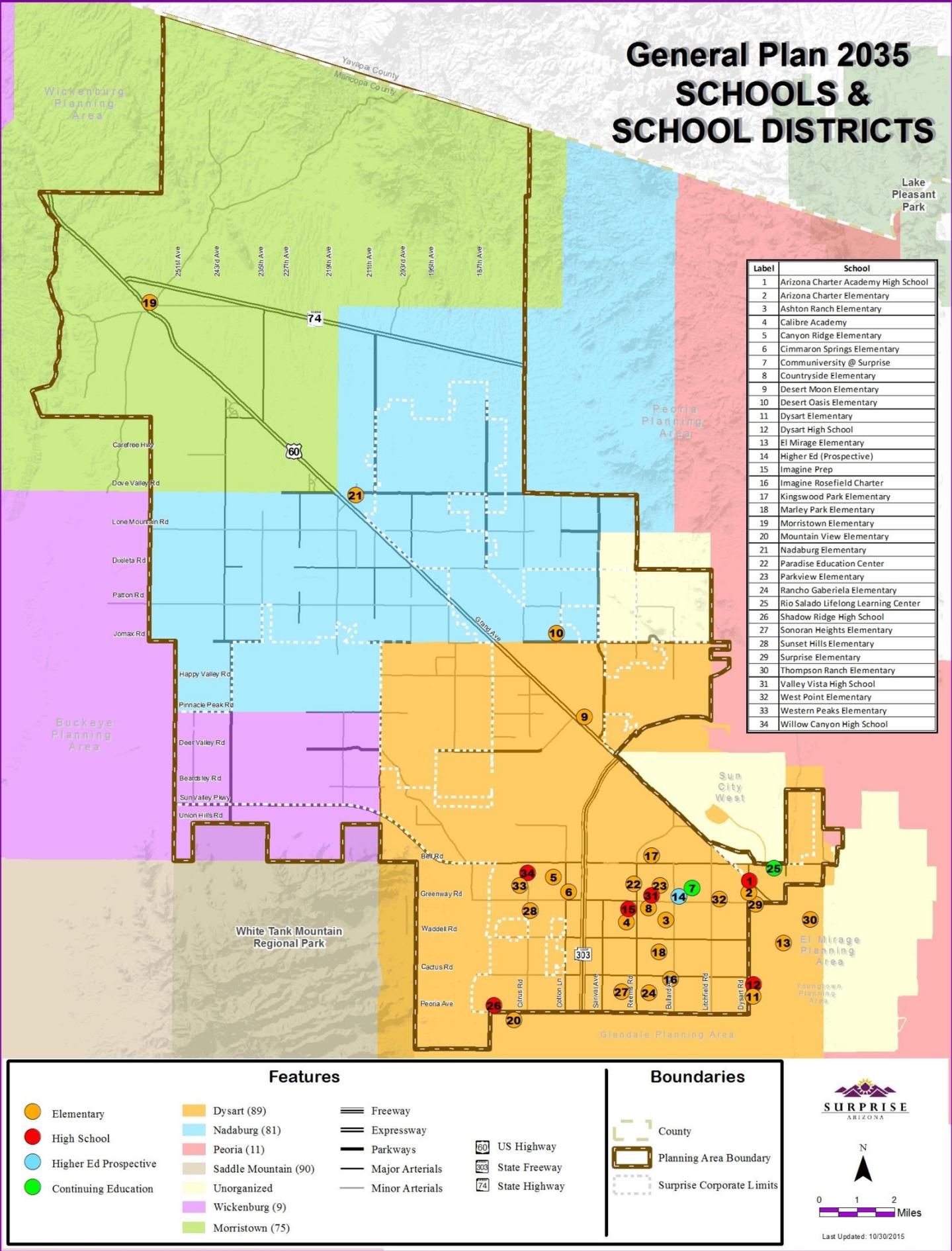
Goal 4: Learning Environment

Encourage a Citywide learning environment for residents of all ages.

Policies

1. Support education based facilities such as museums, libraries, conference centers, science centers, gardens, etc.
2. Take advantage of public spaces such as city hall, fire stations, and parks as a place to educate the public on native plants, water and energy conservation methods, career opportunities, and other public issues through static displays or special events.
3. The City of Surprise should continue to promote efforts related to youth education and their involvement in the community.
4. Create and adopt a Youth Master Plan to address the needs and desires of the City’s younger generations.

General Plan 2035 SCHOOLS & SCHOOL DISTRICTS



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

Features

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

Boundaries

- County
- Planning Area Boundary
- Surprise Corporate Limits

SURPRISE
ARIZONA

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Last Updated: 10/30/2015

Arts and Culture Element

INTRODUCTION

Active celebration of a community's art, culture, and heritage is an essential tool for the continued growth and revitalization of a city. Even as a relatively young city, Surprise has strong ties to the past with farming, housing, the Burlington Northern Santa Fe (BNSF) railroad built in 1892, and US 60/Grand Avenue placing Surprise as the northwest gateway to the Valley of the Sun. Surprise can build on this as well as the long gone native tribes, growing Hispanic culture, and the existing retirement communities. Beyond celebrations of community and culture, Surprise will look to increase both performance art and physical art pieces. Utilizing the transformative potential of the arts for community enhancement will provide a celebration of the community, and instill pride throughout the City. Major guiding principles in this chapter are:

- The Arts as catalyst for community investment and development.
- Community driven identity.
- Allowing an evolving and accumulating expression toward a comprehensible sense of place.

DISCUSSION

Art and Culture Programs

Access to art and cultural events has become a widely recognized boost in the quality of life in any City. Surprise has sponsored art programs through various public/private partnerships, and is looking to provide more access to a wider variety of programs. Some of the programs that are to be supported include art in public places, art walks, civic art projects, and cultural and holiday celebrations.

Places That Support Art and Cultural Activities
Public art and cultural events cannot exist without a place for people to gather and experience them. These spaces can come in the shape of formal concert halls or more intimate outdoor amphitheaters built into City parks or commercial centers. Art can be applied throughout the City on our streets and sidewalks, in public parks, and in civic buildings. It can be as little as a distinctive street sign or a truly original neighborhood monument.

Making Art Visible

Many cities have adopted policies to make art more visible in the design of public and private buildings and infrastructure improvements. Emphasis is also placed on using art to create a sense of neighborhood identity and to provide a connection to local history and culture rather than as an architectural decoration. Art projects serve to document, celebrate, and define communities whose stories may once have been overlooked.

Public art strengthens a community's identity. Transit stations, streets, sidewalks, and parks all benefit from the addition of art. Art can also be used to tie together landscaping, lighting, paving, and signage and create gateways for neighborhoods and communities.

Arts Districts

Arts Districts are generally located in mixed-use areas that have a high concentration of arts and cultural facilities. Often creative work is enhanced with the energy and excitement that is generated when there is more than one activity occurring in an area. It is natural that arts districts would form in these mixed-use, diverse

Arts & Culture Element



clusters. Theater, music, and visual arts audiences also grow when the opportunity for exposure to various cultures and cultural events is present.

Promoting the formation of such creativity clusters by creating Arts Districts not only provides value to art patrons, it also spurs creative collaboration among arts organizations and artists. It can result in inventive artistic products as well as cost savings through shared facilities.

Arts Districts also have an economic development value. Retail shops, restaurants, and hotels find a market for their goods and services in Arts Districts. Many cities have already planned or implemented such districts, positioning the arts at the center of their urban areas. Surprise has a sufficiently large population and tourist base so such an effort may be feasible.

Revitalization through Arts

A revitalization plan can take many forms to change the existing conditions within a community. The plan may focus on issues including: improving infrastructure, housing, economic viability, transportation, historic preservation, or perhaps a combination of all of the factors. However, arts and cultural activities may serve as an agent of change as well, but unlike the others (except for historic preservation) arts and cultural activities have the ability to give the community a sense of place. The arts revitalize neighborhoods and promote economic prosperity. Participation in the arts improves physical and psychological well-being. The arts provide a catalyst for the creation of social capital and the attainment of important community goals.

Partnerships

Support for the arts is increasingly relying on partnerships with business. Typically, the audiences for the arts are often the same markets that businesses are trying to reach. The trend toward partnerships has provided the arts with new resources for programs and operations. These include both funding and contributions of

in-kind goods and services.

Volunteerism is another way to partner and support the arts. The City of Surprise can play a stronger role in by working with non-profits and other agencies. Collaboration among these organizations is crucial. In addition, the City of Surprise may look to neighboring cities to maximize resources and broaden the reach of the arts community.

GOALS AND POLICIES

Goal 1: Historic and Cultural Resources

Identify and preserve historic and cultural resources in the City of Surprise..

Policies

1. Create and adopt an Arts and Culture Master Plan to guide art program and projects in the City.
2. Create and adopt a Historic Preservation Master Plan to guide preservation efforts in the City.
3. Identify opportunities to partner with the Arizona State Historic Preservation Office and similar organizations to enhance the City's historic preservation program.
4. Identify opportunities to partner with schools and various art groups to enhance the City's art program.
5. Continue to develop interpretive and informational materials to promote City's arts, heritage and cultural resources such as self-guided walking tour brochures.
6. Encourage, continue, and expand cultural arts and cultural events and festivals in the City to promote tourism.

Goal 2: Public and Private Projects

Increase access to arts and culture for residents and visitors and incorporate art into public and private projects.

Policies

1. Make efforts to include art in capital improvement projects including more art at City Hall.
2. Provide incentives to developers that include art in their projects through public art donations, working with local artists, students, and community groups to create public art projects.
3. Integrate art into redevelopment and revitalization projects, where appropriate.
4. Integrate arts into the development of the downtown area.
5. Continue to recruit theaters, museums, art galleries, recreation attractions, and civic-oriented uses in the City.
6. Identify permanent funding sources to promote arts and cultural programs in the City.
7. Encourage development and revitalization of the Original Townsite through arts.
8. Encourage recreation, and civic-oriented development through arts in the Original Townsite.
9. Find ways to promote key sites of interest in the Original Townsite to residents and visitors.

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CHAPTER 3: TRANSPORTATION





Transportation and land use are inevitably connected and have a circular relationship; transportation access impacts development patterns, with more intense growth around major roadway or transit facilities while development generates and impact travel demand. Transportation systems are the backbone of any city - without the ability to move people and goods from place to place, it cannot function. Surprise must consider the character and intensity of adjacent land uses, condition of existing roadways and off-street systems, system wide connectivity, accommodation of different travel modes, and access management when planning for the improvement of our streets.

Transportation plans must support and be complimentary to land use plans when prescribing a balance between future development and prioritizing investment choices of the infrastructure needs. The three elements contained in this chapter; Roadway Systems, Transit and Alternative Modes together provide the framework and policy aspirations for Surprise. Efficient and effective transportation infrastructures often define the appeal, livability and marketability of that city.

Transportation infrastructure can greatly influence a person's decision to buy a home or for employers locating business opportunities that create jobs. Roadways, transit, and accessible trails to nearby open spaces have a significant and important impact on land value, location of development, and the look and feel of the city. It can expand or limit economic opportunity and affect the cost of public services and the City's ability to provide them efficiently. It even influences public health by encouraging people to move about the city or discouraging them due to safety concerns, congestion or lack of adequate connections within or outside the city.

Surprise has grown to Arizona's 10th most populated city with a planning area that is three times its current municipal limits. The automobile is, and will likely continue to be, the primary mode of transportation in Surprise. However, there is increasing desire by residents, business leaders, and elected officials to continue to emphasizing the importance on alternatives modes of travel such as public transit, bicycling, walking, and neighborhood electric vehicles. Surprise leaders recognize that a strong emphasis on all modes of transportation is needed for Surprise to build a world class community and keep pace with anticipated growth.

Key Transportation Issues in Surprise

Multi-modal transportation is a high priority for the City of Surprise. Specific transportation issues in the City were identified using multiple sources, including surveys, public input received at community meetings and local and regional planning documents. A brief synopsis of each issue is found below.

- Inadequate regional connections – There is limited access to/from Surprise from the rest of the region, including east/west connections, especially crossing the Agua Fria River. Many daily commuters and residents traveling to regional shopping areas frequently are heading in an east-west trip movement to and from Surprise.
- Incomplete internal circulation facilities – Missing links in the roadway network need to be completed. In addition, numerous facilities have not been built to their ultimate size to complete the system and provide adequate capacity for future travel demand. This negatively impedes the flow of traffic and compromises the safety and efficiency of travel for all modes of transportation.
- Congestion on local and regional roadways – Several locations currently experience congestion (e.g., Bell Road, Grand Avenue and 163rd Avenue). This problem will get worse as development occurs and additional demand is placed on the transportation system. Overall traffic conditions in Surprise are not severe now, but it is important to recognize that conditions will deteriorate in the future with continuing growth in the region if improvements are not made.
- Inadequate public transportation services – This includes inadequate local transit service within Surprise, as well as regional transit service linking Surprise with other communities in the West Valley and beyond.
- Limited facilities for bicycles and pedestrians – There are very few facilities for bicycles in the City of Surprise, and there are gaps and missing links in the pedestrian facilities throughout the City.
- Maintenance of the transportation network – The City has limited resources to maintain an aging transportation system. Delays in routine maintenance can result in additional long term costs to repair facilities that have deteriorated.
- Transportation funding – As challenging as it is to keep pace with the needs and growth of the transportation system, Surprise has fared remarkably well in achieving collaborative partnerships with other government agencies in the construction and/or planning of various transportation solutions and needs.



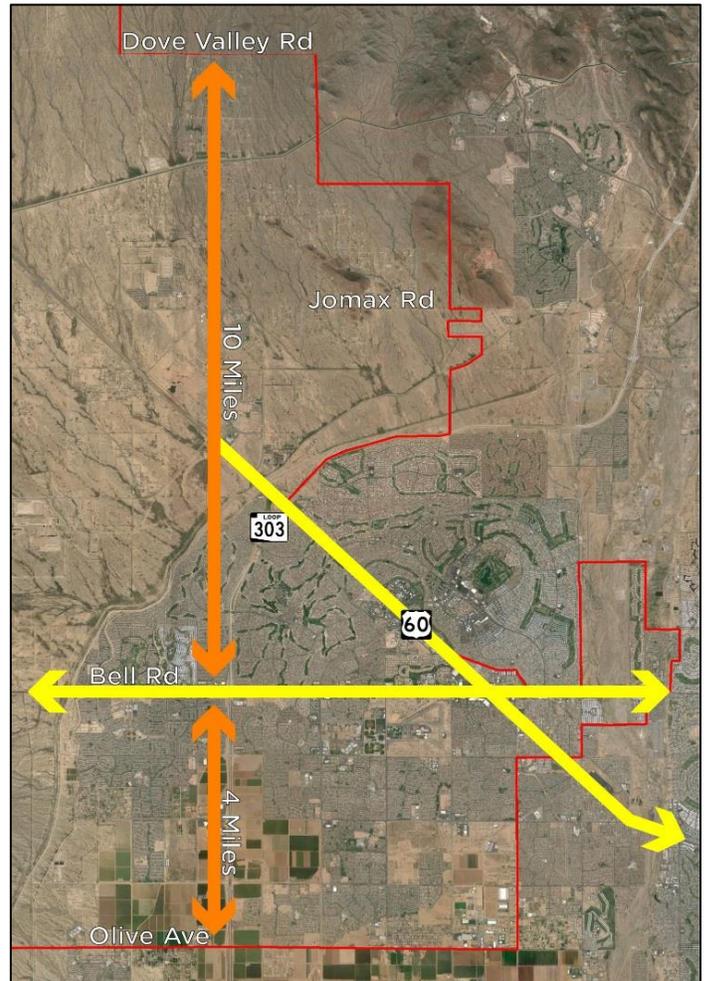
Key Transportation Issues in Surprise

Multi-modal transportation is a high priority for the City of Surprise. Specific transportation issues in the City were identified using multiple sources including surveys, public input received at community meetings and local and regional planning documents. A brief synopsis of each issue is found below.

1) Limited Regional Connections

Today Surprise has a limited number of high capacity arterial roadways connecting the city to the Phoenix metropolitan area. This challenge is particularly acute with limited east-west arterial roadways as Bell Road and Grand Avenue are currently the only two arterial roadway crossings of the Agua Fria River along a 14-mile stretch of the eastern Surprise planning area boundary. Many daily commuters and residents traveling to regional shopping areas frequently are heading in an east-west trip movement to and from Surprise. Additional information on this travel characteristic is provided in the Roadway Systems Element.

To enhance regional connection and accessibility, particularly to the east, additional bridge crossings of the Agua Fria River are planned for Happy Valley Road, Jomax Road, Deer Valley Road, Dove Valley Parkway, and Olive Avenue. Maricopa County Department of Transportation (MCDOT) is currently considering connecting Deer Valley Road in Peoria to Williams Road in Sun City West. This connection over the Agua Fria River is 3.5 miles north of Bell Road and is projected to divert approximately 5,000 trips per day off of Bell Road, thus significantly improve traffic flow on Bell Road.



2) Incomplete Internal Circulation Facilities

Surprise, like many fast growing cities, is continually challenged by “gaps” in the roadway system that are a byproduct of a growth pattern that is not always systematic or continuous in nature. That is to say, existing two-lane roadways are widened to 4-lane or 6-lane roadways adjacent to land parcels, but then tapers back to a two lane roadway past the development. This negatively impedes the flow of traffic and compromises the safety and efficiency of travel for all modes of transportation.

Incomplete internal circulation facilities also represent those areas that lack neighborhood to

neighborhood local or collector roadway street connections, common throughout most of Maricopa County.



Lack of roadway connection between two residential communities

Surprise has been proactive in already having conducted a “Gap Analysis” study that has identified and prioritized deficient and/or incomplete roadways and other infrastructure in the City. The City should also continue to partner with the development community to advance the construction of arterial frontage roadways along strategically deficient roadway facilities such as 163rd Avenue and Greenway Road. The city will continue to seek out federal and other supplemental funding sources for the advancement of infrastructure projects that are physical impediments to the mobility and safety of the surrounding land use character.

3) Roadway Congestion

Congestion is an inherent part of any city, the challenges of which date back to the ancient Romans where narrow streets and the overabundance of people and freight moving about actually deteriorated to the point that Julius Caesar banned traffic during daytime hours. In a more modern sense, the challenge for Surprise is to balance roadway capacity with the density and intensity of the adjacent land uses they serve. In Surprise and other cities, poor street connectivity and lack of alternative routes leads to further congestion and possible risks in emergency response situations.

The previously noted lack of east-west arterial roadways in Surprise creates well-documented congestion challenges on Bell Road.

Congestion for a 6-mile strategic segment of Bell Road between Loop 303 and 115th Avenue is already performing below the city’s desired level of service. This segment of Bell Rd. currently carries 45,000 to 61,000 vehicle trips per day

The number of vehicle trips on Bell Road is approximately four times as many vehicle trips than what the Loop 303 currently experiences. Bell Road’s intersection with Grand Avenue and numerous driveway access locations reduces the overall performance of Bell Road. The planned design and construction of a grade separated crossing of Grand Avenue will help alleviate the congestion and overall performance of Bell Road. This intersection also happens to be where the Surprise Town Center and a plethora of other commercial retail locations exist along Bell Road

The intersection of 163rd Avenue and Bell Road serves as a single point of access to the Asante, Desert Oasis, Rancho Mercado and other planned communities in the area. With approximately 9,000 vehicle trips per day, egress turning movements onto Grand Avenue from 163rd Avenue are not already operating a safe and desired level of service.

Overall traffic conditions in Surprise are not severe now, but it is important to recognize that conditions will deteriorate in the future with continuing growth in the region if improvements are not made. Expansion of public transit options also helps in the reduction of congestion. Emphasis should be maintained on evaluating capacity improvements and balancing access control measures for minor arterial roadways. Capacity expansion and access management controls should also be designed and constructed along 163rd Avenue where planned communities such as Asante, Desert Oasis and Rancho Mercado are anticipated to experience moderate to rapid growth in the next two decades.

The City will continue regional collaboration with MAG and adjacent communities in the

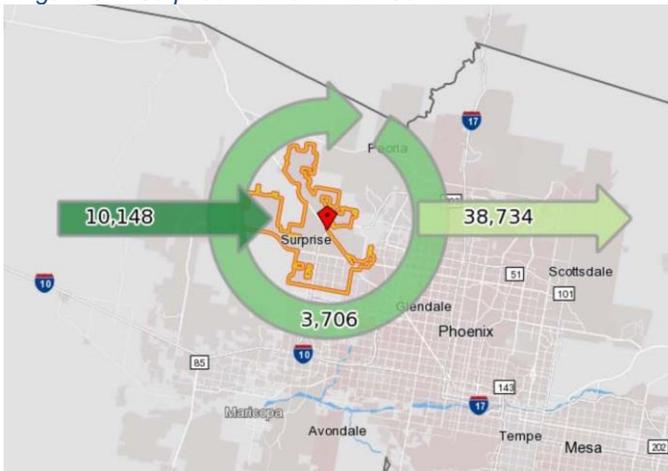


investment and development of Intelligent Transportation Systems (ITS). It is necessary for the continued and improved coordination and signalization performance to enhance efficiency and level of service and capacity of existing high capacity roadways in Surprise.

4) Inadequate Public Transportation Services

In 2011 Surprise had a workforce of 42,440 people, of which 38,734 of the residents commuted outside of Surprise to work. Of these daily commuters, nearly 46 percent of the workforce commutes to Phoenix and nearly 9 percent work in Surprise. Other key cities that Surprise residents out commute to include Glendale (7.4%), Scottsdale (5.5%) and Tempe (5.5%). At the same time, Surprise imports 73.2 percent of its workforce (10,148) from other cities to fill the demand by area employers. Please see Figure 3.1 for reference.

Figure 3.1: Surprise Worker Inflow-Outflow



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics

There are currently not sufficient public transit services to adequately meet the daily commute demand in Surprise. Surprise is stakeholder with MAG and Valley Metro in the preparation of an ongoing transit circulation study currently under way. Upon conclusion of that study expected in the Fall of 2015, the City of Surprise will utilize

the recommendations of the study to update to the Transit Element in the fall of 2016.

5) Limited Facilities for Bicycles and Pedestrians

There are very few facilities for bicycles in the City of Surprise, and there are gaps and missing links in the pedestrian facilities throughout the City.

6) Maintenance of the Transportation Network

The City has limited resources to maintain an aging transportation system. Delays in routine maintenance can result in additional long term costs to repair facilities that have deteriorated.

The public works department maintains a thorough inventory of existing facilities owned and maintained by the city. One key piece of regional infrastructure is the Bell Road bridge over the Agua Fria River. The Agua Fria bridge on Bell Road is critical to east-west mobility in and out of Surprise. This bridge was constructed in the mid 1960's and is accommodating 40,000 to 60,000 vehicle trips a day. A recent fire under the bridge again serves as an important reminder of this bridge's significant role is safely accommodating the daily vehicles and transport of commerce to and from Surprise and the need to not only evaluate and maintain, but enhance its structural integrity on a frequent basis.

7) Transportation Funding

Funding restrictions that often limit the ability to meet the local transportation system needs are usually more pronounced in fast growing cities like Surprise. There are typically insufficient funds to build new facilities needed to serve existing and projected development, and to maintain and operate the existing transportation system. The City's FY 2016 Capital

Improvement Program (CIP) included a total of \$3.8 million for transportation related improvements.

As challenging as it is to keep pace with the needs and growth of the transportation system, Surprise has fared remarkably well in achieving collaborative partnerships with other government agencies in the construction and/or planning of various transportation solutions and needs. Surprise has partnered with ADOT and MAG (using Proposition 400 monies) for the design and construction of a very important grade separated crossing of Bell Road over US 60/Grand Avenue. This facility will greatly reduce the congestion and increase the overall level of service and performance of Bell Road at this strategically significant location in Surprise. Another example of the City's resourcefulness in maximizing their transportation dollar is the pavement preservation program. In the FY 2016 CIP budget, Surprise has allotted \$874,000, but with the contribution of Transportation Improvement Fund dollars, a total of \$3 million is available for pavement preservation projects in Surprise. Surprise was also the recipient of a grant from MAG to conduct a Safe Routes to Schools study designed to recommend system improvements to enhance the pedestrian and bicycle access and safety of children attending these schools.

Chapter 3: Transportation

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Goal 1: Bicycles and Pedestrians

Goal 2: Neighborhood Electric Vehicles

EXECUTIVE SUMMARY

This chapter contains three state mandated elements: Roadway Systems, Transit, and Alternate Modes. This chapter contains goals and policies to promote multiple and efficient ways for the movement of residents and visitors.

The Roadway Systems element discusses how to achieve a sufficient roadway network for the future that will support multiple modes of transportation, including travel by private automobile, public transit, walking, bicycling and neighborhood electric vehicles.

The Transit element includes goals to reduce dependence on the private automobile in order to achieve multiple and interrelated goals including: increasing mobility options, preserving and enhancing neighborhood character, improving air quality, and fostering compact development and a more walkable city.

The Alternate Modes element addresses various transportation alternatives that are applicable to Surprise. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across streets. An incomplete system fails to serve the pedestrians, cyclists, transit, individuals with disabilities, and both the youngest and oldest members of our communities.

Roadway Systems Element

INTRODUCTION

The purpose of the Roadway Systems Element is to plan a sufficient roadway network for the future that will support multiple modes of transportation, including travel by private automobile, public transit, walking, bicycling and neighborhood electric vehicles. This system includes all levels of roadway from freeways to local streets.

DISCUSSION

Surprise's Roadway Accessibility & Mobility in the Regional Context

Located approximately 45 minutes from downtown Phoenix, US-60/Grand Avenue and the Loop-303 freeway serve as the largest high capacity roadways that connect the city of Surprise to the Maricopa County region. Surprise's location at the northwestern edge of the Phoenix metropolitan area and prominence of the US-60/Grand Avenue corridor make it a gateway for travelers coming to and from Las Vegas and Wickenburg and is an Interim Segment of the CANAMEX Trade Route under the North American Free Trade Agreement (NAFTA).

The existing roadway network within the developed areas of Surprise primarily consists of the one-mile arterial roadway grid system typical of the Phoenix metropolitan area. With the exception of a few isolated roadways with topographical constraints or other physical obstructions, future planned roadways in Surprise will also follow the one-mile arterial roadway grid pattern.

There are currently five Roads of Regional Significance identified by Maricopa County DOT within or immediately adjacent to the Surprise Municipal Planning Area. These roadways include; Loop 303, US-60/Grand Avenue, Bell Road, Dysart Road, and Olive Avenue.

Roadways of Regional Significance are established at McDOT so as to prioritize their

importance and linkage to the regional arterial network. These roadways then are also receive higher recognition and priority when evaluation of regional improvements by MAG and McDOT.

A 2010 US 60 Access Management Plan Study conducted by MAG recommends an Arizona Parkway section for the entire corridor length along with access management guidelines. The widened median north of Jomax Road accommodates the future White Tanks Freeway. The ultimate facility will comprise one trumpet interchange, four diverging diamond interchanges (DDI), two single point urban interchanges (SPUI) and 13 indirect left turn intersections. Currently, MAG is in the process of completing the US-60/Grand Avenue Corridor Optimization and Access Management Plan and System Study (COMPASS), which is evaluating an overall vision for the corridor. It will establish an access management system and improve traffic operations by reducing rail conflicts along the corridor.

The Loop 303's connection between I-10 and I-17 provides an invaluable transportation corridor that will not only enhance the mobility of people and goods to and from Surprise and the region, but also support employment growth and economic development opportunities in Surprise. Regional services such as automobile dealerships have already been constructed at the Loop 303 and Waddell Road and a future mixture of high intensity commercial uses are planned in the Prasada planned community along Loop 303.

While US-60 and Loop 303 are important

Roadway Systems Element

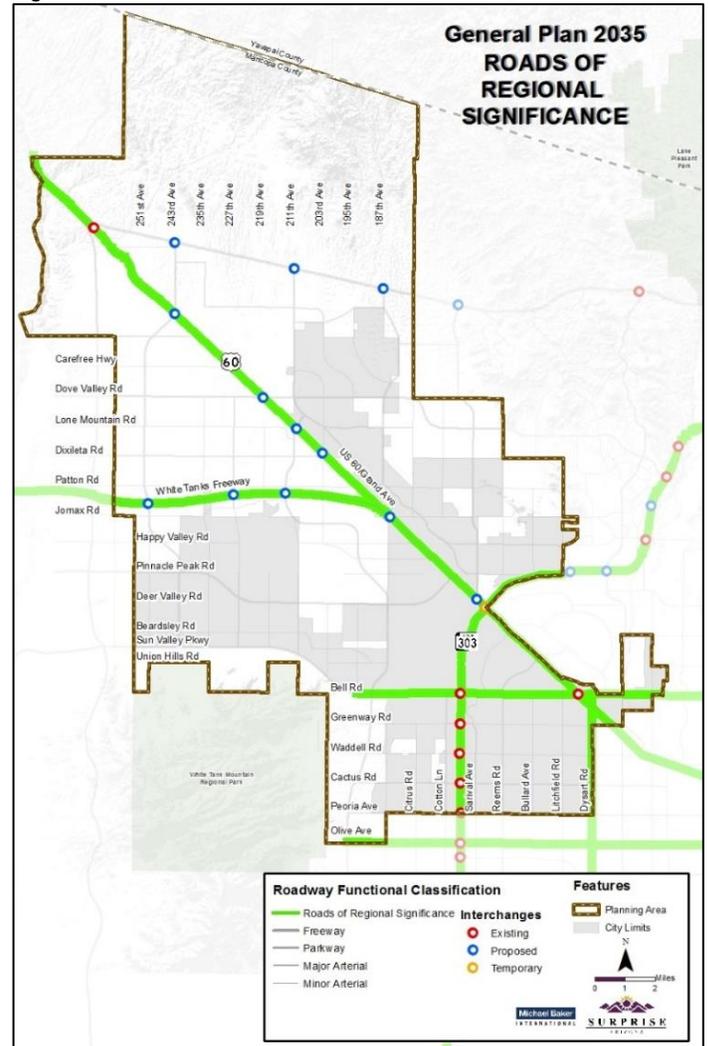


facilities to promote regional connectivity, east to west mobility is challenged with the existing roadway infrastructure in Surprise. Bell Road is also a primary community gateway. It is heavily traveled by Surprise residents and Sun City residents that travel east to regional employment and commercial retail centers in Peoria and Glendale. With the exception of Grand Avenue (running diagonally from southeast to northwest), Bell Road current serves as the sole east-west high capacity roadway with the only bridge crossing of the Agua Fria River. The only other bridge crossings of the Agua Fria River are Grand Avenue and the Loop 303, neither facilitating a direct east-west connection along the traditional grid pattern.

The lack of vehicular roadway connections to the east is a constraint that can limit employment growth in Surprise and increases the congestion of Bell Road within Surprise and adjacent communities. A large percentage of residents who commute to jobs east of the city put stress on the performance and capacity of Bell Road and Grand Avenue, particularly during the morning and afternoon peak periods. As jobs are created in Surprise, the reduction in commute patterns will also reduce stress onto the overall performance of the arterial and collector network in Surprise.

With respect to planned long term accessibility and mobility in the region, the White Tanks Freeway has been identified by MAG, in the 2007 Interstate 10/Hassayampa Valley Transportation Framework Study (Figure 3.3), to serve the future growth and development of the region. The White Tanks Freeway is a planned long term freeway, yet to commit or identify a permanent funding source, will provide east to west regional connectivity from the planned Hassayampa Freeway (possible I-11 corridor) in Buckeye to existing Loop 303 freeway in Surprise. As Figure 3.3 illustrates, within the Surprise planning area, the proposed freeway corridor runs approximately north of the current Jomax Road alignment, until its intersection with Loop 303 freeway.

Figure 3.2



Influence of Previous and Ongoing Studies

There are a number of important local and regional transportation planning studies that have influenced the planning and design of existing and planned roadways in Surprise over the last several years. Some refinements to Roadway Circulation Framework map were made in conjunction with the planning process, but the foundation of the Roadway Circulation Plan was made based influences and recommendations identified in the studies identified below. Additional transportation studies associated with transit, commuter rail and bike and pedestrians are identified and discussed in the Transit and Alternative Modes Elements.

Influence of Previous and Ongoing Studies

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Table 3.6: Previous and Ongoing Studies

Study (Year), Author	Purpose	Findings/Key Points
<p>US-60/Grand Ave. Access Management Plan: SR -303L/Estrella Freeway to SR-74 (2010)</p>	<p>The study provides a clear vision for the corridor development to guide the actions of the various agencies in the corridor.</p> <p>The study recommends an Arizona Parkway section for the entire corridor length along with access management guidelines.</p> <p>The ultimate facility will comprise one trumpet interchange, four diverging diamond interchanges (DDI), two single point urban interchanges (SPUI) and 13 indirect left turn intersections.</p>	<ul style="list-style-type: none"> • US-60/Grand Avenue will connect with several key high-capacity, region serving facilities. • Access to US-60/Grand Avenue must reflect the facility’s role in regional and state travel, which demands traffic operational concepts that maintain safety and capacity as growth progresses. • US-60/Grand Avenue, in combination with US-93 north of Wickenburg, is an Interim Segment of the CANAMEXT Trade Route under the North American Free Trade Agreement (NAFTA). • Future BNSF operations potentially will impact traffic operations and truck traffic levels in the Study Corridor. • The presence of the parallel BNSF corridor will affect options for a future regional arterial grid system.
<p>North Peoria Traffic Study (2014)</p>	<p>The study identifies multimodal transportation needs for an area approximately bounded by the Agua Fria River, 67th Avenue, Union Hills Drive and the West Wing Parkway.</p>	<ul style="list-style-type: none"> • There are 19 roadway improvements ranging in cost from \$1.6 million to \$22.8 million. • There are 15 intersection improvements ranging from operations only to \$1.2 million in costs. • There are seven transit improvements ranging in annual cost from \$189,000 to \$275,000 plus one Park-and-ride lot estimated at \$6 million. • There are 10 non-motorized improvements ranging in cost from \$50,000 to \$1.5 million.

Roadway Systems Element



<p>Peoria Multi-modal Transportation Study (2011) Nelson/Nygaard</p>	<p>The study addresses smarter growth with short-term and mid to long-term improvements for local transit service, high capacity transit, an Old Town Transit Center and bus stop improvements.</p>	<ul style="list-style-type: none"> • It is more important to extend Valley Metro services into Peoria than to develop purely local circulator services. • It is important to provide full rather than limited service. • Peoria Dial-A-Ride service needs to be maintained. • Bus stop facilities should be improved. • An Old Town Transit Center should be developed at the 83rd/Peoria/Grand intersection. • Projected population and employment levels and densities for the foreseeable future will not support High Capacity Transit.
<p>Access Management Plan, Draft (2014) Surprise</p>	<p>The purpose is to maintain the capacity of roadways while promoting safety and bicycle and pedestrian access by reducing the number of conflict points along the roadway facility.</p>	<ul style="list-style-type: none"> • The plan defines roadway functional classification for urban and rural roads. • The plan defines access management strategies for driveways and intersections, number of access points, auxiliary lanes and internal site circulation. • The plan defines bicycle and pedestrian access and mobility and shared use paths for bicycle and pedestrian access.
<p>Maricopa County Department of Transportation (MCDOT) Planning Studies</p> <ul style="list-style-type: none"> • 163rd Avenue Corridor Improvement Study • El Mirage Road Corridor Improvement Study • Jackrabbit Trail Parkway Corridor Improvement Study • Jomax Road East Corridor Improvement Study 	<p>MCDOT conducted corridor studies for numerous current and future roadways within and adjacent to the Surprise Metropolitan Planning Area. Many of the studies were derived from the Interstate 10-Hassayampa Valley Roadway Framework Study.</p>	<ul style="list-style-type: none"> • Many of the studies recommend a preferred or feasible roadway alignment for potential Arizona Parkway facilities. • The Arizona Parkway is a six to eight-lane roadway with a wide median in a 200-foot right-of-way that employs indirect left turn intersections and median u-turn features. • Most experts agree that the Arizona Parkway achieves greater vehicular capacities at reasonable travel speeds in a safer manner when compared to the conventional principle arterial roadway.

<ul style="list-style-type: none"> • Patton-Jomax Corridor Improvement Study • Sun Valley Parkway Corridor Improvement Study • Turner Parkway Corridor Feasibility Study • State Route 74 Access Management Study • Deer Valley Parkway Feasibility Study • Dove Valley Parkway Feasibility Study 		
<p>MAG Regional Transit Framework (2010)</p>	<p>The framework provides an understanding of the region’s transit needs and deficiencies with the goal of identifying high-leverage transit investments that can attract a significant number of new passengers while improving existing transit service.</p>	<ul style="list-style-type: none"> • Scenario II assumes the existing transit revenues sources and services continue through 2030. • Scenario II expands funding to \$11.05 billion that is consistent with peer regions in 2006. This addresses many service deficiencies. • Scenario III expands funding to \$21.46 billion that is a leader among peers and is four times the existing level. Among other service enhancements, it develops a more comprehensive network of higher speed transit.
<p>Interstate 10 – Hassayampa Valley Roadway Framework Study (2007) Figure 3.3</p>	<p>The study develops a multi-modal transportation network for the build-out population and employment in the study area bounded by Loop 303, 459th Ave, the Gila River and SR 74. The 3,000,000 person population is derived from the more than 100 entitled master-planned communities.</p>	<p>The project established a transportation framework that:</p> <ul style="list-style-type: none"> • Identifies a network of freeways, parkways and arterials • Recommends a new arterial facility entitled the “Arizona Parkway” for providing a higher capacity and safer roadway • Includes recommendations for transit connections • Provides a transportation planning framework for making land use decisions

Roadway Systems Element



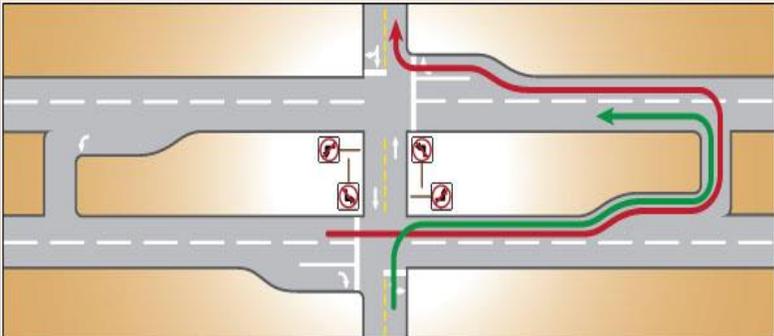
<p>2035 Regional Transportation Plan (2014) MAG</p>	<p>This is the fourth update of the 2003 RTP. The RTP is the basis for programming of regional transportation funds for regional transportation services in the freeway life cycle program (FLCP), the arterial life cycle program (ALCP) and the transit life cycle program (TLCP).</p>	<ul style="list-style-type: none"> • Freeway/Highway projects include Loop 303 and an interchange at Bell Road and Grand Avenue and an interchange at El Mirage Rd and Loop 303. • Arterial street projects include R.O.W. preservation for Jomax Rd and El Mirage Rd improvements between Grand Ave and Bell Road. • Transit projects local bus, regional super grid bus and regional Express/LINK bus service on select routes in Surprise. • Improvements are funded by a combination of federal, regional transportation sales tax and local revenue sources.
<p>US-60/Grand Avenue Corridor Optimization and Access Management Plan, and System Study (COMPASS) (in process)</p>	<p>The project goals are to:</p> <ul style="list-style-type: none"> • Create an overall vision for the corridor • Enhance economic development, maintain accessibility, improve traffic operations and reduce highway and rail conflicts. • Establish an access management system • Develop guidelines for signage, landscaping and aesthetic treatments 	<ul style="list-style-type: none"> • The study evaluates Grand Avenue from Loop 303 and Interstate 10, is in process. Draft documents are currently unavailable at the time of this writing.

Functional Classification System

Roadways are typically characterized by their operational, access management, and physical characteristics called “functional classifications”. The Roadway Functional Classification Plan shown on page 152 depicts the classification of each roadway type under “build-out” conditions within for Surprise Planning Area. Typical roadway cross sections can be found in the city’s engineering design manual as the cross section details can be modified from time to time.

The following categories are included in the Functional Classification System for the Surprise Roadway Systems Plan:

Table 3.7: Functional Classification System

Roadway Type	Description	Through Lanes	Target Operating Speed
Freeway/Highway	Freeways and highways are divided facilities that are designed to carry large volumes of high-speed traffic and serve long, regional trips. Freeways have full access control (highways do not); with entry and exit restricted to grade-separated traffic interchanges. A freeway is typically 4 to 8 through lanes that can accommodate 160,000 to 200,000 vehicles per day. All roadways classified as freeways are portions of the State Highway System and are under the jurisdiction of the Arizona Department of Transportation (ADOT).	4 or more	45-65 mph
Parkway	<p>Parkways are, by design, an enhanced arterial roadway which utilizes a distinct indirect left-turn intersection configuration. This intersection treatment prohibits left turns at major cross-street intersections and controls intersection traffic movements with two-phased traffic signal control. The improved functionality increases capacity while maintaining local access. As such, Parkways can accommodate up to 85,000 vehicles per day and acceptable level of service. The standards for a Parkway are based on the "Design Guideline Recommendations for the Arizona Parkway" adopted by the Maricopa County Department of Transportation.</p>  <p>The diagram illustrates a four-lane parkway intersection with a two-phased traffic signal. The main roadway has a center turn lane. At the intersection, the left-turn lane is indirect, requiring vehicles to travel through the intersection and then turn left. The signal phases are shown with red and green arrows indicating the sequence of traffic movements.</p>	6 lanes	45 mph
Major Arterial	Major arterials are designed to move high volumes of traffic over substantial distances, but may also provide direct access to adjacent properties. In the Valley, arterial streets are usually located on one-mile section lines and intersections are at-grade	6 lanes	45 mph
Minor Arterial	Minor arterials are similar to major arterials but with somewhat lower design requirements.	4 lanes	35-45 mph
Commercial Collector	Collector streets are designed to carry lower traffic volumes for shorter distances while providing direct access to commercial land uses. Commercial Collector streets serve as a land access function by receiving traffic from arterial roadways and distributing it to commercial business driveways and vice versa. Two through lanes with striped bike lane and detached sidewalk is a typical design. Commercial collector roadways may be increased to 4 lane roadways to accommodate high volume land use trip generators.	2-4 lanes	25-35 mph

Roadway Systems Element



Table 3.7: Functional Classification System

Roadway Type	Description	Through Lanes	Target Operating Speed
Residential Collector	Residential Collector roadways are designed to carry lower traffic volumes for shorter distances while providing direct access to residential communities. These roadways typically receive traffic from adjacent arterial roadways and distribute traffic to local streets within a residential community. The Residential Collector is intended to promote all modes of mobility by offering striped bike lanes and large detached sidewalks separated from the roadway with generous landscape designs.	2 lanes	25 – 35 mph
Local Street	Local streets provide access directly to local property and are not designed to accommodate through traffic. Two lanes is the usual width. Since collector and local roadways are usually developed as part of planned communities to support specific land uses and site plan configurations, these roadways are not shown on the Transportation Map on page 152	2 lanes	25 mph

The Roadway Functional Classification Plan for Surprise relies upon a series of Parkways to efficiently serve as high capacity corridors. The majority of the proposed parkway locations were originally identified in the Interstate 10/Hassayampa Valley Transportation Framework Study (Figure 3.3). Those parkway location recommendations (with a few subtle alignment adjustments and modifications) are essentially intact and represented in the Roadway Functional Classification Plan. Proposed north-south parkway corridors are 163rd Avenue, 187th Avenue, portions of 211th Avenue, Wild Rose Parkway and Turner Parkway (northwest planning area). Sun Valley Parkway, Deer Valley/Pinnacle Peak Parkway, and Dove Valley/Lone Mountain Road are proposed parkways to serve high capacity east-west mobility in Surprise.

The Roadway Functional Classification Plan has fewer 6-lane major arterial roadways than previously identified. The inclusion of parkways into the overall roadway functional classification plan increases vehicle carrying capacities of these corridors thereby reducing the operational and performance stresses on adjacent arterial roadways. Adhering to strong access management policies on major arterial roadways will increase the operational performance of these facilities which in turn will create an opportunity for additional 4-lane minor arterial roadways along added section line roadways.

Surprise General Plan 2035: Foundation for the Future

Figure 3.3: Interstate 10/Hassayampa Valley Transportation Framework Study

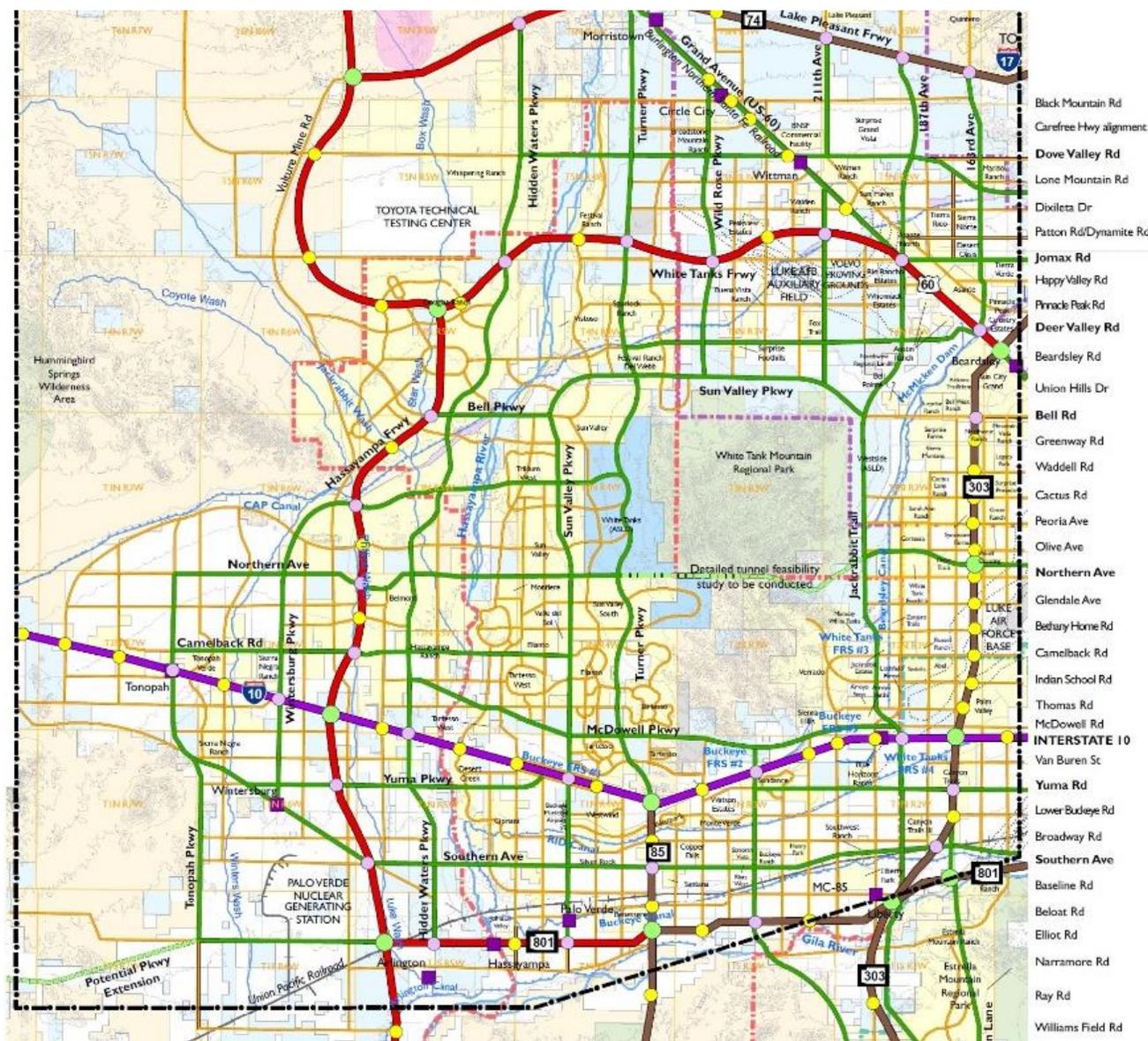


Table 3.3 below shows a breakdown of the total length of existing and planned roadways by type under build out condition in Surprise.

Table 3.3 Roadway Type	Length	
	Miles	Percent
Freeway/Highway	34.7	8.58%
Parkway	82.03	20.29%
Major Arterial	113.84	28.16%
Minor Arterial	173.63	42.96%
TOTAL	404.2	100%

Roadway Systems Element



Scenic Corridors

The Roadway Functional Classification Plan identifies four Scenic Corridors. The Scenic Corridor is a special overlay designation designed to protect and enhance the byway's intrinsic qualities and character that define their scenic corridor. The four Scenic Corridors are; Sun Valley Parkway, Carefree Highway, Castle Hot Springs Road and Olive Avenue. Specific urban design character guidelines are recommended to be developed for each Scenic Corridor, extending ¼ mile from the centerline of each roadway. The Scenic Corridor designation is intended to:

- Preserve the native vegetation and unique visual characteristics of the corridor
- Encourage buildings and other structures to adapt to the terrain in placement and appearance, avoiding excessive cuts and fills.
- Encourage the use of open space buffers separating the roadway from buildings
- Encourage the use of southwestern architectural styles that reflect the character of the Sonoran Desert
- Maintain the natural state of washes at necessary crossings
- Encourage plant species and densities to be consistent with the surrounding landscape character of the specific location
- Encourage the use of muted or low level lighting to help minimize nighttime glare
- Encourage signage design that is context sensitive

Sun Valley Parkway has been functionally designated as a "Parkway." The roadway also experiences significant recreational bicycle use. The City of Buckeye, Maricopa County and the City of Surprise all recognize that this roadway showcases the White Tank Mountain Regional Park, which the roadway circumnavigates. The view angles away from the mountains are also

dramatic. The Scenic Corridor designation is designed to preserve these mountain views and suggest development practices that limit encroachment into hillsides and maintain broad viewsheds as reasonably as possible.

Carefree Highway/State Route 74 also maintains a Scenic Roadway designation. Recognizing the inherent beauty of the surrounding area, Maricopa County completed the State Route 74 Scenic Corridor Management Guidelines in 2000. Cities are encouraged to follow suit and the City of Peoria has established guidelines to mirror the corridor and Surprise is designating this facility as a Scenic Corridor. The Scenic Corridor for Carefree Highway will also have to consider a planned overhead electric transmission line along the roadway corridor.

Castle Hot Springs Road is a unique rural roadway Scenic Corridor designation. Maricopa County completed the Castle Hot Springs Scenic Corridor Guidelines in 2000. These guidelines assume that the historic pattern of urban growth and development will continue in Maricopa County. The Castle Hot Springs Scenic Corridor is consistent with other scenic corridors in Maricopa County that were established ahead of urban growth and development. This roadway serves a natural gateway to the Bradshaw-Harquahala BLM recreation and management areas located to the north of Surprise.

Olive Avenue, much like Carefree Highway and Castle Hot Springs Road, also was identified by Maricopa County as a scenic roadway in 2000. Olive Avenue serves as the primary roadway access to White Tanks Regional Park. The Surprise Municipal Planning Area has now expanded by two square miles that includes frontage on Olive Avenue from 187th Avenue to 203rd Avenue.

Designated Truck Routes & the Movement of Goods & Freight

Virtually all of Surprise's goods are imported from outside the region. The movement of freight and goods in Surprise and the region is supported by an integrated intermodal freight infrastructure consisting of trucks on roadways, rail and railroads. Commercial goods movement must be optimized to maintain and improve the region's economic competitiveness while minimizing potential negative impacts to the transportation system and neighborhoods.

The overall intermodal freight system and infrastructure is owned and operated by public agencies and private businesses. While the system is intended to support the goods movement/freight requirements for the City of Surprise and the region, it is important to also note that this infrastructure also supports Surprise's role in the nation's supply chain and business trade.

Trucks: The majority of goods in the Surprise region are transported by trucks using state and federal highways with access provided by truck routes along regional arterials. In the Surprise region, US-60, Loop-303 and SR-74 are major truck corridors. These serve both local as well as regional trade. There are four arterial roadways that also serve as designated truck routes in Surprise. Bell Road, Dysart Road, Cactus Road (from Litchfield Rd. to Dysart Rd. only) and Peoria Avenue (from Litchfield Rd. to Dysart Road only) are designated truck routes to facilitate the movement of goods primarily from the Skyway Business park to the Loop-303 and Loop-101 freeways. While the designation of Bell Road as a truck route is not ideal, because Bell Road maintains the only bridge over the Agua Fria River to the east, there are no other alternatives for a truck route until a second bridge crossing is constructed. A future Olive Avenue crossing of the Agua Fria River will promote a more efficient east-west movement of trucks originating from the Skyline Business Park and reduce the dependency on an already-overcrowded Bell Road. Truck route

standards within the City of Surprise adhere to all current Arizona Department of Transportation standards for length and weight.

Freight Rail Service: Freight rail service is operated by the Burlington Northern Santa Fe (BNSF) railroad along the US-60 corridor. Freight service within this corridor is focused in the areas of auto trans-load service, lumber, fly ash, cement and local freight service. The Alternative Modes Element provides a more in depth discussion on rail service in Surprise.

Roadway Level of Service

Levels of Service (LOS) is a roadway "grading scale" initiated by the 1965 Highway Capacity Manual (HCM), and is used to explain the quality of traffic operations in a broader, less technical sense for consumption by general public and elected officials.

The level of service (LOS) concept is utilized to determine the efficiency of existing and future roadway and intersection operations. Level of service provides a comparative measure of the congestion and travel conditions and is reported in levels "A through F," with "A" representing the best representing free flow conditions and "F" representing breakdown conditions that includes driver discomfort. LOS on roadway segments is defined as follows:

LOS A: Free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles and operations are constrained only by the geometric features of the roadway and driver preferences.

LOS B: Indicative of free flow, but the presence of other vehicles begins to have a noticeable impact on speeds and freedom to maneuver.

LOS C: Represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream and to select an operating speed is now clearly affected by the presence of other vehicles.

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LOS D: Borders on unstable flow. Speeds and ability to maneuver are severely restricted because of traffic congestion.

LOS E: Operations are at or near capacity and are quite unstable.

LOS F: Represents forced or breakdown flow. The City of Surprise strives to achieve a level of service “D” or better on all roadways. Any roadway where the level of service falls to a level of service “E” or “F” is considered congested and requires review for improvements. Where feasible, capacity improvements or other remedial actions are usually recommended if the level of service is worse than “D.”

The city of Surprise has goal of achieving a LOS C on major arterial roadways and parkways but will accept a LOS D. This is a common approach taken by many communities nationally, but Surprise will strive to maintain the LOS C or better on each of Surprise’s major arterials and parkways.

Complete Streets

The notion of a “complete street” is to ensure that the design and construction of new roadways and retro-fitting of existing roadways ensures that facilities for bicycles, pedestrians, and transit are recognized as integral to a

properly designed and functioning street. “Complete Streets” as defined by the National Complete Street Coalition, is “a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation”.

“Complete streets” embraces the notion that all modes of travels are equally as important to mobility, health, and safety as a vehicular travel lane. Walking and bicycling foster safer, more

Table 3.4 – Service Volumes and LOS

Roadway Type	# of Travel Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
Freeways	4	47,940	55,930	63,920	71,910	79,900
	6	73,980	86,310	98,640	110,970	123,300
	8	100,080	116,760	133,440	150,120	166,800
	10	126,180	147,210	168,240	189,270	210,300
Limited Access Parkway	4	29,280	34,160	39,040	43,920	48,800
	6	43,740	51,030	58,320	65,610	72,900
	8	57,960	67,620	77,280	86,940	96,600
Major Arterial	5	30,480	35,560	40,640	45,720	50,800
	6	36,480	42,560	48,640	54,720	60,800
Minor Arterial	3	12,960	15,120	17,280	19,440	21,600
	4	21,540	25,130	28,720	32,310	35,900
Major Collector	2	5,100	5,950	6,800	7,650	8,500
	3	8,520	9,940	11,360	12,780	14,200
	4	10,560	12,320	14,080	15,840	17,600
Minor Collector	2	3,360	3,920	4,480	5,040	5,600
Local Street	2	1,200	1,400	1,600	1,800	2,000

Source: City of Peoria TIA Criteria; McDOT Roadway Design Manual

livable, family-friendly communities; promote physical activity and health; reduce vehicle emissions and fuel use; and often increase property values in the areas they serve.

On March 11, 2010, the U.S. Secretary of Transportation issued a Policy Statement on Bicycle and Pedestrian Accommodation. This policy states that walking and bicycling shall be considered equal to other transportation modes, and encourages states, local governments, professional associations, community organizations, public transportation agencies, and other government agencies to adopt similar policy statements.

The City of Surprise embraces the “complete streets” policy in patterning design components presented in the MAG Complete Streets Guide for the planning and design of new or retrofitted streets in Surprise. While the City can utilize guidance offered in the MAG Complete Streets Guide, the City also intends to develop its own long term process and procedures (and perhaps guidelines or standards) for the evaluation, design and prioritization of investment choices for complete streets projects in Surprise.

Parking

As travel and parking needs have increased, there has been recognition of the constant need to better manage transportation and parking facilities. Parking requirements in Surprise are set out in the Zoning Ordinance and Engineering Design Guidelines by the type and size of use.

Trends

There is rising demand for parking for long distance commuters. The current park and ride facility, located on Bell Road east of Grand Avenue provides for inter-modal service. The predominant modal interchange is between the private automobile and transit, but also includes modal changes between transit and bicycle, pedestrian, carpool, vanpool, or drop-and-ride modes as well. Maricopa County government found that vanpool subsidies helped achieve trip

reduction ordinance goals but was also an efficient and cost effective way to reduce single occupant vehicle use. Transit service offered at the facility includes the Route 571 Express Bus between Surprise and downtown Phoenix. There is a rising demand for additional park and ride facilities in Surprise. The changing needs of the public and the surrounding environment reaffirm the need to approach park and ride facilities with an eye for innovation and optimization.

Managing Parking Supply

A balance should be achieved between parking policies, travel behavior, development density, development cost and urban design. In most developments in Surprise there is an oversupply of parking, and it is provided at no direct cost to the tenants or their employees. Measures need to be taken to discourage oversupply of parking while still providing adequate parking that is not too expensive in order to maintain retail and employment centers. On-street parking in residential areas near employment and commercial sites should also strike a balance between providing for resident parking and providing overflow commercial and employee parking.

Parking Facility Design

Structured parking allows development densities and site designs that support good transit service and alternative modes, although it is more expensive than surface parking to build. Structured parking will minimize the amount of valuable land needed for travel and parking purposes.

Character Area Land Uses & Roadway Compatibility (in progress)

As described throughout the General Plan 2035, the character area land use planning approach places emphasis upon the urban form and character of an area, not the prescriptive land use of each development parcel. The Neighborhood Character Areas may consist of rural, suburban or urban neighborhoods. Compatibility and transition procedures and

Roadway Systems Element



guidelines help shape the integration and buffering of various development types. For example, the Commerce & Business Character Area locations could include a blend of mixed used commercial and residential, regional shopping centers or a medical campus. The question of their individual appropriateness will hinge upon how these uses fit into the character of the area in which they are proposed.

The City has a section line and mid-section line system of surface streets that form the grid network which creates one square mile development patterns throughout the majority of Surprise’s planning area. When applying the Character Area land use approach, the intent is to fit developments and roads together by ensuring that the activity creating trips are located on a roadway designed to handle the impact. It also strives to make efficient use of public investment by not overcrowding or underutilizing roadways. Because the precise future land use of a given intersection is not specifically defined, it places a greater need in forecasting necessary roadway capacity to accommodate vehicle trips generated.

The Character Area approach then puts a greater degree of emphasis on the need for the city to more frequently evaluate the performance of roadways compared against a continually updated “scorecard” of new growth. While it is likely that the predominant residential land use pattern will consist of suburban densities (3-5 dwelling units per acre), a mixture of densities can maximize the opportunity for non-vehicular forms of transportation within the development. This will maximize the level of internalized activity and minimize the impact on surrounding neighborhoods. In either case, the Character Area approach puts added emphasis on the city to conduct more frequent performance measurements of roadways and off street systems than under the traditional planning methods. The Implementation Element in Chapter 6 provides more detail on the need to conduct roadway count studies and travel time

studies on a regular basis.

In order to provide a snapshot of the impact of certain typical land uses upon Surprise’s roadways, Table 3.5 is provided to demonstrate these effects. The Institute for Traffic Engineers Trip generation Manual offers guidance on trip generation levels for many different land use types and is referenced and utilized in the creation of Table 3.5.

Table 3.5: Average Daily Trips by Land Use Types

Land Use Type	Average Daily Vehicle Trips Generated
Single Family Residential Home	10
200 unit apartment complex	1,330
Condominium/Townhouse (300 vehicles)	1,000
Assisted Living Facility (150 beds)	410
Fast Food restaurant – 3000 Sq. ft. with Drive thru	1,490
Convenience Market (2,000 sq. ft.)	1,500
Hotel (200 rooms)	1,785
Grocery Store – 50,000 sq. ft.	5,100
Warehouse (350 employees)	1,360
Office Park (1,500 employees)	5,250
Community Park (50 acres)	80
Elementary School (650 students)	840
Church (20,000 sq. ft. on a Sunday)	735

Source: ITE Trip Generation Report, 8th Edition

GOALS AND POLICIES

The goal and policy statements for the Roadway Systems Element serve as the City’s policy guide for the expansion, design and prioritization of investment choices for roadways in Surprise. The goals and policy statements reflect the culmination of collective inputs received from stakeholders, citizens, elected officials, City staff as well as the re-validation of select goals and policies from the 2013 Surprise General Plan update process.

Goal 1: Integrated Decisions

Develop a complete and connected system of roadways.

Policies

1. The City will maintain the Surprise transportation system to serve current and future needs and protect the investment in the City's roadways.
2. Design roadways to support planned and existing land uses to achieve a LOS C or greater and maintain no less than a LOS D on major arterial and parkways.
3. Prioritize opportunities to restore and reconnect the street grid.
4. Partner with land owners and developers to seek to add capacity and identify a second point of arterial roadway access north of Grand Avenue and east of 163rd Avenue.
5. Provide for future transportation corridors by identifying and preserving adequate right-of-ways during the planning and development processes, in advance of development occurring.
6. The City continually find efficient means to transport truck traffic in a manner that minimizes the impacts upon residential and pedestrian oriented land uses.
7. Require the use collector roadways or frontage roads for warehouse and distribution uses land uses along the Loop 303 corridor in order to promote the segregation of truck trips from automobile trips.
8. Collaborate with ADOT, MAG and McDOT to identify likely routes for over-sized, over-weight vehicles.
9. Partner with McDOT to accept the recommendations of the Capacity Study to promote the expansion of capacity of roadways such as El Mirage Road and Sun Valley Parkway that provide regional connection to and from Surprise and have experienced significant increases in average daily vehicle trips over the past several years.

10. Regularly conduct (every two years) customer satisfaction surveys to determine areas in need of improvement to supplement and support findings from bi-annual traffic counts and LOS analyses of roadways in Surprise.
11. Maintain strong access management policies for incoming development accessing major arterials and parkways. The extent feasible, promote internalized driveways for limiting driveway access onto major arterials to enhance the operations and capacity of these roadways in order to reduce the need to expand system capacity in the future.
12. Strive to improve traffic flow by completing missing and incomplete links in the arterial network in Surprise.
13. Plan for the one mile spacing of arterial roadways in Surprise to the extent possible.
14. Conduct roadway count studies and travel time studies on a more frequent and regular basis to assist the city with the goal of keeping the rate of travel time increases below the growth rate of traffic volumes under the Character Area land use planning approach.

Goal 2: Complete Streets

Provide roadways that are "complete streets" that cater to enhancing multi-modal accessibility.

Policies

1. Adopt a Complete Streets Plan and Policy document that provides specific direction for the planning and implementation of complete street elements for Surprise roadways. The City shall utilize guidance from the MAG Complete Streets Guide in the preparation of this document.
2. Encourage a pilot program to evaluate and assess functionality of a complete street design and assess future potential opportunities for existing streets to transition to complete streets.
3. The City of Surprise shall require developers

Roadway Systems Element



to design and construct pedestrian and bicycle connections to internally and externally link residential uses to nearby commercial uses, schools, parks, transit stops and adjacent neighborhoods.

4. Evaluate and prioritize existing roadways that are minor arterials or greater for retrofitting to a complete street. Greenway Road is a high priority candidate. Evaluate and prioritize and cost benefit analysis should be utilized to target roadways that provide the greatest connection between existing neighborhoods and employment and other activity centers.
5. Continue to update the City's adopted standard roadway cross-sections to embrace the complete street concepts to enhance multi-modal mobility when designing new streets or improving existing streets throughout the Surprise planning area.
6. Update to the Gap Study should commence in the near future to re-fresh the city's priorities and investment choices for closing multimodal infrastructure gaps
7. Prepare an off-street systems mobility plan that investigates and recommends non-motorized mobility network along the newly recognized greenway system. This plan should provide for a safe, alternate mode of transportation to motor vehicular trips using sidewalks, greenways, trails of all sorts, other pedestrian linkages can make the City more walkable to and from existing and planned neighborhoods and employment centers.

the Loop 303 at Litchfield Road.

2. Collaborate with the City of Peoria, MCDOT, ADOT for the coordination and extension of Jomax Road from US60 to Happy Valley Road, and for a future traffic interchange with the Loop 303.
3. Continue to collaborate with MAG, McDOT and the City of Peoria to continually emphasize the need for additional east-west major arterial roadway bridge crossings of the Agua Fria River to support anticipated growth. Potential bridge crossings at Olive Avenue, Happy Valley Road and Lone Mountain Road are preferred crossings to service growth at a timeframe complimentary to development proximate to these areas.
4. Identify and prioritize freight infrastructure projects that are needed to maintain mobility and enhance the City's (and regions) economic competitiveness.
5. Collaborate with ADOT, MAG, FHWA and McDOT to preserve a 350-foot right-of-way for the future White Tanks Freeway and planned parkways as designated in the Roadway Systems Element.
6. Continue to collaborate with MAG to leverage funding opportunities for the construction of planned parkway facilities. Added emphasis may be placed on parkways if support for additional freeway facilities is lacking.
7. Ensure that the local transportation system is fully and effectively connected to the regional transportation system.
8. The City shall support construction of regional freeways providing improved access between Surprise and the region.
9. Maximize the effective use of roadway capacity by managing access to arterials, and assuring a high level of cross access between adjacent developments
10. Utilize new technologies such as Intelligent Transportation Systems (ITS) to maximize the capacity and efficiency of the transportation system.
11. Continue to coordinate and cooperate with regional agencies and adjacent communities

Goal 3: Access

Improve transportation access to, from, and within Surprise.

Policies

1. The City shall continue to seek collaboration with ADOT and the City of Peoria to prioritize the need to establish a partial interchange on

Surprise General Plan 2035: Foundation for the Future

to assure continuity of roadway, transit and alternative modes of travel across jurisdictional boundaries.

Goal 4: Financing

Leverage regional partnerships, land owner support, and cost effective financing mechanisms to secure fair and sufficient funding for the transportation system in Surprise.

Policies

1. Investigate alternative funding options for the design, construction, operation and maintenance of transportation facilities and services in Surprise.
2. Continue to develop and maintain strategic partnerships with Arizona Department of Transportation, Maricopa County Department of Transportation, the Maricopa Association of Governments, the Regional Public Transit Association, and adjacent jurisdictions for regional projects and services that benefit Surprise.
3. Continually update the CIP for priority roadway projects to make investment choices that assist in the construction of roadway facilities that support employment growth areas and residential growth areas identified in the Growth Area Element.
4. Collaborate with existing properties with approved PAD's to equitably evaluate the adjustments in the Functional Classification Plan to make adjustments to approved PADs that will accommodate modifications to proposed alignments and right-of-ways widths.
5. Invite and encourage the use of CIP budgets to leverage the development of recommended greenway trails as a mechanism to encourage investment in existing communities that in turn spurs redevelopment and revitalization of these areas.
6. Update and implement the Capital Improvement Plan and evaluate its projects using the goals and policies within the

General Plan and City Council Strategic Action Plan.

7. The City put an enhanced emphasis on developing and maintaining a robust pavement preservation system that earmarks annual CIP dollars towards the maintenance of priority needs in order to extend the lifespan of critical roadway infrastructure.
8. Continue to apply for all applicable state and federal grants to develop and maintain the transportation system in Surprise.
9. Explore additional opportunities to work with adjacent communities, Flood Control District of Maricopa County, Maricopa County and the Maricopa Association of Governments to ensure bicycle and pedestrian network continuity across jurisdictional boundaries.

Goal 5: Roadway Designs

Promote roadway designs, operations, and aesthetics that support the Character Areas they serve.

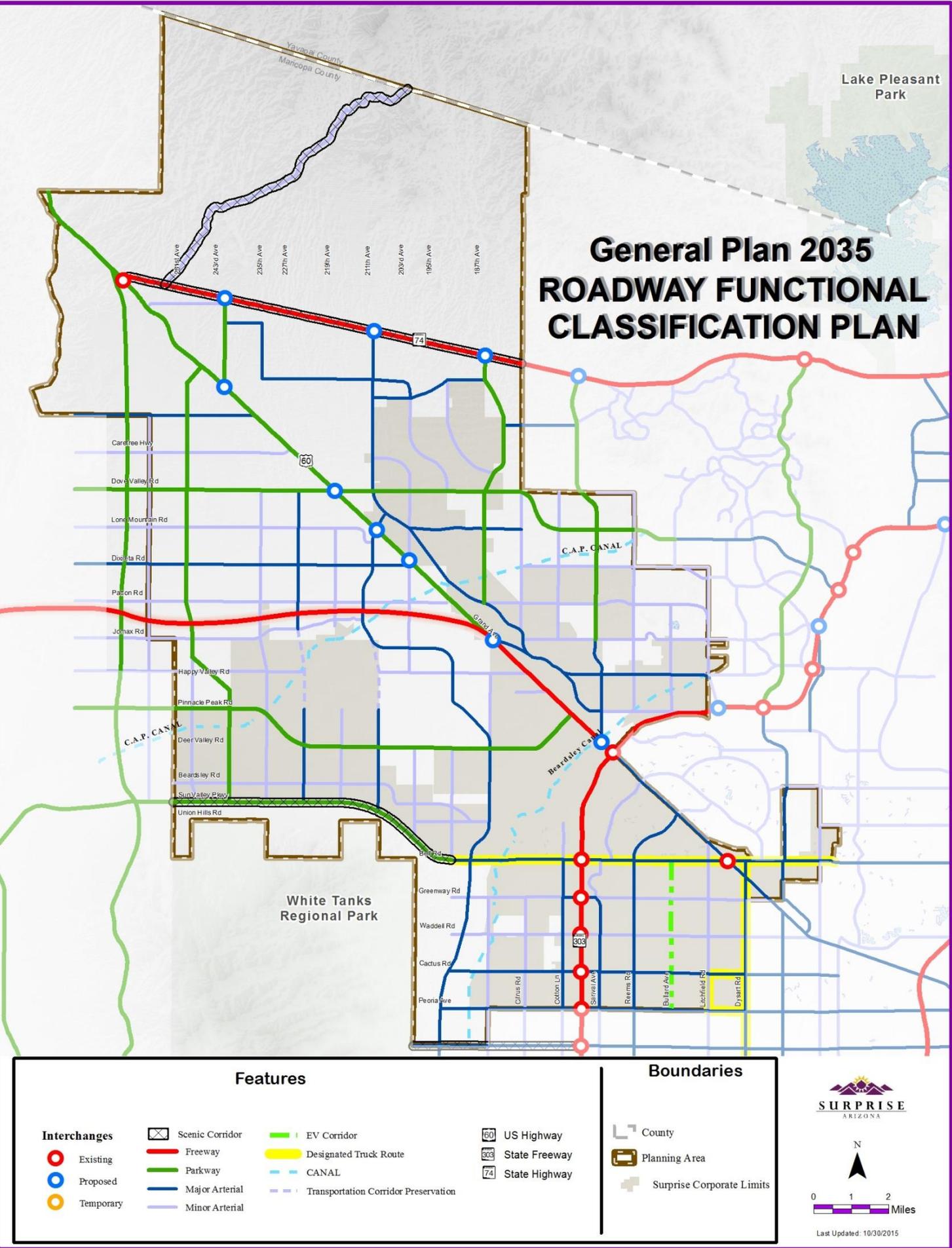
Policies

1. The City of Surprise shall require that newly proposed developments demonstrate that there are adequate services and facilities, or plans to provide the necessary services and facilities, to serve the development during the development approval process.
2. Maintain the traditional grid street pattern where it currently exists, reconnect it where possible. When improving older streets in neighborhoods, maintain original street widths and curb radii.
3. The City of Surprise shall initiate and/or require development applicants to prepare and update master plans and strategic plans as needed to prepare for infrastructure needs and financial resources to serve growth.
4. Strive to integrate land use and roadway compatibility decisions per suggested measures outlined in the Implementation Element of General Plan.

Roadway Systems Element



5. Revise subdivision regulations to include connectivity standards and guidelines that require greater street connectivity, and provide allowances for pedestrian and bicycle connections when street connectivity cannot be made.
6. Within Scenic Land Overlay and Scenic Roadway Corridor areas, the City promote roadway designs that preserve natural features, steep slopes, and when appropriate, views, low ambient light intrusion, and low noise.
7. The City continue to utilize the MAG roadway construction standards and specifications.
8. Partner with BNSF railroad to identify a comprehensive intermodal transportation network to serve the daily needs of this future facility. An internal collector roadway that promotes truck traffic while segregating truck trips from adjacent planned residential communities is a priority. Partner with ADOT to identify coordinated access management and turning movements onto US 60.
9. Install truck route signage on Bell Road and Dysart Road and segments of Cactus Road and Peoria Avenue to identify truck routes in the City.
10. Encourage land use patterns that reduce the amount of external travel by developing neighborhoods where mixed use centers and services are easily accessible from residences.
11. Prepare a Scenic Roadway Corridors overlay district and/or design guidelines to require the design and construction of Scenic Corridor roadways that embrace the terrain and scenic quality in the roadway design, landscaping, lighting and building development standards for properties located within these corridors.
12. Ensure the physical location and design of transportation facilities are done in a fashion which is environmentally sensitive to our desert, mountains, scenic corridors, open spaces and neighborhoods.
13. Strive to protect neighborhoods and the environment from adverse effects of transportation facilities and services.
14. Promote the design well landscaped streets, with low water usage plants, to help improve the community aesthetics.
15. Establish a process for existing neighborhoods to request traffic calming, including how to evaluate the request, select the appropriate type of calming treatment, and fund recommendations.





Transit Element

INTRODUCTION

A primary strategy of the Transit Element is to reduce dependence on the private automobile in order to achieve multiple and interrelated goals including: increasing mobility, preserving and enhancing neighborhood character, improving air quality, and fostering compact development and a more walkable city. A greater reliance on public transportation will improve mobility by increasing travel options for residents, and by increasing the people-carrying capacity of the City's transportation system. It will also decrease the environmental degradation caused by the growing use of single-occupant vehicles. The intent is to develop a transit system that supports as well as leads the development of Surprise Land Use Character Areas as set forth by the Surprise General Plan 2035.

Surprise's development strategy combines transit supportive changes in the City's development pattern with a more complete and competitive multimodal transportation system. Achieving growth targets based on cores and corridors is an important element for the future development of Surprise. It provides more desirable investment in facilities and service delivery systems to support areas where growth will occur and reflects local decisions and neighborhood priorities. This shift may require some major investments in transit infrastructure and services as well as changes in priorities for street use.

DISCUSSION

Regional Collaboration

The transit system in Surprise is affected by plans and programs that guide the development and management of the regional transportation system. The Regional Transportation Plan (RTP) adopted by the Maricopa Association of Governments (MAG) in July 2010 calls for a significant expansion of regional transit services into portions of Maricopa County which are currently underserved, including Surprise. Proposition 400, the funding measure to implement the RTP, was passed by voters in November 2004. This extended the one-half cent sales tax (approved through Proposition 300) for transportation an additional 20 years, through 2025. This funding is divided between freeway, arterial roadway, and transit projects.

Commuter express service from Surprise to

downtown Phoenix via the Grand Avenue corridor began in January 2006. Regional transit service planned to be extended to Surprise through Proposition 400 funding (both frequent stop trunk line and limited stop express services) will not occur within the planned time-frame of the RTP due to shortfalls in sales tax revenues, which provide the funding for these planned services. It is likely that no future funding for regional transit service will be available to Surprise until such time as another Proposition is passed by the voters, or another funding source is instituted.

The levels of transit service provided for in the RTP are not adequate to accommodate demand given the projected rate of development in Surprise. MAG published the Northwest Valley Local Transit System Study (June 2013), which made short-term, mid-term, and long-term recommendations for Surprise and the rest of the Northwest Valley. Short-term

recommendations include creating a Surprise local circulator that provides access to many retail, commercial, educational, and institutional destinations along Bell Road and Greenway Road. Mid-term recommendations include extending existing bus routes into Surprise and increasing service on local circulators as demand increases. Long-term recommendations include the implementation of high-capacity transit along the US60/Grand Avenue corridor and extending additional bus routes into Surprise.

The City of Surprise is currently working with Valley Metro on a Short-Range Transit Study to identify additional transit opportunities along US60/Grand Avenue corridor prior to the implementation of a high-capacity transit option.

During the public outreach effort for this Surprise General Plan 2035, citizens showed a preference for development patterns concentrated around major transportation corridors. Surprise has no major transportation corridor more significant than US 60/Grand Avenue. Not only is this roadway part of the State Highway System, it is also immediately adjacent to the BNSF Railway. MAG completed the initial phase of a regional commuter rail study, which shows support for passenger service in this corridor. Such service is not yet assured, and will, in any case, be years in the future. Until that time, concentrated rubber tired-transit services in the corridor can both demonstrate the demand for service and influence land use patterns in the corridor.

Existing and Projected Levels of Transit

Valley Metro under the Regional Public Transportation Authority (RPTA) provides all of Surprise's transit service. Surprise is currently served by one Valley Metro express bus route to downtown Phoenix. Valley Metro also provides local Dial-a-Ride (DAR) service to Surprise through a regional cab contract. Express bus routes are meant to be suburb-to-suburb routes. Route 571 serves commuters travelling between Surprise and Phoenix. A park and ride facility at

13327 W. Bell Road serves transit users. The popularity of the Express Route 571 shows that there are important transportation needs in Surprise and the surrounding areas. Due to the success of these services, plans are progressing to implement a circulator route within the City, as well as regional high capacity transit such as commuter rail.

Commuter Rail

Many consider commuter rail to be the missing element in the regional transportation system, and the BNSF line running along Grand Avenue is key to achieving the objective of implementing commuter rail services in this corridor. Commuter rail trains typically provide service between suburbs and urban centers. Service typically occurs at a lower frequency than light rail, serving primarily peak travel needs for commuters. Travel distance between a rail line's termini may range between 30 and 50 miles, with station spacing typically five to ten miles apart.

In 2010 MAG completed the Commuter Rail System Study, along with corridor development plans for each of the four corridors identified in the system study. The system study provides a detailed evaluation of potential commuter rail links to the West Valley by incorporating the findings of the Grand Avenue and Yuma West Corridor Development Plans; and evaluation of potential commuter rail links to the East Valley. The system study calls for phased implementation of the commuter rail system based on a number of factors, including: development patterns, changes in travel demand, community support, potential funding sources and potential integration with the Phoenix/Tucson intercity rail.

By 2035 the Grand Avenue corridor is projected to experience a 41 percent increase in population and a 52 percent increase in employment. As a result of this growth, and even with planned roadway improvements and increased transit service, congestion in the Grand Avenue corridor is expected to worsen. Automobile congestion levels are projected to

Transit Element



range from moderate to severe throughout the length of the project corridor. Commuter rail service would provide an opportunity to improve mobility, particularly for peak period trips, by reducing travel time and providing a reliable and consistent alternative to automobile travel in a congested roadway corridor.

The BNSF rail line currently carries seven to eight trains daily at an approximate speed of 49 miles per hour. Upgrades and changes desired for implementing commuter rail services on the BNSF line may include new signals, a second track, and reduced main track switching activity. Additional commuter rail implementation requirements include governance and administration, railroad cooperation and funding.

Trends in Transit Use

City of Surprise Dial-a-Ride (DAR) transit use has remained relatively flat for the last five years due to limited funding. In 2012 the City switched to contract service for DAR and began to use 2010 New Freedom grant funds available for this type of service. The City anticipates a 10 percent growth over the next three years in DAR service trips.

The City participated in a region wide reorganization of the express bus route system that was implemented in 2012. The 571 express route, which provides express commuter service from Surprise into downtown Phoenix, has experienced steady growth, and currently provides 4 morning inbound trips and 4 evening outbound trips.

According to the United States Census, more than 75 per cent of Surprise workers used a car, truck, or van to commute to their jobs. Public transportation as a mode of commuting amounted to less than one percent. Surprise has seen an increase in transit ridership in the past year. Valley Metro's annual transit report reflects a 9.33% increase in Route 571 ridership in 2015 from 2014, and 31.15% decrease in

2014 from 2013. The total decrease in 2014 was similar to those experienced throughout the valley and was partially attributed to the significant decrease in fuel prices.

The projected increase in population for Surprise will provide an opportunity to expand transit into new and growing markets, thereby extending its ridership base. To meet the continued needs and demands generated by development, it will become necessary to develop local public transit services. As environmental and capacity issues become more evident, transit's role will increase. Effective use of transit could make a difference in the level of congestion in certain corridors in the Surprise area.

Transit Supportive Land Use Planning

In order for transit to be successful, the City of Surprise needs to create a more "transit friendly environment" in which transit has a better opportunity to succeed. One element of this is to provide for denser, mixed use development that will support travel by transit. Another element is to provide the physical facilities that result in a better operating environment for transit, such as bus pullouts, park and ride lots, signal prioritization for transit vehicles and improved access to transit for pedestrians and bicyclists.

Implementation is dependent on the close coordination of land use and transportation planning. The relationship between transit and land use focuses development in concentrated rather than linear patterns adjacent to transit stops and stations. Transit investments are directed to link these transit supportive areas to provide people with an attractive option to the single occupant vehicle. This will allow more people to live and work within walking distance of transit.

GOALS AND POLICIES

Goal 1: Balanced Multi-modal System

Develop and maintain a balanced, multi-modal transportation system to ensure safe and efficient movement of people and goods in Surprise.

Policies

1. Provide and expand transportation demand management strategies to help reduce traffic congestion and encourage alternative modes of travel.
2. Consider the needs of the entire community and the special needs of the elderly and people with impaired mobility in the planning, design, construction and maintenance of the City's transportation system.
3. Include transit planning as an integral component of long range plans and the development review process.

Goal 2: Access and Alternatives

Provide attractive and convenient public transit services to, from, and within Surprise.

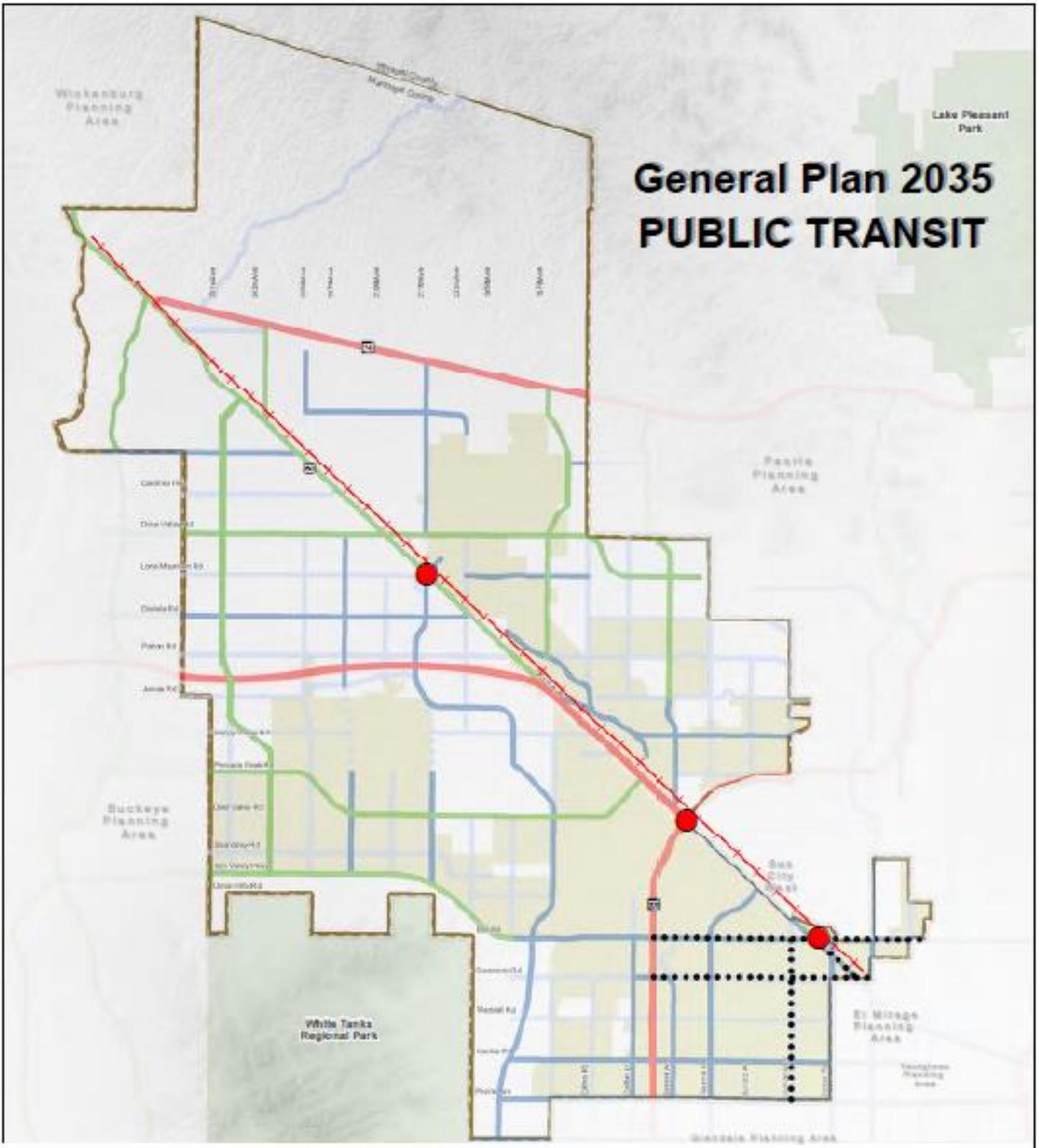
Policies

1. Pursue a Citywide local transit system that connects homes, businesses, schools, and employment centers.
2. Integrate the regional transit system with the Surprise local transit system.
3. Work with all appropriate agencies and interests to support the implementation of commuter rail service in the Burlington Northern/Santa Fe (BNSF) Railway corridor adjacent to US 60/Grand Avenue.
4. Support the provision of high frequency transit service and capital investments to benefit high density/intensity areas.
5. Implement transit priority measures to ensure increased transit ridership.
6. Encourage transit services that address the

needs of persons with disabilities, the elderly, young people, people with special needs, and people who depend on public transit for their mobility.

7. Develop transit fare recovery policies consistent with regional standards.
8. Collaborate with regional agencies to ensure increased transit service frequency, connectivity and availability in Surprise.

General Plan 2035 PUBLIC TRANSIT



Features		Boundaries	
Rail Stop	Freeway	US Highway	Surprise Corporate Limits
Bus Service	Parkway	State Freeway	Planning Area Boundary
Commuter Rail	Major Arterial	State Highway	County Boundary
	Minor Arterial		
	Transportation Corridor Preservation		

SURPRISE
ARIZONA

11

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Last Updated: 10/2020

Alternate Modes Element

INTRODUCTION

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

DISCUSSION

Pedestrians

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

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

The Alternative Modes Plan includes multi-

purpose paths, and a variety of trail corridors for pedestrian activity. Trails include local routes and also corridors included in the Maricopa County Regional Trails Plan. The Non-Motorized Transportation map is on page 164.

Pedestrian Improvement Priorities

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

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

Minimizing conflict between transportation modes

Pedestrians face obstacles and conflicts with

Alternate Modes Element



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

Facility Improvements

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

Design for pedestrian facilities for persons with special needs

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

Maintenance of pedestrian facilities

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

mobility.

Bikeway System

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

According to the 2000 census, less than one percent of Surprise residents commute to work by bicycle. The bikeway network has not been developed as a viable commute alternative in Surprise. Bicycle lanes and support facilities such as bicycle parking are lacking in most areas. Construction of a comprehensive citywide bikeway network and support facilities, such as bicycle parking at employment locations and other destinations, could greatly increase the mode share of bicycling. Reducing local vehicle trips into retail centers by shifting those trips to bicycling or walking would help alleviate circulation and parking concerns. Development of a bicycle path along the canal systems is also an

opportunity to provide alternative cross-town linkages. The Alternative Modes Plan is intended to support both commuter and recreational bicyclists with local and regional links.

There are three types of bike path designations:

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

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

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

Bicycle Routes and Support Facilities

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

Issues of concern related to bicycle routes include barriers (i.e. freeways), hazards (i.e. rail crossings), lack of bicycle accommodations on existing major roadways, lack of alternatives on heavily used major roadways due to inadequate street connectivity, and lack of traffic control devices that accommodate bicyclists. Maintenance of bicycle routes is also a concern due to debris accumulation and surface deterioration.

Support or “end-of-trip” facilities are what cyclists use when they reach their destinations, and can include short and long-term bicycle parking, showers, lockers, and adequate

lighting. Inadequate facilities can be one of the largest deterrents to cycling for many riders. The City should encourage businesses to partner with each other in order to provide support facilities for bicyclists in their work force.

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

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

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

Shower and locker facilities: Lockers provide a secure place for bicyclists to store their helmets or other riding gear. Showers are important for bicycle commuters with a rigorous commute and/or formal office attire.

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

Alternate Modes Element



Public Education

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

Neighborhood Electric Vehicles (NEV)

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

NEVs are usually a little faster and safer than a standard golf cart and they will normally carry four passengers. NEVs have been growing in popularity among all age groups especially among the numerous adult communities that have been developed in the Surprise planning area during the past twenty years. These communities provide amenities that encourage the use of NEVs and golf carts as a means of transportation.

During the development of the Surprise General Plan 2035 several issues concerning cur-

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

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

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

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

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

GOALS AND POLICIES

Goal 1: Bicycles and Pedestrians

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

Policies

1. Facilitate the integration of bicycle facilities on collector, arterial and parkway streets to meet or exceed the national average.
2. Develop a safe and convenient network of sidewalks, crossings and paths for walking and bicycling that provides connections between schools, recreation facilities, residential areas, transit stops and business centers.
3. Develop, monitor and update a Citywide Bi-

cycle Development Plan.

4. Promote bicycle programs that encourage education, safety and enforcement.
5. Identify opportunities to improve safety for bicycling and walking such as grade separations, mid-block crossings, and multimodal intersections.
6. Encourage businesses and employers to provide bicycle support facilities such as locking bicycle parking areas, lockers, and showers at commercial and industrial facilities.
7. Ensure businesses are providing adequate bicycle parking for their patrons.

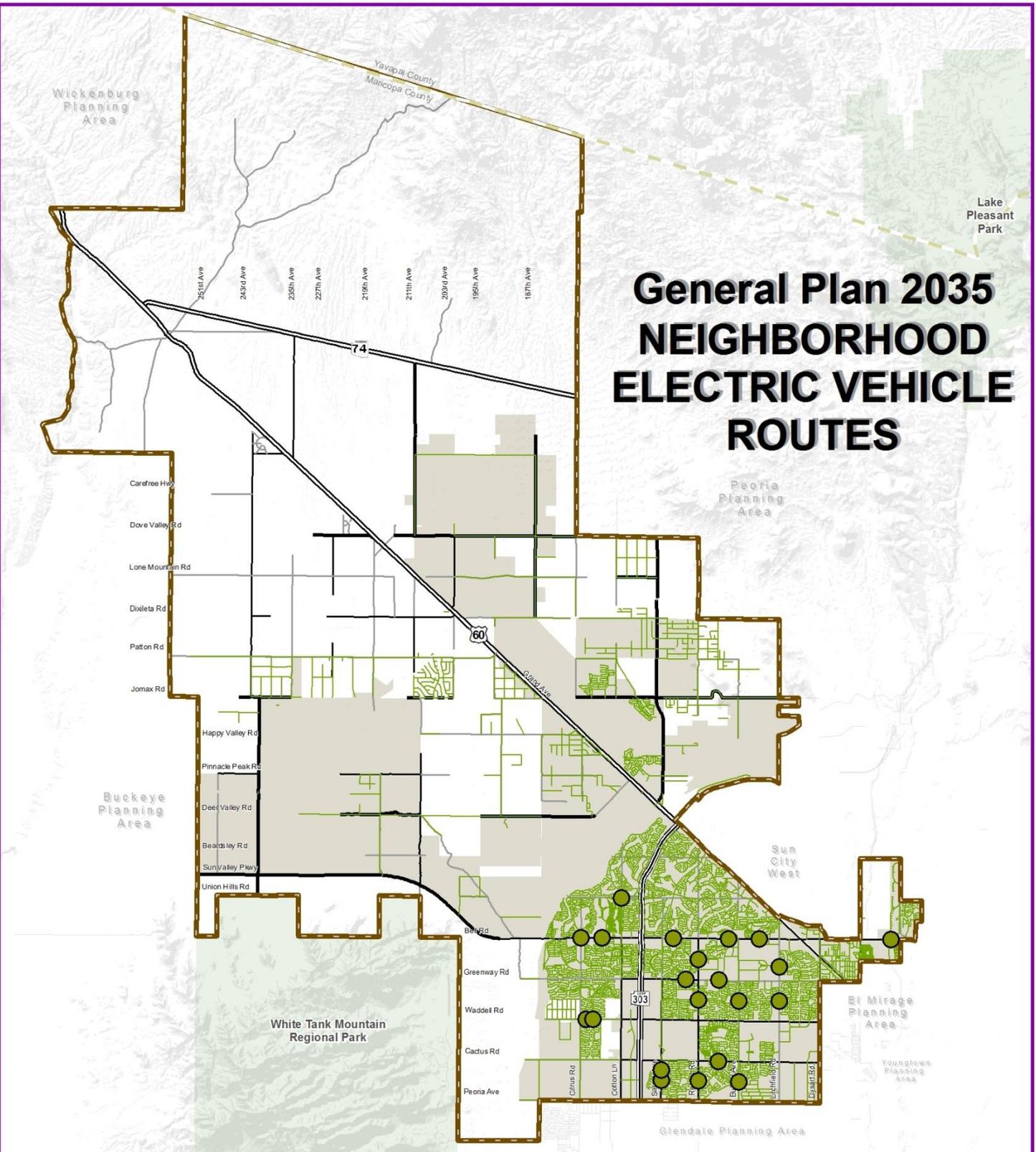
Goal 2: Neighborhood Electric Vehicles

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

Policies

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

General Plan 2035 NEIGHBORHOOD ELECTRIC VEHICLE ROUTES



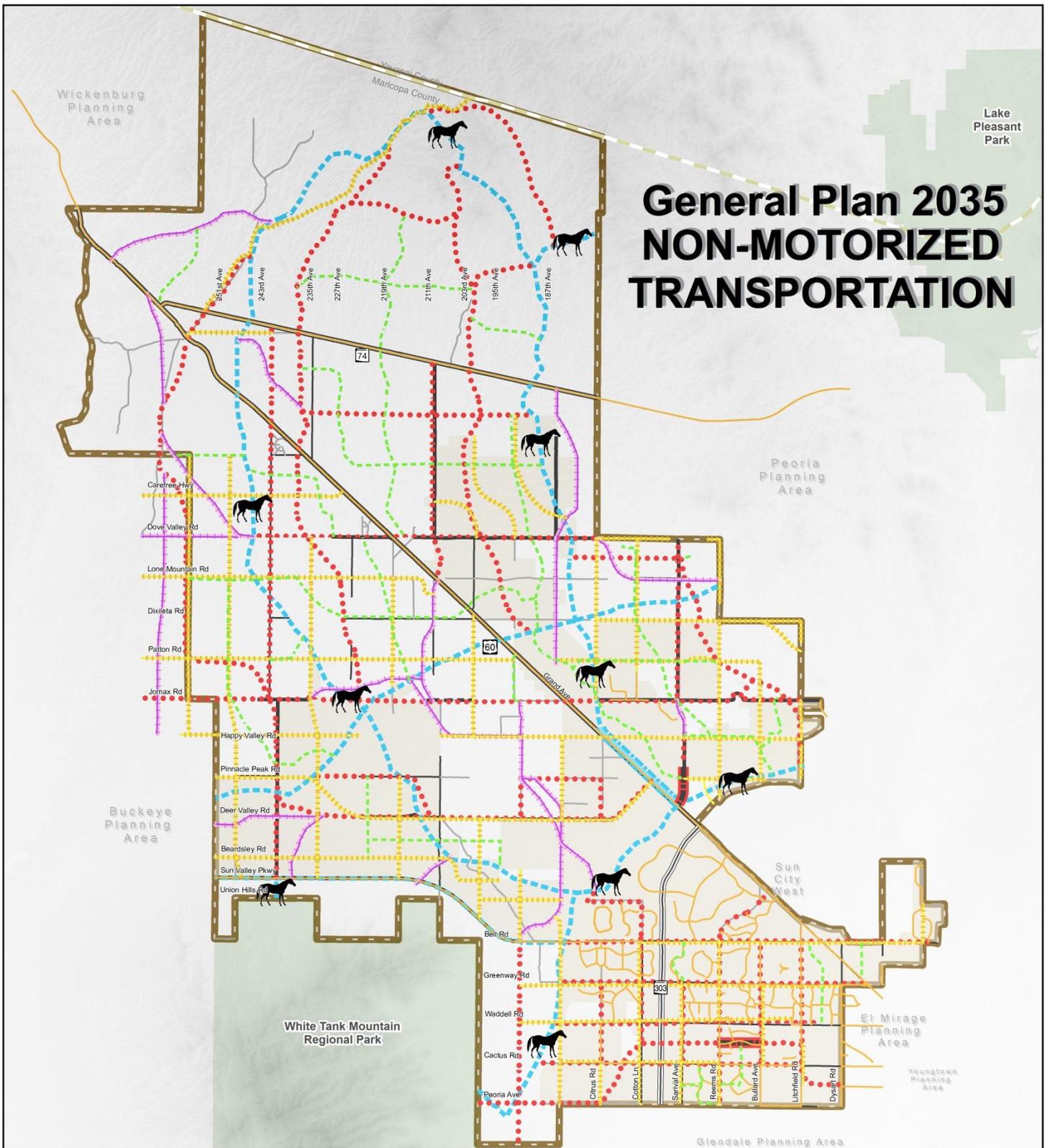
Features		Boundaries	
Neighborhood Electric Vehicle Arterial Crossing Point (Non-Designated)	Freeway	US Highway	County
Neighborhood Electric Vehicle Accessible (<40 MPH)	Expressway	State Freeway	Planning Area Boundary
	Parkways	State Highway	Surprise Corporate Limits
	Major Arterials		
	Minor Arterials		

N

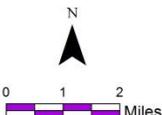
0 1 2 Miles

Last Updated: 10/30/2015

General Plan 2035 NON-MOTORIZED TRANSPORTATION



Features		Boundaries	
Bike Lane, Existing	Major Trail, Future	Freeway	City Limits
Bike Lane, Future	Multi-Use Paths	Expressway	Planning Area
Local Trail, Existing	Horse Trail	Parkways	County
Local Trail, Future	Trail Heads	Major Arterials	
Regional Trail, Existing		Minor Arterials	
Regional Trail, Future			
Major Trail, Existing			
	US Highway		
	State Freeway		
	State Highway		



Last Updated: 11/17/2015

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CHAPTER 4: RESOURCES







Deterioration of the environment as a consequence of population growth, urbanization, industrialization, improper disposal of solid waste, resource exploitation, and technological developments has been a growing concern worldwide. An additional influence has been a realization of the finite nature and rising costs of energy, water, and other natural resources. On a national and state level it has given rise to policies and controls dealing with air, water, noise pollution, and other forms of degradation of the natural environment as well as the regulation of energy production and waste.

At a local level, urban growth has consumed significant land areas in the past and is expected to continue in the foreseeable future as population continues to increase in the Surprise Planning Area.

The goal of the Resources chapter is to minimize the impact of urbanization on the natural environment and to maintain, protect, and enhance the natural resources in our community. The challenge in Surprise is to achieve a more sensitive balance, repairing damage already done, restoring some natural amenities to the City, and bringing about productive harmony between people and the environment.

This chapter addresses the conservation and management of energy and water in the residential, commercial and transportation sectors. An important piece of the planning process is to give natural environmental amenities appropriate consideration in urban development along with economic and social considerations.

Chapter 4: Resources

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EXECUTIVE SUMMARY

This chapter includes four state mandated elements: Environmental Planning, Conservation, Energy, and Water Resources. This chapter focuses on preserving and protecting the environment and natural resources that contribute to the community's quality of life.

The Environmental Planning element is based upon the premise that the existing natural environment possesses its own inherent values and qualities that should be preserved.

The Conservation element is based upon the premise that the existing natural environment possesses its own inherent values and qualities that should be preserved. The role of the conservation element is to help identify limitations and opportunities, and define various policies and implementation measures by which these natural resources can be conserved within the Surprise Planning Area.

The water supply and quality within the City is one of the key elements for maintaining sustainable growth and allowing the City to achieve its development goals. The Water Resources element presents a plan for providing Surprise's residents and businesses with a safe, reliable, and high quality source of water through 2035 and beyond.

The Energy element discusses the importance in reducing energy usage in housing, commercial structures, public facilities, and transportation. A reduction in usage will help maintain local economic vitality and reduce the need for new infrastructure investments to deliver energy to the City.

Environmental Planning Element

INTRODUCTION

Examining the City's natural environment is a classic early step in preparing or revising a general plan. Information about environmental hazards such as floods, subsidence, resources including mineral deposits, and natural phenomena such as critical habitats can help determine the suitability of the lands for development. Population growth and subsequent development continually require the use of finite non-renewable resources as well as those that are renewable. One role of this section is to reconcile conflicting demands on these resources.

The comprehensive, integrated, and long-term nature of the Surprise General Plan 2035 makes it an ideal vehicle for implementing local sustainable goals. As Surprise grows and develops, continued protection of the environment is necessary to maintain the quality of life and the natural functionality of the environment that is currently enjoyed in Surprise. The environmental planning element is based upon the premise that the existing natural environment possesses its own inherent values and qualities that should be preserved. In the context of local planning, conservation is a positive action to assure that as build-out of the community continues to occur as envisioned by the Surprise General Plan 2035, related physiographic, hydrological, biological, and cultural resources are not lost or permanently altered to the detriment of the natural environment that we all share and enjoy. Correspondingly the role of the environmental planning element is to help identify these limitations and opportunities and define various policies and implementation measures by which these natural resources can be conserved within the Surprise Planning Area. Surprise's environmental heritage includes non-renewable resources such as extensive undisturbed natural areas, scattered historic/archaeological sites, and natural landmarks. As irreplaceable resources they warrant preservation from destruction or harmful alteration.

DISCUSSION

Air Quality

In addition to being a regional issue of significance, air quality is vital to the overall health of the environment and the attractiveness of any locality. In recent years on-road and non-road emissions have been decreasing in the region. These reductions are primarily due to the replacement of older, high-polluting vehicles and equipment with new models that meet more stringent federal emission standards.

Two air pollutants of continuing concern are particulate matter less than ten microns in diameter (PM10) and ozone (O3). There have been no violations of the standard for Carbon Monoxide (CO) since 1996. The Phoenix Met-

ropolitan area is now considered a maintenance area for this pollutant.

Regulatory Setting

Criteria Air Pollutants: Federal, state, and local laws are the basis for controlling air pollution. The federal Clean Air Act requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality standards for six common air pollutants also known as criteria air pollutants including ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), suspended particulate matter (PM), and lead (Pb). The State of Arizona also utilizes these National Standards.

Toxic Air Contaminants: Unlike criteria air pollutants, ambient air quality standards have not been established for toxic air contaminants

Environmental Planning Element



(TACs). These pollutants are typically carcinogens, mutagens, or reproductive toxins and tend to be less commonly emitted than criteria air pollutants. Regulation of toxic air contaminants is achieved through federal and state controls on individual sources. The preferred technique for reducing toxic air emissions is source reduction and identification of sensitive receptors.

Noise

Noise can be defined as a sound or series of sounds that are intrusive, irritating, objectionable, and/or disruptive to daily life. Noise varies widely in its scope, source, and volume, ranging from individual occurrences such as a barking dog or intermittent disturbances of overhead aircraft, to the fairly constant noise generated by traffic on highways. It is important to measure the level of noise in the community as many uses are noise sensitive, such as residences, schools, churches, and hospitals. The known effects of noise on humans include hearing loss, communication interference, sleep interference, physiological responses, and annoyance. The purpose of this section is to set forth policies that regulate the ambient noise environment and protect residents from exposure to excessive noise.

Noise Sources and Projections

Future development within the Surprise Planning Area will result in new roads and increased traffic volumes, thus increasing the noise level in some areas. Increased traffic volumes on the highway will result in an increased noise exposure for all adjacent development. Additionally, continued growth of the City, residential as well as commercial and industrial uses, will further increase traffic and noise levels on arterial roadways.

The major sources of noise in Surprise throughout the Surprise General Plan 2035 timeframe include:

SR 303 & US-60

The predominant noise source in Surprise is motor vehicle traffic on SR 303 and US 60. Increased traffic on both these corridors can be expected to increase the noise exposure for sensitive receptors along these thoroughfares.

Arterial Streets

Major arterial streets with substantial noise levels include Bell Road, Sun Valley Parkway, 163rd Avenue, and Jomax Rd. In general, auto traffic volumes will increase by 2035, along with greater noise levels.

Railroad Noise

Surprise is traversed by two railroad alignments owned by the Burlington Northern and Santa Fe (BNSF). The two lines carry freight traffic through Surprise. The infrequency of the train activity results in loud, but sporadic noise events, and therefore, does not have a significant effect on overall noise levels in Surprise.

Luke Air Force Base

Luke Air Force Base (AFB) noise contours impact the southern portion of the Surprise Planning Area as well as around Auxiliary Field #1. Luke-based aircraft account for 97 per cent of flight operations at Luke's AFB airfield. Transient and deployed aircraft conduct the remaining three per cent of operations. The F-16 and F-35 are the principal aircraft operating at Luke AFB. A.R.S Sec. 28-8461 defines a "territory in the vicinity of military airports," within which the law requires disclosure to property owners that they are within the territory of a military airport, and the noise attenuation required for structures within the 65-decibel noise contour applies to entire area.

Source: "Air Installation Compatible Use Zone Study, Volume I", Luke AFB, AZ, November 2003.

Environment	Critical health Effect	Sound level dB(A)*	Time hours
Outdoor living areas	Annoyance	50 - 55	16
Indoor dwellings	Speech intelligibility	35	16
Bedrooms	Sleep disturbance	30	8
School classrooms	Disturbance of communication	35	During class
Industrial, commercial and traffic areas	Hearing impairment	70	24
Music through ear-phones	Hearing impairment	85	1
Ceremonies and entertainment	Hearing impairment	100	4

Table 4.1A - Source: "Guidelines for Community News", World Health Organization, March 1999.

Regulatory Setting

The federal government has no enforceable standards or regulations governing environmental noise levels. The Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978, provides a framework for the development of noise control programs through the Quiet Communities program. The state does not promulgate statewide standards for noise but ARS. 9-240 (B)(15)(b) prohibits the ringing of bells and blowing of horns related to frightening people and horses.

Solid Waste

Surprise's growth will increase the quantities of both non-hazardous and hazardous solid wastes generated in the area. An effective and comprehensive long-range waste management plan for the region will ensure that storage, collection, disposal, and recycling of wastes occur in an environmentally and economically acceptable manner. Residential solid waste pickup and disposal are the responsibilities of the City. Currently, commercial and industrial waste is handled by private haulers. Hazardous waste is

handled by a private contractor who is certified to handle hazardous material. At this time Waste Management owns and operates the Northwest Regional landfill and contracts the operation of waste transfer stations that provide service to Surprise residents. On an average Surprise generates about 365,000 tons of garbage every year. With a capacity of 92,000,000 tons, the Northwest Regional landfill has sufficient volume to serve Surprise until approximately 2090.

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

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

Environmental Planning Element



Recycling

Surprise annually contributes 7,000 tons of recyclable waste which is only about two percent of the total solid waste generated. Currently, Surprise offers the curbside recycling program as well as several drop-off sites around the City.

GOALS AND POLICIES

Goal 1: Natural Environment

Preserve and protect the natural environment to enhance the quality of life in Surprise.

Policies

1. Retain Surprise's aesthetic values and heritage of the Sonoran Desert.
2. Preserve significant features of Surprise's natural environment including, but not limited to, boulders, major washes, and high priority natural area open space.
3. Identify and protect historical and archeological resources.
4. Integrate environmental quality protection into all phases of local planning, policy, and development.

Goal 2: Air Quality

Promote local and regional efforts to improve air quality.

Policies

1. Reduce vehicle emissions through traffic management, mobility system improvements, and promotion of alternative modes of transportation.
2. Reduce emissions from City fleet vehicles.
3. Actively participate in discussions and decisions regarding coordination and funding of regional air quality improvements.
4. Comply with regional air quality standards.
5. Minimize non-indigenous vegetation that produces pollen.

6. Reduce dust and particulate air pollution created by manmade sources such as construction, maintenance, and vehicles.

Goal 3: Heat Islands

Identify and reduce heat islands.

Policies

1. Identify areas where livability and pedestrian use are impacted by the heat island effect and create strategies to mitigate such effects.
2. Incorporate development strategies that reduce the heat island effect including, but not limited to, vegetation, cool roofs, shade, paving materials, reduction of pavement, and other best practices.

Goal 4: Food Sources

Strive to provide access to healthy, local food resources.

Policies

1. Incorporate food sources including, but not limited to, gardens and neighborhood markets, into neighborhoods.
2. Identify opportunities and locations throughout the community for community gardens, farmers markets, and other local food sources.

Goal 5: Environmental Stewardship

Research, promote, and incorporate innovative policies and practices that support the City's leadership in environmental stewardship.

Policies

1. Provide the community with environmental education and involvement in stewardship opportunities.
2. Develop programs to attract environmentally sustainable industry to Surprise.

1. Support the purchase of products and services from locally owned businesses and the manufacture of local sustainable products.

Goal 6: Sustainable Development

Promote sustainable development.

Policies

1. Encourage green building principles like LEED (Leadership in Energy and Environmental Design) or Energy Star to create a healthy and sustainable building stock.
2. Create durable construction for the desert environment to provide options for adaptive reuse.
3. Promote creative passive solar site and building design strategies that recognize and respond to the Sonoran Desert climate.
4. Preserve, salvage, and/or restore native plants, wildlife habitat, and natural resources to maintain the biodiversity and long-term sustainability of the area's desert ecology.
5. Retain native and mature trees.
6. Protect and enhance the natural elements of all development sites.
7. Consider sustainable stormwater management measures in all development, including but not limited to vegetated roofs, pervious pavements, rainwater harvesting, and low impact development.
8. Discourage the use of invasive plants and support the removal of existing invasive species.



Conservation Element

INTRODUCTION

The conservation element is based upon the premise that the existing natural environment possesses its own inherent values and qualities that should be preserved. In the context of local planning, conservation is a positive action to assure that as build-out of the community continues to occur as envisioned by the Surprise General Plan 2035, related physiographic, hydrological, biological, and cultural resources are not lost or permanently altered to the detriment of the natural environment that we all share and enjoy. Correspondingly the role of the conservation element is to help identify these limitations and opportunities and define various policies and implementation measures by which these natural resources can be conserved within the Surprise Planning Area. Surprise's environmental heritage includes non-renewable resources such as extensive undisturbed natural areas, scattered historic/archaeological sites, and natural landmarks. As irreplaceable resources they warrant preservation from destruction or harmful alteration.

DISCUSSION

Natural and Biological Resources

Surprise is a part of the Sonoran Desert, one of the four deserts within the North American region. The Sonoran Desert is lush in comparison to most other deserts. Two visually dominant life forms of plants distinguish the Sonoran Desert from other North American deserts: legume trees and columnar cacti. Much of the Sonoran Desert area has a bi-seasonal rainfall pattern and mild winters. In general the region is characterized by high average temperatures, low humidity, and other extreme temporal and spatial variability in precipitation amounts. The significance of ecologically rich and diverse plant and wildlife communities, the area's precious water and air resources, and productive open air resources contribute greatly to the City's quality of life.

Scenic Resources

Surprise's location near the White Tank Mountains and the Hieroglyphic Mountains provides residents and visitors with an abundance of scenic vistas, and broad expanses of desert land contrasted with distant peaks. Residents of

Surprise are well acquainted with these qualities and the existence of such magnificent scenery is an important factor in sustaining a great quality of life. Continued human activity leaves its mark on the landscape, with both positive and negative results to the viewshed. Careful, well designed and sensitive development of slope areas, through techniques such as cluster development near open features and trails, may mitigate negative impacts on the viewshed.

Wash Environs

The environmental characteristic of Surprise is due in large measure to the major washes like the Trilby Wash that traverse through this area. These wash environs are characterized by limited amounts of water and by the presence of arborescent, often spiny shrubs. Flash floods keep the central channel clear of vegetation but along the wash's edge grow thickets of vegetation that are generally taller and denser than those of the surrounding desert habitats. The dense shrubbery also provides food and cover for other wildlife forms. Wash environs are the Sonoran Desert's most precious asset, vital to the movement and survival of all wildlife spe-

cies, linking habitat corridors and a major part of the Agua Fria and Salt River watershed. Neotropical birds use these on the north south journeys, deer, bobcats, and javelina find water to drink and dozens of endangered fish species inhabit permanent pools. Natural landmarks such as these are valued for scenic, visual and aesthetic values, providing a record of the natural heritage of Surprise.

Flora & Fauna

Arid western landscapes provide a habitat for a variety of plant and animal species that are specially adapted for survival in areas with saline conditions and ephemeral water sources. The abundant cacti and other succulents defy the harsh climate with exuberant biodiversity. A brief description of the Surprise Planning Area's common vegetation communities are provided below, followed by an identification of sensitive species and habitats that warrant additional protection and management strategies to preserve their features.

Vegetation types within the planning area may be generally classified into three categories:

- Urban – Includes ornamental landscaping, non native grass and weed associations in vacant lots, and scattered agricultural crop and orchard plantings.
- Rural Agricultural – Includes row crops, orchards and ruderal vegetation. Agricultural products grown in the planning area include cotton, corn, and squash.
- Desert Shrub - Columnar cacti and legume trees and succulents make up most of the vegetation within the Surprise Planning Area.

Sensitive or special status species are those animal species that are designated by federal or state regulatory agencies as needing protection due to rarity or threats to their existence. Sensitive habitats are those areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in the ecosystem (Table 4.2A).

It is a miracle that life can survive and thrive in the extreme conditions of the desert. Common animals found in the general environment include many species of invertebrates, birds and vertebrate species including fish, reptiles and amphibians, mammals, and birds like roadrunners and quail. Types of animals that are generally found in this region based on their adaptive characteristic are:

- Escaping animals – Animals that enter lands only when moisture is available.
- Evading animals – Burrowing animals with night activity that do not need to provide water for temperature regulation.
- Resisting animals – Animals that endure dehydration and still remain active through physiological processes by which they are able to conserve water.
- Enduring – Animals that estivate during hot dry periods such as ground squirrels and gophers.

Federal and US Status Terms

Endangered Species Act (ESA) (1973 as amended) US Department of Interior, Fish and Wildlife Service (<http://www.fws.gov/southwest/es/arizona>). The following are classifications of the Endangered Species Act:

Listed

- (LE)** Listed Endangered: imminent jeopardy of extinction.
- (LT)** Listed Threatened: imminent jeopardy of becoming Endangered.
- (PS)** Partial Status: listed Endangered or Threatened, but not in entire range.
- (XN)** Experimental Nonessential population.
- (PDL)** Proposed for delisting.

Proposed for Listing

- (PE)** Proposed Endangered.
- (PT)** Proposed Threatened.

Candidate

- (C)** Candidate. Species for which USFWS has sufficient information on biological vulnerability and threats to support pro-

Conservation Element



posals to list as Endangered or Threatened under ESA. However, proposed rules have not yet been issued because such actions are precluded at present by other listing activity.

(SC) Species of Concern: The terms "Species of Concern" or "Species at Risk" should be considered as terms-of-art that describe the entire realm of taxa whose conservation status may be of concern to the US Fish and Wildlife Service, but neither term has official status (currently all former C2 species).

(DPS) Distinct Population Segment: a portion of a species' or subspecies' population

or range. The DPS is generally described geographically.

Critical Habitat (check with state or regional USFWS office for location details)

(Y) Yes: Critical Habitat has been designated.

(P) Proposed: Critical Habitat has been proposed.

(USFS)US Forest Service (1999 Animals, 1999 Plants: corrected 2000) US Department of Agriculture, Forest Service, Region 3 (<http://www.fs.fed.us/r3/>)

(S) Sensitive: those taxa occurring on National Forests in Arizona which are considered sensitive by the Regional Forester.

Name	Common Name	Status				Quad	Town Range
		ESA	USFS	BLM	STATE		
<i>Athene cunicularia hypugaea</i>	Western Burrowing Owl	SC		S		McMicken Dam	030N020W
<i>Bat Colony</i>						White Tank Mountains NE	030N030W
<i>Cicindela oregona Maricopa</i>	Maricopa Tiger Beetle	SC	S	S		Wickenburg	060N040W
<i>Eumeces gilberti arizonensis</i>	Arizona Skink	SC	S		WSC	Wickenburg	070N040W
<i>Gopherus agassizii</i> (Sonoran Population)	Sonoran Desert Tortoise	SC			WSC	Wickenburg SW	060N040W
<i>Gopherus agassizii</i> (Sonoran Population)	Sonoran Desert Tortoise	SC			WSC	Red Pica-cho	070N030W
<i>Gopherus agassizii</i> (Sonoran Population)	Sonoran Desert Tortoise	SC			WSC	Garfias Mountain	070N020W
<i>Macrotus californicus</i>	California Leaf-Nosed Bat	SC			WSC	White Tank Mountains NE	030N030W
<i>Myotis velifer</i>	Cave Myotis	SC		S		Wickenburg SW	060N040W

Table 4.2A. There were no listed or endangered plants or critical habitats documented within the Surprise General Planning Area. Source: AZ Department of Game and Fish, Heritage Data Management System, January 10, 2008.

Bureau of Land Management (BLM) (2005 Animals & Plants) US Department of Interior, Bureau of Land Management, Arizona State Office (<http://azwww.az.blm.gov>)

- (S)** Sensitive: those taxa occurring on BLM Field Office Lands in Arizona which are considered sensitive by the Arizona State Office.
- (P)** Population: only those populations of Banded Gila monster (*Heloderma suspectum cinctum*) that occur north and west of the Colorado River, are considered sensitive by the Arizona State Office.

The City recognizes the need to contribute to the protection of native plants and animals, and their habitats before their populations are so low that they must be listed as threatened or endangered under the State and Federal Endangered species acts and will provide protection to special status species.

In addition, the Arizona Game and Fish Department (AZGFD) has identified the following focal species to model wildlife linkages in the Surprise Planning Area: tiger rattlesnake, lyre snake, kit fox, blacktailed jackrabbit, javelina, mule deer, mountain lion, desert tortoise, and gila monster. These species are sensitive to habitat loss and fragmentation including those that are unable to cross barriers (mountain lion, mule deer and desert tortoise) and special status species (desert tortoise) while others like javelina are common but still need gene flow among populations. Wildlife movement corridors for these species and others are under threat from recent land use conversions for development and associated infrastructure. Fragmentation of wildlife corridors effectively isolates the local wildlife population thereby increasing the probability of localized extirpation of the species. The wildlife corridors recommended for the City of Surprise Planning area are identified in the Wildlife Linkages Map on page 179.

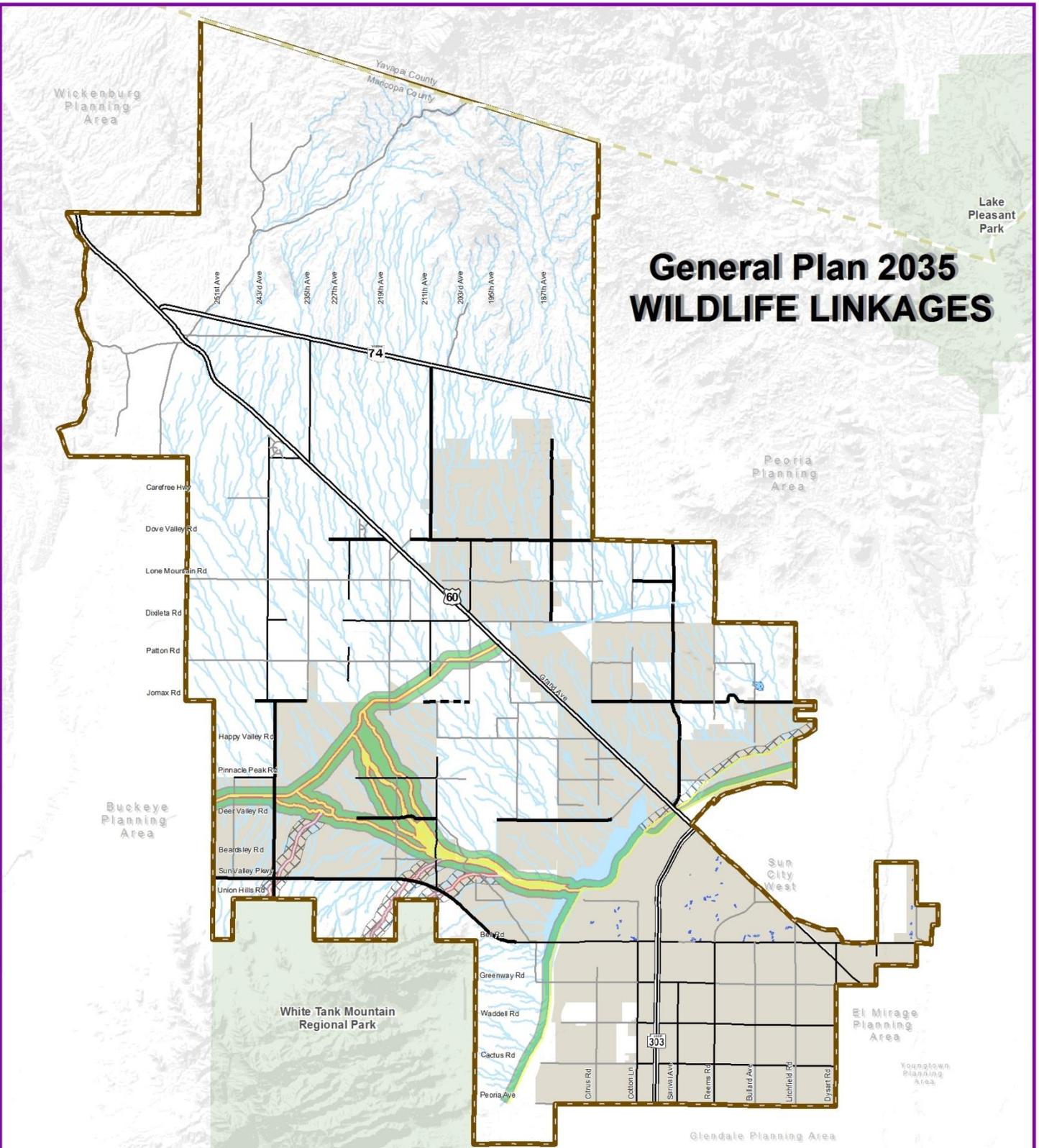
Geological Resources

The City of Surprise is located within the Salt River Valley, exhibiting very little topographical change in the range of 0-2 percent slope. A two percent slope indicates that for every 100 feet horizontal distance, the land rises or drops two feet. The existing slope drains to the southeast. A slope of two percent allows virtually unrestricted development for agricultural, rural, or urban land uses.

Geologically Surprise lies within the Basin and Range province (Figure 4.2A on page 181). Tectonic stretching of the North American continental crust during the last 25 million years has yielded a broad rift called the Basin and Range province, so named because topographically, it consists of long linear mountain ranges separated from one another by flat plains (basins) of alluvium. The range in the general area of Surprise contains Proterozoic metamorphic and igneous rocks, and the aquifers here are formed of volcanic and carbonate rocks and unconsolidated to consolidated basin-fill deposits. The basin fill deposits form the most productive aquifers and are generally in individual alluvial basins that are drained internally and separated by low mountains. The geology of the area plays a large role in the soils, drainage patterns, and other physiographic features of the region.

Surprise itself is located on top of an alluvial valley and connected to the Salt River Valley to the east. The alluvium is composed of three quaternary sedimentary deposits that are nearly 1,200 feet deep and contain significant deposits of gypsum and calcite. The upper alluvial unit is composed of relatively coarse grained unconsolidated materials and extends to a depth of 800 feet. The middle fine grain unit is composed of finer grained material that extends to a depth of 1,050 feet. The lower conglomerate unit contains mostly consolidated, relatively coarse grained deposits. The characteristics of these strata create a very solid building foundation as well as holding and purifying the underground water aquifer.

General Plan 2035 WILDLIFE LINKAGES



Features			Boundaries		
Wildlife Corridor, Wash or Floodway	Lakes	Freeway	US Highway	County	 Last Updated: 10/30/2015
100 Foot Buffer	Washes	Expressway	State Freeway	Planning Area Boundary	
900 Foot Wildlife Friendly Regulations	Parks	Parkways	State Highway	Surprise Corporate Limits	
Wildlife Friendly Regulations *		Major Arterials			
		Minor Arterials			

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

Due in part to the characteristics of the sedimentary strata underlying Surprise, the region is geologically inactive with respect to faults. A seismic risk map places Maricopa County in Zone 2, which can receive moderate earthquake damage, although no record currently exists. The closest linear earth fissures, which act as drains for overland water flow have been identified in Section 25, Township 3 North, Range 3 West, which is located to the south of the Surprise Planning Area.

One of the major geologic features in the general area is the White Tank Mountains. The White Tank Mountains form one of the several metamorphic core complexes in central Arizona. Two major types of rocks are found in the mountain range; 1.7-1.6 billion years old Proterozoic metamorphic rocks and a Tertiary or Cretaceous age granitic intrusion.

Soils

Soil morphology in the general region has been greatly affected by the geology of the area. The ranges drain into the adjacent basins and the sediments transported are usually much finer sands, silts and clays. Soils found in the Surprise area vary slightly in texture; most are loamy or loamy-sandy and gravelly, while others contain layers of sticky clay, or even rock-hard, white limy layers. Most of the soils found in the area are generally suitable for building and agriculture with the main risk associated being erosion. The composition of the soils also makes it low risk for shrink-swell potential. The majority of soils found in the Surprise Planning Area were formed from old alluvium eroded from the White Tank Mountain Range. Although the soil types found in the Surprise Planning Area are generally very similar, each exhibits differing characteristics when utilized for development. The Surprise Planning Area exhibits 23 different types of soils which are categorized as loams, sands, or clays and are listed in the Table 4.2B on page 123.

Subsidence & Fissures

The sediment filled basins in the area hold large quantities of groundwater in storage, and large amounts of withdrawal of groundwater has led to subsidence in many parts of central and western Arizona. Land subsidence is the vertical displacement of the ground surface, where the subsurface consists of compressible silt and clay. The damaging effect of subsidence can include gradient changes in transportation, utility, and flood control facilities. Settlement on the other hand is the gradual downward movement of an engineered structure due to the compaction of the unconsolidated material below the foundation. Because of the gradual, long term nature of subsidence and settlement these phenomena do not pose a life safety hazard but do result in property losses. The effects of subsidence can create decreased groundwater storage capacity, change slope patterns (affecting irrigation, flood control, and drainage patterns), and cause damage to both surface and underground structures.

The impact of land subsidence varies throughout the Surprise Planning Area, but the majority of land has dropped from one to three feet in the last 30 years. The most significant drop that has occurred in the Surprise Planning area is six feet. The land located adjacent to the Beardsley canal has been documented to have subsided less than one foot near the intersection of US-60, but increases to nearly three feet as the canal parallels the White Tank Mountains. Two reported but unconfirmed fissures have been documented by the Arizona Geological Survey, in the very southern portion of the Surprise Planning Area. One occurred near Peoria and Sarival Avenue and the other near Reems and Cactus Road.

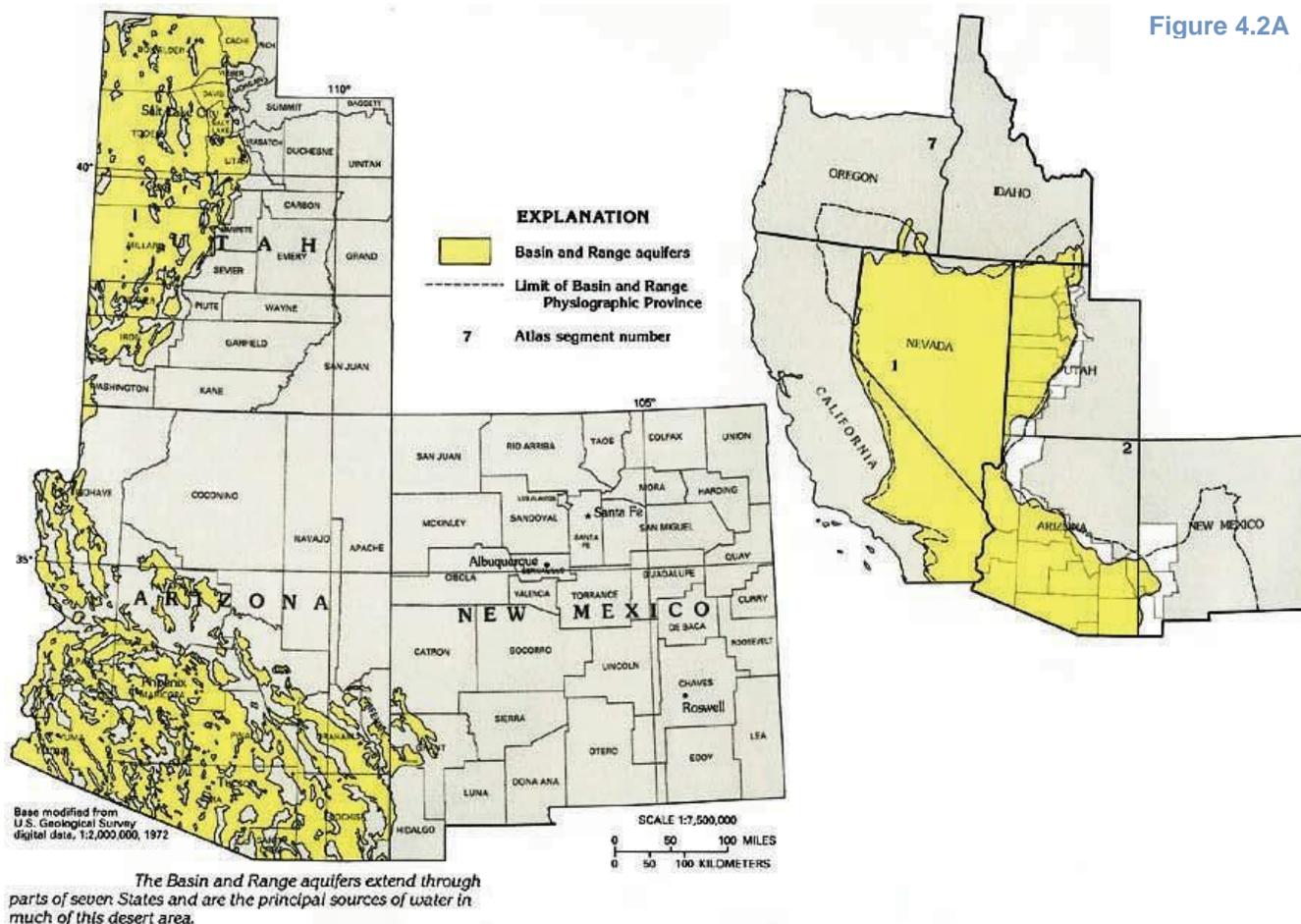


Figure 4.2A

GOALS AND POLICIES

Goal 1: Biological Resources

Biological and natural resources within the Surprise Planning Area should be enhanced and protected.

Policies

1. Protect and enhance the wash corridors and environs through a comprehensive management strategy.
2. Discourage mass grading of large parcels to prevent environmental damage.
3. Encourage the retention of washes with 100-year flows of 250 cfs and greater in their undisturbed condition.
4. Encourage new flood control projects to consider stormwater recharge design alternatives to channelization and to impermeable bank protection.

Drainage Patterns

Surprise lies largely within the West Salt River Valley sub-basin and in a small portion of the Hassayampa basin. The basins in Arizona are mostly made of unconsolidated basin-filled deposits and consolidated sedimentary. These deposits are sands, silts and gravel which are very permeable. The aquifers here can range in depth from 20 feet near the mountains to 150 feet in the center of the basins. Typically the aquifers in Central Arizona yield considerable groundwater. In the West Salt River Valley sub-basin, groundwater enters as underflow from the Lake Pleasant sub-basin, the northern part of the Hassayampa sub-basin and the Maricopa-Stanfield sub-basin in Pinal County.

Symbol	Series	Texture
Aa	Agualt	Loam Sand
Aba	Antho	Sandy Loam Gravelly Sandy Loam
Bs	Brios	Sandy Loam Sand and Gravelly sand
Cd	Carrizo	Gravelly Sandy Loam Very gravelly Coarse Sand
Es	Estrella	Loam Clay Loam
GgA	Gilman	Loam Very Fine Sandy Loam
Gt	Glenbar	Clay Loam Silty Clay Loam
GxA	Gunsight	Gravelly Loam Very gravelly Loam
LcA, Le	Laveen	Loam
Ma	Mariposo	Sandy Loam Gravelly Loam
Mo, Mp, Mr	Mohall	Sandy Loam Gravelly Sand
PeA	Perryville	Gravelly Loam
RbA	Rillito	Gravelly Loam Gravelly Sandy Loam
Te, Tfa, TrB	Tremant	Gravelly Clay Loam Gravelly Loam
Tu	Tucson	Loam Clay Loam
Ve, Vf	Vecont	Clay
Vh	Vint	Loamy Fine Sand

Table 4.2B

5. Preserve wildlife ecosystems and sensitive habitat areas.
6. Protect special status species and supporting habitats within Surprise, including species that are state or federally listed as endangered, threatened, or rare.

Goal 2: Scenic Amenities

Maintain natural scenic amenities.

Policies

1. Encourage nighttime lighting to be kept at a minimum to maintain dark skies.
2. Create and adopt a Dark Sky Ordinance to reduce the impact of light pollution.
3. Encourage the preservation of the scenic quality and vistas of all mountain ranges in the City.
4. Designate scenic routes and discourage development patterns that reduce scenic qualities.
5. Discourage industrial and commercial uses on slopes greater than 10 per cent and residential uses on slopes over 15 percent unless the natural form of the hillside setting is reflected and visual and environmental impacts are minimized through appropriate planning and architectural design techniques.
6. Establish design standards to ensure retention of ridgelines and prominent hillsides.

Goal 3: Geological Hazards

Minimize risks of property damage and personal injury posed by geological hazards.

Policies

1. Require geotechnical studies prior to development approval in geological hazard areas.
2. Ensure that new development on hillsides is constructed to reduce erosion and other hazards.
3. Promote vegetation of cut and fill slopes to control erosion.
4. Ensure that the appropriate Commission(s) or City Council are informed of any known geological hazard(s) that may impact projects, development or land use, so that an informed decision can be made regarding the property.



Water Resources Element

INTRODUCTION

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

DISCUSSION

Water Resources

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

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

The City of Surprise Water Resource Management Department is responsible for

management of the City's drinking water, wastewater, and reclaimed water systems, as well as the associated long range master planning documents and efforts.

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

Water Rights

The City currently has an allocation of 10,249 acre-feet per year of Central Arizona Project (CAP) water. This allocation is secured through agreements with the Central Arizona Water Conservation District (CAWCD) and the U.S. Bureau of Reclamation (USBOR). Additionally, the City has rights to groundwater through the City's Designation of Assured Water Supply and extinguished irrigation water rights. The City maintains various water permits for the use and storage of these rights and allocations from the Arizona Department of Water Resources

(ADWR). As a water service provider, the City also receives four percent of the annual water delivered to its customers as incidental recharge.

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

Water Supply

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

Acquisition of new water rights is fundamental to future development and growth. In the City's Water Resource Management Policies, the City will acquire additional water rights as they become available. Currently, and in the near future, all of the water pumped by the City's wells shall be recovered recharged water. This recharged water consists of Central Arizona Project and reclaimed effluent. All water that is recharged and not recovered in a calendar year is banked as future water needs for the City. Banked water is a necessary component in managing the City's water portfolio and ensuring water availability in the future. Recovered water is the predicted main source of water for the City. Direct delivery of renewable sources will continually be analyzed to supplement existing and future water supplies in order to achieve a diverse, resilient, and sustainable water supply.

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

Water System

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

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

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

Water Demand

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

Water Analysis and Documentation

Water is one of the most important issues facing the region, and it has received much attention in the last decade. New legislation, numerous studies, and new programs have generated a significant amount of new information. It is important to document the

Water Resources Element



details of these programs and studies to provide a basis for analysis and comparison. The public and various agencies need to be able to access reliable data and track the decision-making process for the greatest understanding and community consensus. It is also important to standardize methods and record keeping as much as possible to facilitate comparisons.

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

Water Quality

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

depth, groundwater surface, and activities that may affect the aquifer.

Variations due to human activity

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

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

Most of the unincorporated Maricopa County area was developed without sanitary sewer lines, and groundwater cumulatively has been affected by low density development relying on domestic wells and on-site disposal system. The continued absence of sanitary sewer lines in the unincorporated areas and the newly incorporated areas will result in shallow soil degradation due to higher wastewater volume flowing through on-site disposal systems.

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

Variations due to well depth

Groundwater for drinking water purposes requires deep wells and new state-of-the-art water treatment to meet regulatory requirements. The

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

In 1974, the United States Environmental Protection Agency (USEPA) established the Safe Drinking Water Act (SDWA) to protect public health by regulating the nation's public drinking water. The law has been amended over the years and requires stringent actions to protect drinking water and its sources. The SDWA has established enforceable standards for several contaminants. The NPDWRs are legally enforceable standards that apply to community and public water systems. These standards protect public health by limiting the level of the following contaminants: microorganisms, disinfectants, disinfection byproducts, inorganic chemicals, organic chemicals, and radionuclides.

Stormwater

The Clean Water Act (CWA) is the cornerstone of surface water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to reduce discharge of pollutants into waterways, to finance municipal wastewater treatment facilities, and to manage polluted runoff. Based on CWA, the Phase II National Pollutant Discharge Elimination System (NPDES) rules, adopted by the EPA and administered by the Arizona Department of Environmental Quality (ADEQ), require operators of small municipal separate storm sewer systems (MS4) to obtain a NPDES permit, or coverage under the state

MS4 permit, and implement programs and activities to reduce pollutants in stormwater runoff. The City of Surprise, as an operator of a municipal storm drain system, prepared a Stormwater Management Plan and began implementation of this plan in 2003. In order to comply with the Phase II NPDES requirements, the plan acts as the City's permit, describing actions that include best management practices, measurable goals, and timetables for implementation of six minimum control measures as follows:

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

GOALS AND POLICIES

Goal 1: Regional Cooperation

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

Policies

1. Support ADWR efforts to assure all water providers and users in the Phoenix Active Management Area (AMA) participate equally in the attainment of a safe yield.
2. Assist the private water companies in conservation, long-range planning, and identification of their roles as water suppliers for the region.
3. Maintain a 100-year Assured Water Supply

Water Resources Element



designation from the ADWR.

4. Work cooperatively with state of Arizona agencies to refine existing water legislation and achieve the adoption of plans, policies, and regulations.
5. Expand processes to communicate current and planned water programs to the public.

Goal 2: Water Conservation

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

Policies

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

Goal 3: Enhance Water Portfolio

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

Policies

1. Work with ADWR and local agencies to pursue new water sources and the means to convey these waters throughout the region.
2. Research and implement programs to recharge CAP water in the Area of Hydrologic Impact.
3. Invest in acquisition of all forms of water assets, including long-term water and extinguishment credits, water rights,

additional CAP allocation, and other water sources.

4. Pursue acquisition of new water supplies.
5. Leverage existing portfolio assets to grow resources.
6. Standardize data collection and methods for economic comparison of alternative water supplies and programs.

Goal 4: Growth

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

Policies

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

Goal 5: Drinking Water System

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

Policies

1. Develop a plan for future plants, such as surface water treatment plants, to satisfy the city's potable water needs.
2. Provide all future water service in areas that are not currently covered by an existing water franchise. The City should not allow additional water service franchises into the

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Surprise Planning Areas.

3. Encourage continued development of the City's water supply and distribution system to meet established system pressure and fire flow standards (including reservoirs, mains, and hydrants).
4. Work with regional agencies to provide and improve emergency measures to ensure adequate water, storage, and distribution during supply interruptions.

Goal 6: Reclaimed Water

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

Policies

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

Goal 7: Water Quality

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

Policies

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

federal and state water quality programs as they are developed.

Goal 8: Storm Water

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

Policies

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



Energy Element

INTRODUCTION

Events of the past decade have brought the issue of energy fully into public view. Ever-increasing energy prices, combined with constraints in the development of conventional energy supplies, have forced the public to question and debate the energy future they would like to see. Increasing the efficiency of energy use is predicated on matching needs with resources. Renewable energy systems allow cities to become more independent from the grid and imported fossil fuels, boost the market for renewable technologies, move to more reliable and affordable resources, and display a visible public commitment to a sustainable energy future.

In areas such as Surprise with high summer electricity demands, using small scale renewable energy systems can also protect residents and businesses from the costly effects. In addition, residential and commercial buildings account for over a third of United States energy use and carbon emissions. As construction methods and insulation technology have improved, so too has our ability to build structures that use less energy, contribute to fewer pollutants to our environment, and improve comfort and productivity. Reduced energy in housing, commercial structures, public facilities, and transportation helps maintain local economic vitality and reduces the need for new infrastructure to deliver energy to the City. In addition, in a wide variety of ways, local and national governments expend a portion of their budgets (i.e. tax dollars) on energy resources, including expenditures for procuring oil on the international market, paying for hazardous waste clean-up, subsidizing energy research, or simply maintaining local roadways.

DISCUSSION

Conventional Energy Sources

Power supply mostly comes from nuclear, coal, and hydroelectric powered plants owned by Arizona Public Service (APS) of Arizona. Power produced at generating plants is transmitted long distances through high voltage transmission lines and stepped down several times for ultimate use. These lines are prominent features in the cityscape. The transmission of power within the City is addressed by the APS transmission line network.

Transportation fuels are primarily supplied by various pipelines across the state to distribution terminals in Phoenix. There are no gasoline refineries in Arizona, so all the fuel must be delivered through pipelines operated by Kinder Mor-

gan.

Arizona's local gas companies buy natural gas from producers in the supply basins and then pay the interstate pipelines to transport the gas to their local service territories. Some larger customers of natural gas such as schools, hospitals, and to a lesser extent local governments are obtaining less expensive natural gas supplies from other suppliers.

Alternative and Renewable Energy Sources

Alternative and renewable energy sources (e.g. solar, wind, geothermal, and possibly solid waste) may be utilized for residential, commercial, industrial, and transportation-related development. Solar energy however can be used more easily in residential development. Most single family dwellings in the city have solar ret-

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profit potential. Some are already laid out to orient lots to facilitate passive solar gains.

Alternative and renewable resources may also supply energy in the future to the commercial and industrial sectors where cogeneration exists. Commercial enterprises which are not utility companies may lead the way in producing power from renewable energy sources for sale in the open market.

Energy Conservation

The City's total demand for energy will increase with projected population growth. Public and private planning decisions should promote energy management and efficient use of energy-related resources to ensure the community is served with a balanced mix of affordable energy supplies.

Energy efficiency supports economic growth and development by freeing funds that otherwise would be spent on energy. Energy efficient development patterns also make the region less vulnerable to conventional energy supply disruptions. Furthermore energy consumption and diversity of supply can reduce the environmental costs of large scale production and distribution. However there are no energy performance standards prescribing annual consumption levels for various types of urban development.

Conservation of electricity and natural gas used in buildings should increase by incorporating innovative and conventional energy efficient techniques into design, siting and construction development. Ordinance amendments and effective compliance of new or existing energy-related ordinances will encourage energy conservation and management. A handbook or guide to maximize solar access should be developed.

Conservation of automobile fuel can be achieved in the short term by strengthening use of travel alternatives and disincentives to private single-occupancy automobile use. Long term conservation may be achieved by policies

which decrease the population's auto dependency.

The Energy Independence and Security Act of 2007 requires federal buildings to decrease their energy consumption by the standards found in the table below.

Fiscal year	Percentage Reduction
2010	3
2011	6
2012	9
2013	12
2014	15
2015	18
2016	21
2017	24
2018	27
2019	30

Table 4.3

GOALS AND POLICIES

Goal 1: Reduce Usage

Reduce reliance on non-renewable energy sources in existing and new development.

Policies

1. Develop and implement citywide strategic energy planning.
2. Educate the public on simple strategies to increase energy efficiency and conservation.
3. Pursue opportunities for local management of energy supply.

Energy Element



Goal 2: Energy Management

Encourage efficient energy management techniques.

Policies

1. Implement measures to reduce the energy usage of City facilities.
2. Increase public awareness about the importance of energy conservation and demonstrate cost-effective and effective applications of energy management techniques in local government operations and buildings.
3. Offer financial or regulatory incentives for meeting building energy performance standards in new construction.
4. Encourage energy audits and energy disclosure reports for ratings for residential buildings at the time of sale.
5. Promote public awards program for energy management efforts.
6. Support regional efforts to increase the supply of energy from renewable sources, distributed generation, and cogeneration.

Goal 3: Renewable Energy Sources

Maximize the potential for efficient use of alternative and renewable energy sources.

Policies

1. Encourage developments and clustered housing to enable replacement of individual systems with a single or coordinated community energy system.
2. Encourage housing design and orientation to enable each unit to take advantage of solar energy, wind shelter, and other microclimatic devices.
3. Promote resource efficient building design.
4. Develop a transportation system that is more energy efficient.
5. Create and promote policies that incentivize the use of solar technology in development.



**CHAPTER 5: FINANCE,
INFRASTRUCTURE, AND SERVICES**







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

Growth in the City of Surprise and the Phoenix metro area requires expansion of facilities and infrastructure to serve the needs of the public. The City of Surprise will use various funding mechanisms to help in the creation of new and expanded services as well as in maintenance of existing services. The cost of maintenance has always

been the burden for the municipality; the cost of new services must have its “fair share” paid by for developers. To ensure City services are provided to all residents, the City must define goals and policies that determine what services will be required, the cost of those services, and if they can be paid for without undue burden on the taxpayer.

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

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EXECUTIVE SUMMARY

This chapter contains four state mandated elements: Cost of Development, Public Buildings and Services, Public Utilities, and Health and Safety. In this chapter you will find policies for what types of public services and facilities are needed in Surprise. This chapter also establishes guidelines for funding the major goals and policies in this document.

The Cost of Development element explains the importance of the City being fiscally sustainable over time. The element explains necessary steps to review revenue and expenditures, maintenance and repair issues, and secondary costs to new development and re-development efforts.

The City's rapid growth over the past decade has created an irregular pattern of community services in the City. The Public Building and Services element will help ensure equitable and well planned facilities and services (that are not directly related to infrastructure) are provided throughout the City.

The Public Utilities element provides an overview of the various utilities and infrastructure located within the Surprise planning area. It is crucial that the City of Surprise has the necessary public facilities and services to support new and existing growth and development.

Central to any general plan is the importance of protecting the health, safety, and security of the citizens. The Health and Safety element addresses this as well as the protection of the community from any unreasonable risks.

Cost of Development Element

INTRODUCTION

For the City of Surprise to be fiscally sustainable over time it will become necessary to review revenue and expenditures, maintenance and repair issues, and secondary costs to new development and redevelopment efforts. Fiscal responsibility will come with not only a balanced budget, but by using our revenue streams wisely and for the correct purposes. Surprise has experienced rapid growth over the past decade. In response to this, it will become necessary to begin budgeting more of the City's money for repair and redevelopment efforts of older neighborhoods and infrastructure. As new development comes into the City, decisions must be made to consider secondary costs in developing or redeveloping areas.

DISCUSSION

Revenue

Revenue for the City of Surprise is not only in the form of city taxes, user fees, and grants. The City also receives funding from federal, state, and county agencies to perform necessary service additions and repairs. This money is typically earmarked for specific purposes such as streets, housing, or education.

Beginning Fund Balance

These revenues are carried over from previous budgetary years. This can be a positive or negative balance applied to the next budget cycle. In cases where the balance is positive the City of Surprise will schedule the funds to be used for capital improvements or other one time expenditures.

Construction Related

Revenues that are collected or earned by the City are directly related to the level of construction activity. These revenues will continue as long as the City continues to grow. It must be understood that these revenues are not a steady income stream and should not be used for regular service and maintenance costs to the City. These funds should be directed to capital improvements, redevelopment, or other one time expenditures. Revenue sources that fall under this category are:

Pay-as-you-go: Revenues generated by city taxes (sales, property, and construction), as well as state and federal shared taxes (state fuel and lottery taxes). Pay-as-you-go funding sources are typically used for daily services and maintenance costs to the City.

Development Impact Fees: Fees that are established by the City based on the cost of expanding services to accommodate new development. These fees are then passed on to the builder as part of the cost of the development. Development impact fees are currently in use. Impact fees are narrow in scope (i.e. utilities, police, library, roads, etc.). The impact fee must be attached to a capital improvement project that is directly related to the development being built. These are one-time fees and cannot be used to fund regular service and maintenance.

Local Taxes

Local taxes are the largest source of general fund revenue. These revenues are generally recurring with little or no external restriction on their use. Examples of local taxes are sales, property, and franchise fees. As a relatively steady source of income, local taxes should be directed to provide for regular services and maintenance throughout the City, as well as assisting—but not relied upon—to pay for other budgetary needs such as capital improvement projects.

Cost of Development Element



Other Revenues

This category includes grants, audits, building rents, program fees, and other miscellaneous revenues. Typically revenues falling under this category will be designated for specific uses. In most cases this revenue category is not a stable income stream and should not be used for regular maintenance and services. Revenue sources for this category may include:

Revenue Bonds: Revenue bonds are a method of borrowing to finance service expansions. Bonding must be approved by a public vote. Bonds are typically used for capital improvements in the form of unexpected utility or roadway repairs, or intentional expansion to spur development in select locations. By building the infrastructure the ideal case will generate an increase in sales and property taxes, which will pay back the bonds and create more revenue for the City. The bonds are paid back through future revenues that are legally pledged to the issuer. Revenues generally utilized for debt service are privilege taxes (sales tax), Highway User Revenues Funds (HURF) (i.e., payments made to municipalities from state fuel taxes), and user fees.

General Obligation Bonds: General Obligation (G.O.) Bonds are similar to revenue bonds but are based on the full taxing authority of the municipality. The City of Surprise may bond up to twenty per cent (20%) of its secondary assessed valuation with an additional six percent (6%) available for special projects. Like revenue bonds, G.O. bonds must be approved by public vote. Use of G.O. bonds is similar to revenue bonds in that they should be used for capital improvements. They differ in payment arrangements. G.O. bonds are typically paid back through property taxes with little or no sales taxes used. Like revenue bonds these can be used for immediate finance needs as well as spurring development in select locations.

Certificate of Participation/Municipal Property Corporations: These are methods of borrowing that are paid back by municipal revenues. No public vote is required to use these revenue sources; they are enacted through a council vote. These methods are usually not legally tied to a specific revenue stream in the way bonds are. With enactment through a council vote, these sources should be used for smaller capital improvement projects that require immediate attention from the City in the form of infrastructure repair and emergency equipment.

User Fees: User fees are fees charged for services such as water, sewer, trash collection, and recreation facilities. User fees are a direct method of subsidizing or fully paying for the specific use charging the fee. User fees may also be utilized to charge for advertising on public property such as ad copy at recreational venues and development and business directories in public rights-of-way.

Grants: Grants are revenues given to the City for specific projects. These revenues typically come from federal, state, and county agencies but may also come from private parties. Often grants require an “in kind” payment where the City matches the grant with a stated percentage of City revenue. The “in kind” funds can be attained from any of the above funding sources. The City is currently aggressive in attempting to obtain grants for all purposes. Most often these grants aid in emergency services, and housing programs. Grants that are achieved by the city must be used for the specific project applied for.

Borrowing

As the category states, these revenues come from institutions that lend money to be repaid by the City. These funds are typically used for unforeseen expenses and capital improvement projects. Borrowed funds should never be used to fund regular services or maintenance except in situations of extreme repair needs. Common items the City will borrow for are water, sewer,

and fire infrastructure, land acquisition, and community recreation projects. Common revenue sources for borrowing are described in more detail under the “Other Revenues” section. They include:

- Revenue Bonds
- General Obligation Bonds
- Certificate of Participation/Municipal Property Corporations

Special Financing Districts: This revenue source establishes specialized districts to increase city revenues for a specific project. Finance districts are typically used for redevelopment purposes where the project can be paid for over time. Examples of projects are: sewer, water, streets, streetlights, and community centers.

Lease-Purchase Agreements: Lease-purchase agreements require the City to make an arrangement with a private or public entity to purchase an item or building. While interest is paid, the payoff period is typically for a shorter period than bonds and the municipality will own the project at the termination of the agreement. Various agreements can be made on the terms of the lease or purchase. This revenue source is most often used to provide for immediate items with a relatively low cost compared with bond purchase items. This may also be used for lease or purchase agreements for new facilities or services. Lease-purchase agreements are a method of financing capital projects that lessens the up-front costs to the municipality.

User Fees

User fees are revenues associated with the provision of utility or public services by the City. Examples include sewer, trash collection, and parks and recreation fees. User fees are typically directed for regular City maintenance and services, and directed to the service they are derived from. In some cases user fees may assist in the development of capital improvement projects.

State Shared Revenue

State shared revenues are distributed to cities and towns based generally on the population at the last census or special census. Included in this category are state sales tax, state income tax, highway user revenue, local transportation assistance fund, and vehicle license tax. These revenues are typically earmarked for specific City expenditures such as street maintenance, transit, and education. State shared revenues can be considered relatively stable and should increase with the growing population of the City. These revenues should be used for both regular service and maintenance as well as capital improvement projects. Funding sources related to this category are:

Pay-as-you-go: (described under Construction Related).

Expenditures

To ensure Surprise maintains a sustainable budget it is necessary to review what the City funds, as well as analyze the desired amount to be spent on services and maintenance. To become a truly full-service city, Surprise must conduct research on expenses for expanded recreation opportunities and services, as well as analyzing timing on these expenditures.

As new and expanded services are desired by residents, the City must review the total costs and determine future budgetary needs related to the services before implementing them. In determining associated costs the City must look at location, construction costs, timing, phasing, and inflation. Locations for new services should be decided through desired level of services, under-served communities, and the amount of use the service will garner in the location. Once all issues of cost, location, and unforeseen hurdles have been determined as best possible, only then should the new or expanded service be brought forward to a Capital Improvement Project (CIP) budget. The project must then be looked at to determine its level of importance compared with other projects on the list. Fac-

Cost of Development Element



tors in determining the level of importance should include length of time it has been on the CIP budget, time to completion, cost of completion, safety, and importance to residents.

It is also important to keep in mind that not all new or expanded services can be provided by the City. In some cases analysis of costs may determine that a private service provider can establish the service at a lower cost to the City than having the City provide the service on its own. Some examples of this may be libraries (currently under contract with Maricopa County), fitness centers such as a YMCA, and waste services like recycling and hazardous waste disposal. In other cases the service may be in high demand by residents but cannot be placed into City expenditures due to its nature. Examples of this are federal and state projects like freeways and military expansions.

As Surprise continues to grow, determinations will have to be made on how the City will acquire or purchase what is necessary to create a full service city. Some of the items that budgets typically consider are land, manpower, equipment, facilities, buildings, and maintenance.

Land

The City of Surprise has many methods to acquire land for the purpose of public development. The most common method of acquiring land for the city is through entitlements. When a developer applies for entitlement (zoning, subdivision, etc.) it will be required to provide property for civic needs (schools, fire stations, streets, etc.). The City may also purchase or negotiate for land directly as required. Land purchases may be made to provide space for required services or for preservation of open space. These first two methods are attempted before any consideration of the final method, eminent domain. In a recent Supreme Court case, it was decided that eminent domain could be used to acquire land for the purpose of economic development. For the City of Surprise

eminent domain is a last resort to be used only for the development of roads, utilities, and direct public services. Eminent domain still requires compensation from the City after the acquisition of the land.

Buildings, Facilities and Utilities

Public buildings are usually paid for by the City, potentially with some share paid by the developer. For roadway and utility improvements this is often provided entirely by the developer at the location being developed. In locations with no ongoing development, improvements must be budgeted and paid for by the City. In the case of private utilities (phone, cable, power) the cost is paid entirely by the provider or agreements are made between the developer and the provider for service. School districts within the Surprise Planning Area are provided the opportunity to work with developers for funding and land agreements to aid in the construction of new facilities and hiring of additional staff.

Equipment and Labor

New equipment and labor needs are paid for by the City of Surprise and may have some share paid by the developer. These items are most often funded through impact fees and grants. The City of Surprise also works with the school districts to provide the opportunity to create agreements between the districts and the developers.

New Development Costs

As Surprise continues to grow at a rapid pace, and when the growth slows, it is important to ensure new development and redevelopment efforts pay their “fair share.” Typically this fair share is provided by: land donations or in lieu fees for emergency services, schools, and parks; offsite development of streets and infrastructure (directly connected to the site); impact fees; and in some cases development of necessary regional capital improvements (water and sewer facilities). In cases where the develop-

ment has special offsite needs (additional road and sewer connections) the developer will provide a limited first phase construction of these to serve the initial development.

Once these new services are built, the City must then provide for the remainder of the expenses. After the development is built the City will ensure it provides police and fire protection as well as parks and other recreational opportunities. This may be as little as adding additional waste service routes to hiring additional personnel or building a new facility. On top of the new services and maintenance, the City must also determine what additional services it will be required to provide to the area. Items that should be considered during development to reduce the cost to the City are: scalloped streets, connections to other developments (pedestrian, bike, and vehicle), does this development create the need for additional buildings, services, schools, or hospitals.

There are several methods Surprise can use to ensure a complete development from the beginning or to minimize the future costs of expanding services to new developments. Some of these include sharing construction costs with developers, incentivizing developers to bring necessary services through development agreements, building services and infrastructure in advance to prevent future rising costs, and targeting development to areas that are ready to receive it.

Shared Costs

As a new development is created in Surprise and services outside the initial scope of the development are needed, the City can team up with other developers and cities to share the burden of making the improvements. An example of this is to create a service with the help of the new development such as libraries or community centers. The costs will be reduced by sharing costs among the parties and having the build-out completed prior to construction costs increasing further from inflation. As other developers build nearby and use the service, they can

repay the City for their share of the cost. The end result is a lower cost service built by City funds upfront and repaid to the City at a future date. When considering this option it is important to analyze the service to ensure the maintenance and operational cost is not higher than the savings generated by creating the service before build-out of the area.

Incentivizing Development

In some cases it may be beneficial to the City to incentivize growth through development agreements. These agreements may include items such as tax reduction, waiver of fees, and capital improvements by the City. The cases typically arise when a service cannot be provided by the City (retail and employment). When considering development incentives the City must analyze the case to ensure the return, timing of the return, or benefit to the citizens outweighs the improvements or other arrangements made by the City.

Development may also be given an incentive to locate to an area of the City where growth is more desirable by placing infrastructure in advance of actual development. Through providing service to targeted areas and having developers pay their “fair share” when they build, the City can target growth and influence employers and retailers to the market by reducing infrastructure concerns. When planning for advance infrastructure the City must analyze the amount of service to be provided based on desired development and the size of development. Once determined, the City must also look at maintenance costs, repayment costs, and timing to decide if this is the best course of action.

Maintenance Costs

The daily maintenance and service provisions by the City of Surprise are handled through the City budget. The revenue needed to provide these maintenance and service provisions should total less than the sales and property tax revenue brought in from a development. Ideally the total should balance to zero, but over time

Cost of Development Element



replacement of infrastructure will become necessary requiring extra funding for redevelopment and repair efforts. As Surprise is a relatively young city, this has not been a primary concern. Now with some of the first developments and neighborhoods of Surprise beginning to age, more of the budget will need to be directed to repair and maintenance efforts as well as creating services that were not originally provided to the community. This can be accomplished through steady revenue streams and good planning, or may be provided by bonds for immediate funding needs. If bonds are used, they should be paid back through the increase of tax revenue the redevelopment effort can generate.

Maintenance Cycles

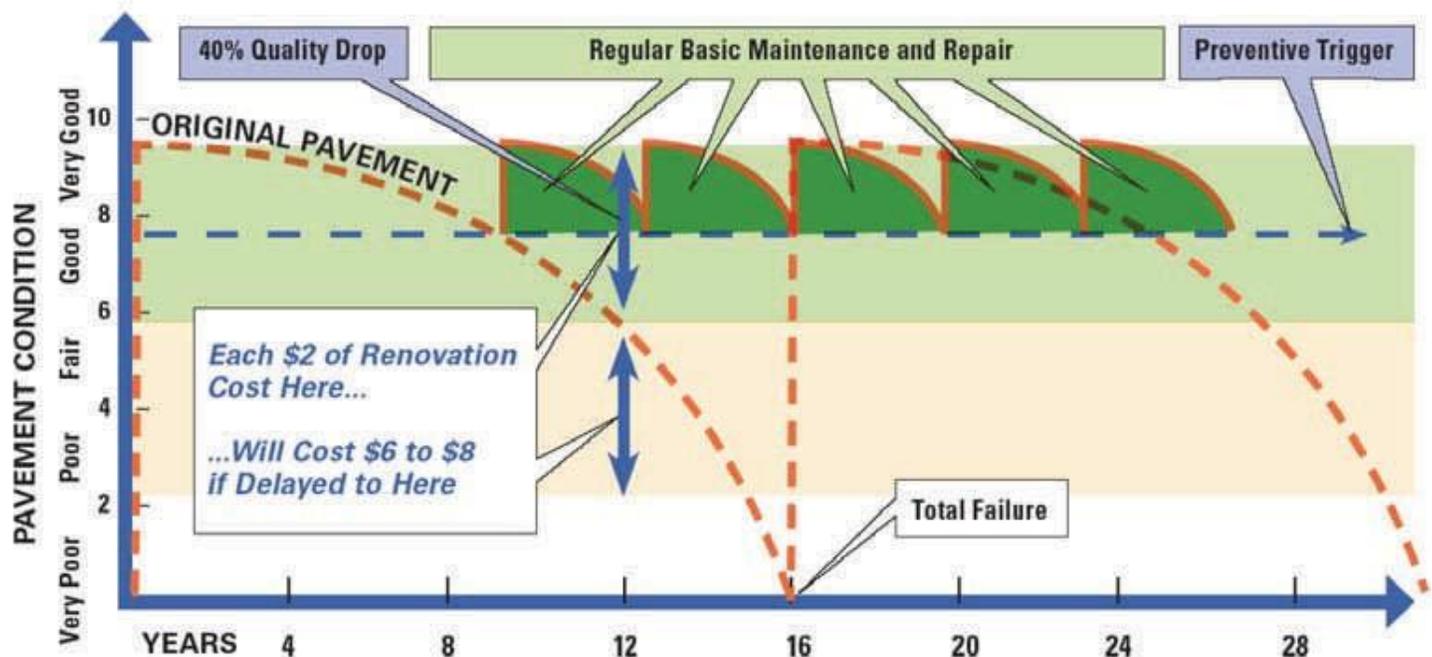
All development in Surprise has a maintenance cost and replacement timing. From streets to street-lights and parks to the stadium, a budget must be determined to consider replacement or repair of the service, utility, or building. Some of this has already been started with common items like street maintenance. The graph below shows a simple diagram of how often street

maintenance is required (Figure 5.1A below). It is easily seen that repair should begin within eight to twelve years and every three to four years afterward. It also clearly shows the increase in cost with delay of maintenance. The timing shown in this graph is dependent on outside variables such as number of vehicles and average weight of the vehicles (truck routes will degrade faster than other streets)

Surprise has little experience with aging neighborhoods other than the Original Townsite. As some of the first planned neighborhoods age there will be an increase on the overall City maintenance load. Repair or maintenance of streets, street lights, parks and more will need to be phased into the City maintenance schedules. Some neighborhoods are already beginning to enter this maintenance cycle while others still have several years. Future funding efforts will have to ensure a balance between new development and developments that have entered the maintenance cycle.

Figure 5.1A

The Cost of "Timely" Maintenance



GOALS AND POLICIES

Goal 1: Financial Sustainability

Surprise should be financially sustainable.

Policies

1. Uphold sound financial policies and mechanisms.
2. Promote financial sustainability by ensuring the timely maintenance of infrastructure such as streets, facilities and grounds and by making every reasonable effort to reduce infrastructure costs and maximize the life capital of projects.
3. Sustain an open public dialogue that quantifies the public's desires, the costs for addressing them, and the funding alternatives available.
4. Ensure new development pays its "fair share" of growth and allow that community improvements are systematically provided to address growth.
5. Invest funds for maintenance, capital improvements, and redevelopment efforts.

Goal 2: Shared Development Costs

Require that development pay its share of the cost of public service needs generated by the development.

Policies

1. Infrastructure and services provided by the development should be mutually beneficial for the City and the developer.
2. Offer fee or cost reduction when publically financing or funding is in the City's best interest.
3. Update funding mechanisms regularly including impact fees for public services.
4. Explore alternative financing of City facilities.

Goal 3: Infrastructure Investment

Infrastructure investments and land use decisions should be coordinated to ensure long-term, economic stability for the City.

Policies

1. Consider long-term revenue implications of land use decisions.
2. Promote revenue generating land uses.
3. Promote infrastructure capacity in identified growth areas.
4. Ensure capital improvement plans provide a balanced infrastructure that will benefit both private and public sectors.



Public Buildings & Services Element

INTRODUCTION

The City of Surprise has grown rapidly over the past decade. This has created an irregular pattern of services in communities and the City as a whole. Some communities may offer more amenities while others have none depending on the development requirements at the time. The public building and services element will ensure equitable and well planned facilities and services (that are not directly related to infrastructure) are provided throughout the City. This will require setting desired levels of service, providing said level of service with all new communities, and retroactively develop services that are lacking in existing neighborhoods.

DISCUSSION

Level of Service

To determine what constitutes an equitable provision of city service, the City of Surprise must first determine the desired level of service for any service provided by the city or other private and non-profit entities. The method to determine this can be measured in many ways depending on the amenity provided. Examples of this include service per population, per area, or per distance traveled.

When determining level of service it is important to also consider the desired level of service when related to the existing or future intensity of the area. Equitable service planning for the City of Surprise will look at the sustainability of the service when compared to the number of users and the cost to the city. Fewer services will be provided in rural areas in general due to cost of providing the service as well as the fewer number of residents who will benefit from the service. When looking at service levels compared to density it will be important to examine the need of the residents and if there are other areas of the city that have a greater need for the same or different services when budgetary constraints are applied.

City Services

This chapter lists the major services provided by the City (Map on page 209) and the issues related to examining future needs and desired levels of service. Some services may be discussed in other portions of the Surprise General Plan 2035 (ex. community recreation). As other services develop or new issues arise, the plan will be amended to include them for analysis.

Emergency Services—Fire

The City of Surprise fire department currently provides an “all hazards” approach to providing emergency services throughout the City. The fire department has an ISO (Insurance Service Office) rating of a three (3). The fire department provides services out of seven fire stations strategically located throughout the City and an administrative headquarters located in the Public Safety Building. Core fire department services are Public Fire Protection (fire suppression), Emergency Medical Services (Advanced Life Support and Basic Life Support), Special Operations (Hazardous Materials), Fire Prevention and Education (Public education, Inspections, Fire Code Adoption), and Crisis Response (Social Services). Current fire stations are shown on the City Fire Station Map on page 204. With future growth, additional fire stations will be needed to provide protection to those in

Lake Pleasant Park

General Plan 2035 FIRE STATIONS

Peoria Planning Area

Buckeye Planning Area

Sun City West

White Tanks Regional Park

El Mirage Planning Area

Youngtown Planning Area

Glendale Planning Area

Features

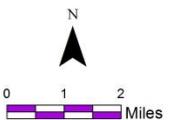
-  Existing
-  Future
-  El Mirage

-  US Highway
-  State Freeway
-  State Highway

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

Boundaries

-  Planning Area Boundary
-  County Boundary
-  Surprise Corporate Limits



Last Updated: 10/28/2015

Public Buildings and Services Element



outlying areas of the City. The City will work with developers to plan for proper fire and emergency medical coverage and services in accordance with the City of Surprise Fire Department Master Plan.

Training

The City of Surprise fire department trains its firefighters to National Standards and modern firefighting concepts. The City currently trains regionally with other municipalities to maximize efficiencies and standardize training opportunities. The City of Surprise has entered into an Intergovernmental Agreement with three other cities and a Community College to build and maintain a regional training facility. The Surprise Fire Department embraces technology to ensure and maximize training of its employees.

New Technology

As new technology is created to save victims' and fire fighters' lives, it is important for the City to provide for it. This technology is not only the latest firefighting equipment to be used by fire fighters, but new building construction techniques and equipment placed in every home or business. As these issues arise, the City will review them for placement into the City code.

Emergency Services—Police

The City of Surprise provides police service through patrols, community education, and neighborhood programs. These services are currently provided from a central location at the Public Safety Building shown on the City Services Map on page 209. Police services will require expansion with the growth of the population. The service not only needs to grow in the number of patrol officers and vehicles, but in the methods and techniques used to protect and serve the public and in the locations the public can easily interact with law enforcement for education and reports. Higher density portions of the City may be better served through foot, equestrian, or neighborhood electric vehicle patrols. Higher density areas may also be

better served with police substations for easier reporting and interaction by residents, as well as a central work station for the officers.

Jail Facilities

The City of Surprise currently contracts with Maricopa County Sheriff's Office for jail facilities. To ensure this service is maintained, the City will continue the contract or may review options in the future such as a joint West Valley facility or city run facility. Operating a city run facility does increase issues as far as location, security, and manpower.

Deterrent devices

To better serve the public the police department can use modern technology to enforce laws and solve crimes. Deterrent devices like photo radar and red light cameras can increase safety at hazardous locations throughout the city. Having retail stores install newer video technology will allow police detectives to better serve the public by having quality video that can positively identify suspects and aid in their arrest.

Medical Services

Medical services provided to residents of Surprise begin with the 9-1-1 system. The Emergency Medical System provides Advanced Life Support to all citizens of Surprise, provided by the Surprise Fire Department. Specially trained firefighters are trained as emergency paramedics certified by the Arizona Department of Health Services to "bring the Emergency Room into your home." A base hospital physician gives life saving medical direction to a Surprise Firefighter/Paramedic. Once stabilized, transportation is provided by a private ambulance provider. The Firefighter/Paramedic will continue advanced medical treatment until the patient is turned over to the Emergency Room staff. There are two private hospitals in the immediate area: Banner Del E. Webb Medical Center, and Banner Boswell hospital. Catholic Healthcare West is expected to begin construction within the Surprise city limits near SR 303 and Waddell Road. As Surprise

Surprise General Plan 2035: Foundation for the Future

and its neighboring cities grow, it will be important to consider where a future hospital should be located to provide the best service to the region.

Service Level

There are several levels of service in the medical field, general practitioners, care centers, hospitals, trauma centers, and specialty facilities. These services can often be combined in one building. Your general care doctor may have their own office, or may be located inside a larger hospital or clinic. At the same time, a hospital or clinic may offer trauma care or specialty care. Within Surprise a market study would be required to determine the level of care being provided at every level.

Trauma centers

Trauma centers are hospitals able to care for serious injuries depending on their designated level of service. The service levels are from one (1) (provides any emergency care) to four (4) (provides fewer services, may stabilize and transfers patients if needed). In the Phoenix metro area, there are five level one centers. The nearest service for the west valley is John C. Lincoln near 2nd Street and Dunlap Avenue. With no level one center west of I-17, Surprise becomes a prime location for future services to the region.

Private Funding

Currently the hospitals and ambulance services are providing a desired service level and are expected to keep pace with growth and service needs. If the level of service fails to meet resident expectations, the City may consider providing funding or providing service of its own to maintain desired levels.

Library

The City of Surprise currently has two Maricopa County Branch libraries. The facility has been provided by the City while service is being provided by the county. At this time there is no set desired level of service for libraries within Sur-

prise. The level of service in regards to the library collection is handled by Maricopa County. The City will need to set a desired level of service to determine if residents are adequately served by community libraries.

Location

Libraries built in the future should become a central part of the community. The library is no longer a place where people check out books; now it is a research center, art display, continuing education center, and any other use the public may have. A location that can provide this much to a community becomes a central piece in making a public place.

Change in technology/new media

As technology and media forms change from video tape to DVD and now from DVD to Blu-ray and into formats of the future, libraries must keep pace. Adequate funding will be required to provide these new formats. Space to store the format as well as staffing to handle them may also become issues. This may require libraries to adjust their collections or expand to allow for the new formats.

Change in desired services

With changes in technology and changes in public desires, there will be a need to provide for upgrades in library collections and services. Today's libraries not only provide books, magazines, audio and video entertainment; but community education, art, computer labs, and live entertainment as well. These are just a few of the changes occurring today, in the future there may be more demand for a particular format or the need to adapt to new formats and services. Libraries will have to set levels of service and receive additional funding if they are to adapt and remain an important part of the City's future.

Community Centers

Community centers are locations that provide the neighborhood or village with all manners of services, entertainment, or information. These

Public Buildings and Services Element



centers should be centrally located in communities throughout the City and tailored to meet the needs of the public in the area. Community centers are not always publicly funded facilities. Many of the active retirement communities within Surprise provide their own recreation centers and provide education and information about their community. For the City of Surprise there are four public and several private community centers. The community centers are shown on the City Services Map on page 209. As the City grows, a desired level of service for community centers should be set. At this time City zoning codes encourage the placement of community centers with few developers taking advantage of them.

Public/Private Partnerships

For those community centers that are privately sponsored, the City of Surprise should establish a working relationship to provide citywide information to the residents who use these facilities. The City may also work with larger private and non-profit groups such as the YMCA (Young Men's Christian Association), the Boys and Girls Clubs, fraternal orders (Lion's Club, etc.), and veterans' groups (VFW—Veterans of Foreign Wars, American Legion, etc.) to provide expanded locations, services, and they may provide an additional source for funding and maintenance of the community centers.

Public/School Partnerships

Schools are a central location for many neighborhoods. As such they can play a vital role in providing community activities, education, and information. Partnerships between the City and local school district should be expanded to include summer recreation services, youth and adult sports leagues, and youth and adult continuing education.

Location

As the City grows, locations will need to be planned in advance for future community centers. These community centers should be de-

tailed in the village planning process. The center itself can be dedicated to the City for development, or may be created by a private developer or organization.

Uses

As locations for centers are planned, a level of service with desired uses in each village should also be laid out. In cases where the community center is developed by a private organization, it should be determined if said center must include agreements for more public services. In cases of fraternal orders or other non-profit organizations, they serve their need, but through a partnership may provide information, education, or services to the general public. Privately developed community centers may be opened to the public at large through partnership with the City.

Specialty Recreation Centers

Specialty recreation centers are community centers that provide a specific service that is needed within the City, but have a larger service area to serve multiple neighborhoods. The City currently provides aquatic centers, a major league baseball stadium, a professional tennis facility, and Dreamcatcher Park, the state's first fully accessible baseball field. These locations are shown on the City Services Map on page 209. Like community centers, more specialty centers will be required in the future. It will be difficult to determine levels of service due to the variety of services that may be desired by residents. These may include a performing arts center, civic center, and other recreation and sports facilities. City staff and residents must work together to determine the importance of any future facilities and where they can be placed in the Capital Improvement Project (CIP) budget. In cases where a private or non-profit facility can be provided, the City should work to properly locate these services.

Uses

As the City grows and changes over time in both population and desired services, it will be important to constantly work with the public to discover

what new facilities may be desired. If older facilities are no longer serving the public need (i.e. the use is no longer a popular activity), plans should be made to renovate or replace the facility with those that meet current demand.

Location

As the City expands, it may become necessary to plan for specialty recreation sites. These sites should be detailed in future village plans. Once located, developers should be encouraged to dedicate the land to the City with development agreements in the same manner fire station locations are reserved.

GOALS AND POLICIES

Goal 1: Delivery of Services

Maintain processes and policies to ensure efficient and effective delivery of services.

Policies

1. Determine and review desired Level of Service (LOS) for public facilities where necessary.
2. Ensure the City of Surprise has adequate municipal facilities to serve the needs of the residents.
3. Ensure city police and fire departments have adequate facilities to provide efficient response times.
4. Encourage integration of public service centers to include: fire and police stations, community centers, libraries, and other public facilities.
5. Locate and design public facilities to enhance communities.
6. Continue to maintain high quality and efficiency in public and emergency services to the extent that is consistent with policies and finances of the City.
7. Provide effective, visible emergency service presence in the community, timely and appropriate response to calls for service, and appropriate involvement in the resolution of problems.

8. Plan and prepare for the future service needs of the community.
9. Pursue alternative means of funding, volunteer services, and alternate resources to improve public service.

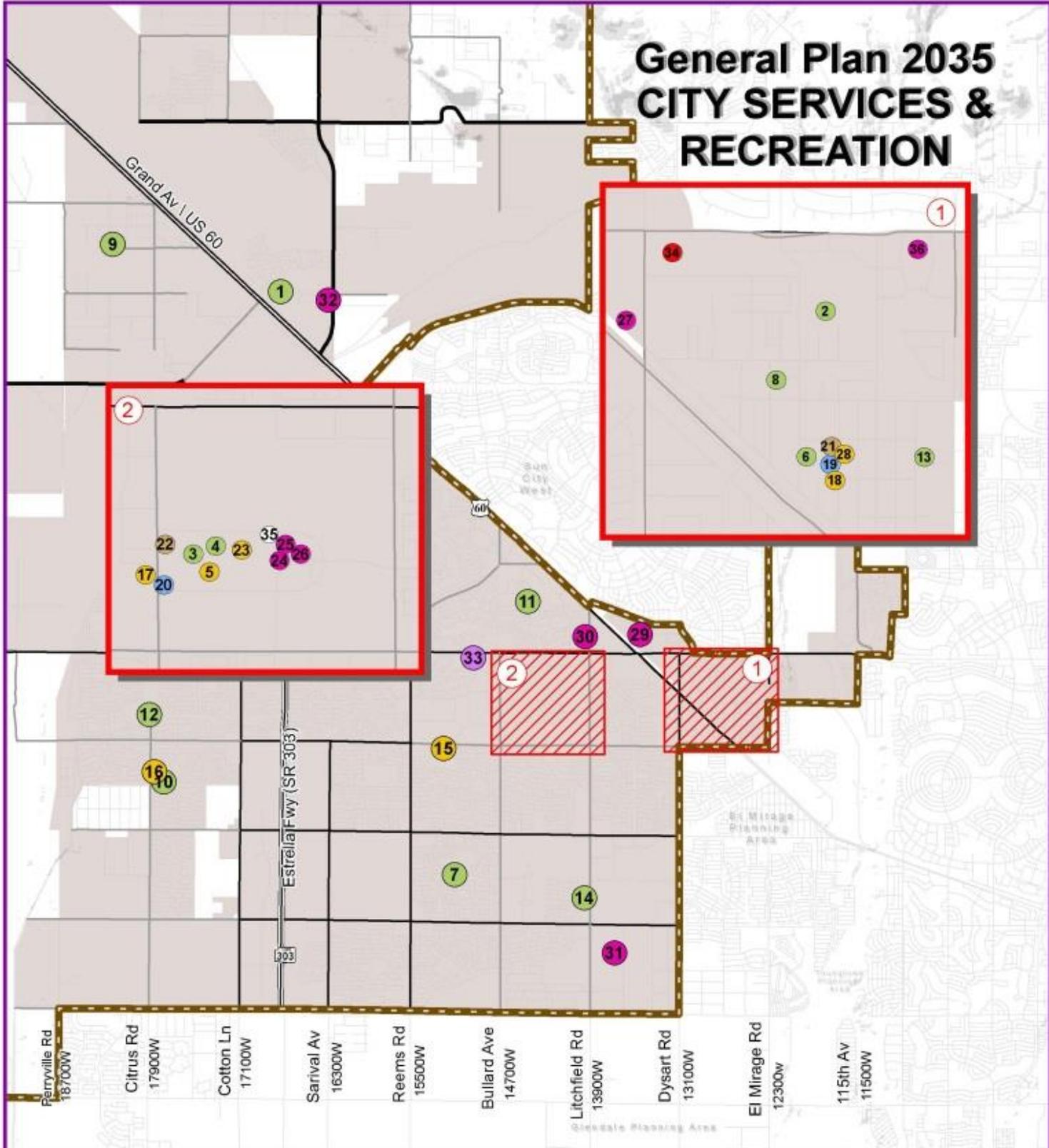
Goal 2: Public Buildings

Provide safe, accessible, and sustainable public buildings to meet the needs of the entire community.

Policies

1. Strategically locate and group public buildings, facilities, and parks to serve all areas in the City.
2. Provide accessible public buildings and facilities to all community members.
3. Incorporate green building standards in the updating and remodeling of City buildings and facilities.
4. Design city buildings and facilities to complement the character and context of the surrounding area.
5. Meet or exceed municipal facility industry standards for space/staff ratios with public buildings.
6. Focus primary community activities, city government, and administrative services in the Civic Center complex.
7. Design and construct public facilities to provide flexible functions that ensure adaptability with the changing needs of the community.
8. Explore ways to expand facilities availability for community events, classes, and other activities.
9. Conduct comprehensive analyses and develop improvement plans for long-term public facility replacement requirements and costs.
10. Ensure improvements of public facilities are consistent with the goal of environmental protection.

General Plan 2035 CITY SERVICES & RECREATION



Features			
Label	DESCRIPTION	Label	DESCRIPTION
●	Academy Community Park	1	Vivante Park
●	Biobehavioral Park	2	Country Club Recreation Center
●	Suprise Community Park	3	Sierra Montezuma Recreation Center
●	Suprise Dog Park	4	Suprise Recreation Center
●	Deerwater Park	5	Wilderness Recreation Center
●	Green Park	6	Hollyhock Pool
●	Heritage (Marley Park)	7	Suprise Aquatic Center
●	Johnson Townhomes Park/Habitat for Humanity	8	Hollyhock Library
●	Stanley 101 Parkland Park	9	Suprise Regional Library
●	Sierra Montezuma Park	10	Suprise Tennis and Racquet Complex
●	Stonewood Park	11	Suprise City Hall
●	Suprise Santa Community Park	12	City Court
●	Three Star Park	13	Public Safety Building
●	City Facility	14	Wetland Management Yard
●	Library	15	Senior Center
●	Museum	16	Public Works Yard
●	Park	17	Public Works Facility
●	Recreation	18	Waste Water Treatment Plant
●	Aquatics	19	Dead Creek Waste Water Treatment Plant
●	Post Office	20	Post Office
●	County Facility	21	Maricopa County Sheriff's Department
○	Other	22	Norwalk Valley Chamber of Commerce
		23	Tekowebank
		24	
		25	
		26	
		27	
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		35	
		36	

Boundaries	
	Freeway
	Expressway
	Parkways
	Major Arterials
	Minor Arterials
	US Highway
	State Freeway
	State Highway
	Surprise Corporate Limits
	Planning Area Boundary
	County Boundary



0 0.475 0.95 Miles

Last Updated: 10/29/2015

Public Utilities Element

INTRODUCTION

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

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

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

DISCUSSION

Utilities

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

Efficient Utility Planning

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

Public Utilities Element



utility. In some cases the density of population may be correct for the area but the provision of utilities may be too costly to provide to residents of the area without special consideration.

Density to Cost Ratio

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

Local Utilities—Water

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

Coordination of water providers

Due to the number of different water service providers in the Surprise Planning Area, variability in their service standards can create confusion for City residents. The City's goal is to see that all service providers provide a level of service that meets the needs of the resident. When practical, the City may seek to consolidate services in order to maintain

consistent service to its citizens. The City may also provide educational materials to inform the public of service conditions and goals.

Supply Locations

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

Economic Development

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

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

Local Utilities—Sewer

Wastewater services in the City of Surprise are provided by both the City and EPCOR. Rural residences outside of sewer service areas will generally use septic systems until infrastructure is developed. The City of Surprise currently has two operating wastewater treatment plants. As

the city develops, there will be a growing need for wastewater treatment. New treatment plants being built will need funding either through a city bond issue, or started through developer funding of the project.

Reclaimed Water

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

Sizing Infrastructure

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

Local Utilities—Stormwater

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

Preserving Washes

As cities in the region have developed over time using onsite water retention, the area washes are slowly drying up. By retaining the water on site, the amount of water that has traditionally flowed through the washes has been reduced. By reducing this water amount, we are reducing the amount of plants and wildlife that can be sustained by the washes. By returning some amount of water back into the washes, the city can protect both property from flood hazards

and prevent the washes from drying out.

Urban Areas

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

Local Utilities—Power

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

Location

Planning and integrating utility stations and the larger power lines must be a combined effort between the city and APS. Power line locations are planned first with the Arizona Corporation Commission which provides a large corridor (not an exact route) in which the power line route may be placed. The Corporation Commission looks at the need of the power line and other possible routes (through large corridors). Once the corridor is decided upon, the city can work with APS to aid in providing rights-of-way or easements to minimize the effect the power lines will have on access and visibility.

Public Utilities Element



Environment: Peak hour consumption

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

Creation of renewable energy plants

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

Economic Development

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

Local Utilities—Telecommunications

Telecommunications in Surprise is supplied by Cox and Qwest. These companies provide the privately owned infrastructure and fiber optics that supply phone, cable, and wireless access to the area. Other long distance and phone

providers (except cell) lease service space from the company that owns the actual utility to provide service to their customers.

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

Cell Tower Location

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

Economic Development

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

Technology

The rapid advance of technology has created many benefits for society. It allows faster and more efficient work, better management of information, wireless communication, and more. Modern technology can no longer be viewed as just a tool. Cities with higher technology bases have advantages in economic development, draw more of the “creative” class to the community, can provide better education to its residents, and have a more informed citizenry. The

potential benefits of technology can be compromised if it is used merely to entrench old processes rather than used creatively to explore new and redesigned methods of providing services.

Economic Development

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

Quality of Life

Technology today improves the quality of life of everyone by connecting people, providing information, and making lives easier. The advent of cell phones has made it easier for people to stay in touch with friends and family no matter where they are in the City. By improving on this technology and working to place infrastructure for more communication technology the residents of Surprise will be able to collaborate with each other, businesses, and the City through phones, computers, and the next new technology, no matter where they are in the city. This same network can provide people with information about events in the City, warnings of road closures, detours, and emergency information.

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

better monitoring systems.

Roadways

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

Scallop Streets

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

Longer Street Life

To prolong the life and reduce maintenance costs on streets, the City should review construction methods and techniques. This can potentially be done through seal methods, initial construction practices, and new surfaces such as rubberized asphalt. These initial construction practices and maintenance techniques can also be carried over to private streets to help reduce maintenance costs and the potential for future

Public Utilities Element



hazards when roads are not maintained.

Solid Waste

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

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

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

Landfill Lifespan

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

To promote the lifespan of the landfill the City should educate residents to increase recycling

and lower the amount of waste deposited in the landfill. By reducing the recyclable waste the landfill can use the extra space for waste that cannot be recycled.

Recycling

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

Expansion of Service

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

GOALS AND POLICIES

Goal 1: Infrastructure Investment

Maximize City investment in infrastructure.

Policies

1. Coordinate with private utility companies and other public services to plan infrastructure, facilities, and services in undeveloped parts of the planning area.
2. Provide affordable water, wastewater collection, treatment, and water reuse.
3. Research locations and scope for future technology based infrastructure.
4. Create an efficient service network through collocation of cellular providers.

Goal 2: Solid Waste Disposal

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

Policies

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

Goal 3: Solid Waste Recycling

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

Policies

1. Encourage marketing of containers which are biodegradable or recyclable; support legislation which prohibits distribution and sale of beverages in non-recyclable cans or non-returnable bottles.
2. Undertake educational programs promoting voluntary collection of recyclable items and educate customers to accept products made from reclaimed material.
3. Encourage businesses to take a more active role in recycling and cogeneration techniques.
4. Periodically evaluate the feasibility of a recovery plant to reutilize valuable materials from municipal solid waste and to generate

energy for local use or sale.

Goal 4: Utility Corridors

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

Policies

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

Public Utilities Element



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

Goal 5: Technological Innovations

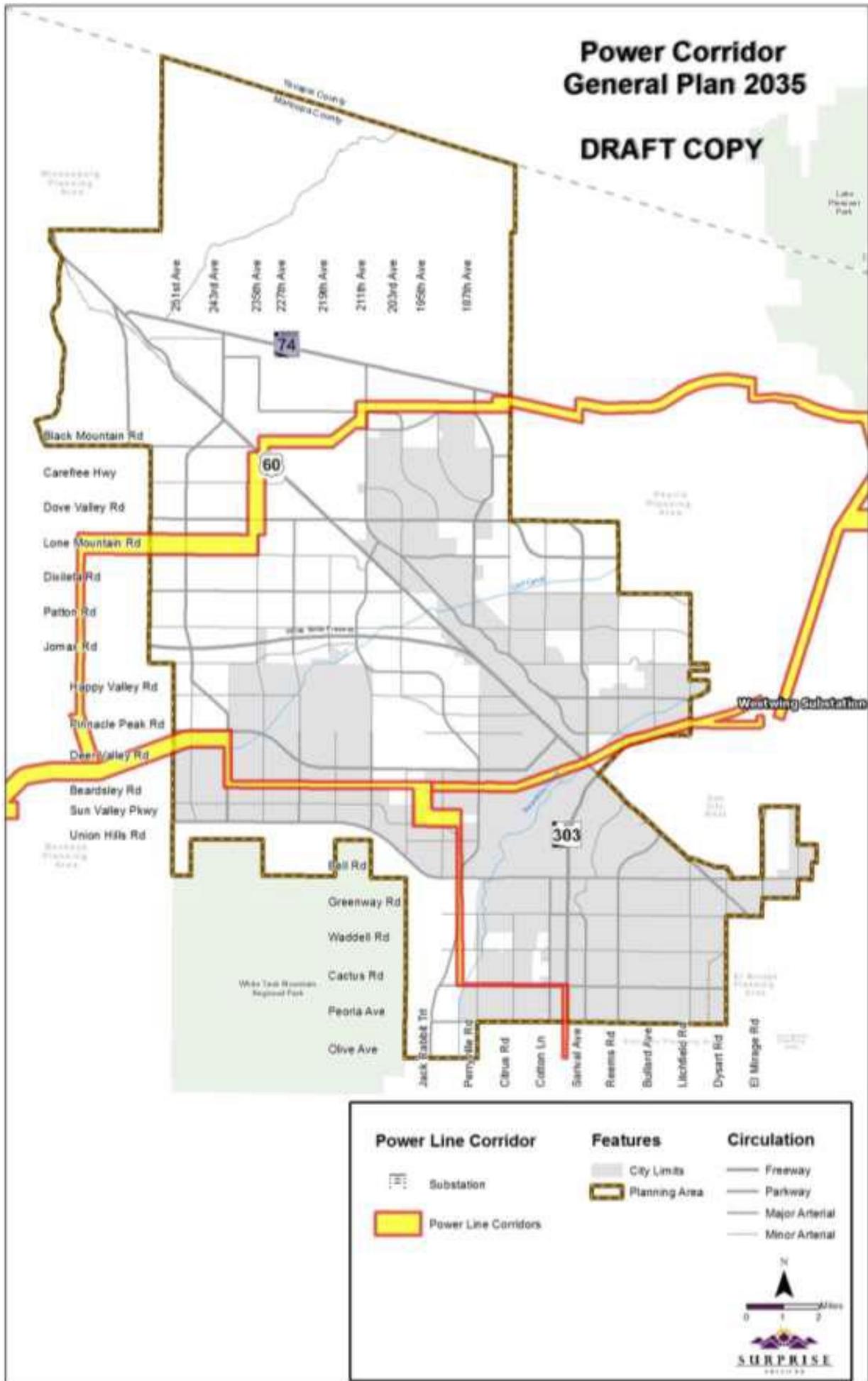
Surprise should be a leader in technological innovation.

Policies

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

Power Corridor General Plan 2035

DRAFT COPY





Health and Safety Element

INTRODUCTION

Central to any public plan is the importance of protecting the health, safety, and security of the citizens. The Health and Safety Element addresses community health as well as the protection of the community from any unreasonable risks associated with the effects of geological hazards, including subsidence and slope instability; flooding; wild land fires; hazardous materials and waste; human-induced hazards; and general emergency. By providing guidance to implement preventative and reactive measures for integration within planning activities, the city can promote the health, safety, and welfare of its citizens more effectively and more comprehensively. The health and safety element of the Surprise General Plan 2035 is divided into three distinct sections: community wellness, prevention, and response.

DISCUSSION

Community Wellness

Community wellness is a topic of increasing concern in communities across the nation. As the “baby boomer” population reaches retirement age, more facilities and services will be required to address the needs of an aging population. With aging, there is also an increase in the number of people with disabilities. The issues associated with this topic go beyond the location and services provided by public and private medical institutions. The overall health of a community depends on multiple factors, including the environment around them. A healthy environment reduces health risks and promotes better lifestyle choices. Factors that are important to a healthy environment and community wellness include the following:

Safe neighborhoods and public spaces

Safety-related issues are often at the top of the list of concerns by neighborhood residents. People want to feel they are safe when they are walking, biking, or traversing their neighborhoods and community. The way the community is designed can play an enormous part in the perception of safety in a community. As a result, the design of a community can hinder or

enhance people activities within a community. Land use decisions play an important role in promoting one’s ability to engage in everyday activities within the neighborhood or community. Equally important is the role that perception can play in creating safe neighborhoods. Design techniques can help minimize perceived safety problems.

Such techniques include creating neighborhoods and communities that provide integration and balance of uses; viewing streets as an amenity, requiring front porches, and other semi-public areas to encourage community interaction. Crime Prevention Through Environmental Design (CPTED) principles play a vital part in promoting safe neighborhoods with the emphasis on natural surveillance, territorial reinforcement, natural access control, and hardening target areas. Safescape concepts also highlight the importance of design in creating safe communities.

Access to public transit

Using public transit and active transportation options such as walking and biking reduces vehicle miles traveled, vehicle emissions, respiratory disease, and exposure to environmental contamination due to fuel and oil spills.

Safe transportation choices

Surprise has built miles of roadways for travel by vehicles. These roadways often lack adequate sidewalks, have lanes that are too narrow to share with bicyclists, and feature few, poorly marked, or dangerous pedestrian crossings. Complete Streets are streets that are designed for multiple users including pedestrians of all ages, bicyclists, people with disabilities, and cars and reduce risk of pedestrian and bicycle injuries. A commitment to community wellness requires that there is safe access for all users. It is imperative that pedestrians, bicyclists, motorists, and bus riders of all ages and abilities are able to safely move along and across a complete street.

Access to recreation and open space

Access to a park directly affects the use of parks for recreation and physical activity. Health benefits of physical activity may include a reduced risk of premature mortality and reduced risks of heart disease. Regular participation in physical activity can also reduce depression and anxiety, improve mood, and enhance ability to perform daily tasks. The availability of school grounds for community recreation after school and on weekends can promote physical activity, social cohesion, and neighborhood safety.

Access to healthy foods

A grocery store in a neighborhood can allow for greater fruit and vegetable consumption; reducing the prevalence of overweight and obesity, and incidence of hunger. Farmers' markets provide another source of fresh, locally produced fruits and vegetables, and are particularly important in areas poorly served by full service grocery stores. On the other hand, where there are high numbers of fast-food restaurants compared to grocery stores, there are often higher rates of health issues.

Access to medical services

The availability of good primary health care has a major role in the prevention of hospitalizations from chronic and communicable diseases. The availability of public transportation to community health facilities affects access to quality, affordable, reliable health care. Locating health facilities near transit can reduce vehicle trips and driving with benefits to air quality, community noise, and injuries. It also provides access to the greatest number of people.

Access to quality affordable housing

Lack of adequate affordable housing may force families to seek any form of shelter which, in turn, compromises their health and well-being. This can result in overcrowding, overpayment, substandard housing and longer work commutes, and other deficiencies. A wider range of housing sizes (number of bedrooms) that are affordable could alleviate overcrowding and lessen related negative health impacts.

Access to life-cycle housing

Creating designs for a lifetime, for any need, so families can stay in their home as special needs arise or change — and be able to effectively market the home should circumstances require moving — are key elements to providing life cycle housing and accessibility. Principles of Universal Design and Visitability in housing design can create homes that are able to accommodate a wide diversity of housing needs, from families with young children to families with elderly or disabled members. For example, a low bar with leg room underneath in the kitchen can be used by children today and a wheelchair user later. Grab bars beside the bathtub can be used by toddlers, teens or adults with a temporary need such as a sprained ankle, and by elderly residents with a more permanent need. Universal design also means wider door openings that can accommodate a wheelchair, and a five foot turning radius in bathrooms and kitchens.

Health and Safety Element



Principles of Universal Design were developed to guide a wide range of design disciplines including environments, products, and communications. The Center for Universal Design identified design principles that include:

- Equitable use.
- Flexibility in use.
- Simple and intuitive.
- Perceptible information.
- Tolerance for error.
- Low physical effort.
- Size and space for approach and use.

Applying these principles can create homes that people are able to live in throughout their life.

Access to economic opportunities

Unemployment and lack of sufficient economic opportunity is a major factor in all health outcomes. Attainment of self-sufficiency income predicts better health, improved nutrition, lower mortality, and indirect health benefits such as reduced communicable diseases, and reduced community violence.

Connected and complete neighborhoods

A healthy community promotes neighborhoods with daily goods and services within walking distance. Being able to walk to neighborhood goods and services promotes physical activity, reduces vehicle trips and miles traveled, and increases neighborhood cohesion and safety. Healthy neighborhoods are those in which more than 50 percent of the typical daily public and retail services are located within one-quarter of a mile of their homes.

Quality environment

Studies have found consistent associations between living in proximity to a busy roadway and respiratory disease symptoms including asthma and lung function measures. Diesel particulate matter has acute short-term impacts and a disproportionate effect on the elderly, children, those with illnesses, or others who are sensitive to air pollutants. On the other hand, living in

greener environments is associated with reduced self-reported health symptoms, better self-rated health, and higher scores on general health questionnaires. A quality environment focuses on the well-being of the communities, and on the principle that everyone is entitled to protection from the environmental hazards.

Sustainable development and practices

A healthy community promotes sustainability and environmental stewardship through the design of its built environment. Reducing electricity and natural gas usage results in reduction in climate change and air pollution emissions, reduction in the hazards, and use of environmental resources necessary to produce and transport energy. This subsequently results in improved air quality and lower rates of respiratory illness. Green businesses reduce occupational and environmental exposures to toxic chemicals and provide economic opportunities. Recycling and composting helps improve air, land, and water quality, as well as reduce energy demands associated with air pollution and greenhouse gas emissions.

It is commonsense that major decisions regarding development and planning should be made with consideration for each of the twelve factors. After all, the factors are directly related to the public's health. However, mechanisms and mandates for such consideration do not exist or are present in limited capacity. Providing such mechanisms will require a fresh look at the way decisions are made.

Prevention

Both natural and human induced hazards pose a threat to life and property, and may necessitate costly public improvements. Prevention of both natural and man-made hazards is the first step in making the City of Surprise a safer community. These hazards may be a result of geological hazards to natural events to public hazards or may arise from development such as: site layout, faulty construction, high noise areas, and military hazard zones. The City will

make all efforts to reduce or eliminate these hazards. Examples of such hazards include the following:

Natural or Geological Hazards

Geological hazards, such as subsidence, or unstable slopes and soils may present a threat to life and property and necessitate costly public improvements. Surprise should establish methods to identify the hazard areas and to review and regulate development where such hazards may occur.

Surprise is subject to significant weather extremes due to its Sonoran Desert location. Very high summer heat, powerful summer thunderstorms, soaking winter rains, and the potential for flooding are all typical in Sonoran Desert locations. Planning efforts must consider the adequacy of the plan in relation to the weather extremes.

Man-made Activities

Hazards resulting from human developments or activities such as crime, faulty construction, poor site layout, improper location of land uses, airport approaches or high noise areas, ground water overuse, or the use, storage, or disposal of explosive, flammable, toxic or other dangerous materials may pose a threat to life and property and may necessitate costly public improvements. To reduce or eliminate these hazards, Surprise needs to continue to establish measures to identify hazardous areas and to review and regulate development where such hazards occur.

Hazardous Materials

Many man-made substances can be hazardous to health. The increased use of such materials has increased potential hazards and actual damage. Public concerns have led to tighter controls on the production, transport, storage, sale, and use of hazardous materials and, particularly on the handling and disposal of concentrated residues and wastes produced by in-

dustrial operations.

Industrial sites where materials such as paint, rubber products, oil, tar, solvents, and pesticides are used have the potential to contaminate the environment. Hazardous materials, such as paints, solvents and cleaning compounds, are also present in small quantities in many homes. The proper disposal of these materials is important to sustaining a clean and healthy environment.

Fire

Fire can arise from natural or manmade sources. Fire hazard regulations are intended to minimize on-site property damage and personal injury, avoid damage to adjacent properties, and reduce the impact of fire suppression activities. Increasing "built-in" fire protection in new construction is the most cost effective way of achieving these objectives. All development must have adequate water available for fire suppression, whether from a hydrant and community system or from an on-site storage tank.

Where development is permitted in the midst of natural vegetation, the fire hazard must be further mitigated by other measures. The locations of subdivision lots and building envelopes can maximize access by emergency vehicles. Preventing the spread of fires to and from structures also requires removal of surrounding vegetation and clearing of fuel breaks.

Noise

Noise can be annoying and physically harmful to human beings and animals. Exposure to intense noise can result in hearing damage. Sources contributing to the potentially harmful noise levels include aircraft, motor vehicle traffic, railroad traffic, open industrial operations such as gravel quarries, shooting ranges, and various construction noises.

Health and Safety Element



Response

Providing medical response and protection against crime and risk of fire are primary concerns for city emergency services. Safety for both crime and fire prevention can be increased through land use planning and community design. Fire hazards are further reduced by continued training, application of Fire and Building Codes, and regional cooperation. For the City of Surprise the primary concern will be maintaining efficient services by locating new facilities as the community grows. Other methods that are used to facilitate effective response include:

Emergency Preparedness

Emergency (disaster) preparedness planning consists of three major components: government actions, private organization emergency response actions, and individual or small group actions. Emergency preparedness planning recognizes that in the first 72-hours after a major disaster people must be self-sufficient. Governments cannot provide all of the services that may be needed. Therefore, disaster preparedness involves planning efforts by local government, private organizations, and local groups to identify resources, provide public awareness, and formulate plans about what to do in an emergency situation.

The plans that are developed must have provisions for communications, supplies, health care, law enforcement, and disaster relief. In addition, the plans must be revised and updated on a regular basis due to rapid growth and development within the planning area.

Education

Block Watch and other community policing programs that involve citizens improve safety, build goodwill, and lessen the demand on City resources are important

GOALS AND POLICIES

Goal 1: Healthy Community

Surprise should strive to be a healthy community.

Policies

1. Continue to identify and reduce barriers to create an accessible community for all.
2. Create education programs to promote good personal health.
3. Building codes should promote a high quality of life for people of all abilities.
4. Encourage wellness through preventative health options.
5. Increase options for aging in place.
6. Promote the design of walkable, inclusive communities.

Goal 2: Hazards

Minimize threats of natural and human-induced hazards.

Policies

1. Strive to minimize the hazards of flooding from rivers, washes, and stormwater.
2. Protect the community from geological instability and subsidence.
3. Prevent unnecessary exposure of people and property to risks of damage or injury from hazardous materials.
4. Promote education on the proper handling, storage, use, and disposal of hazardous materials.
5. Promote policies and development standards that aid in prevention of natural and human-induced hazards

Goal 3: Community Preparedness

Ensure the community is well prepared to respond to natural and human induced catastrophic events.

Policies

1. Prepare and adopt an emergency evacuation plan for natural and man-made disasters.
2. Conduct timely reviews to ensure an effective update of the City's emergency response and recovery plan to reflect current risk/threat awareness.
3. Provide an integrated approach to planning and preparedness for emergencies and disasters.
4. Support policies and development standards that allow for appropriate response by emergency services.
5. Continue to work with local and regional entities to promote an effective and efficient communication system.
6. Ensure clear, accurate, and timely communication of critical information regarding events, safety, and assistance.
7. Ensure there are adequate resources for training of emergency response personnel.
8. Promote protection and preservation of natural drainage systems as the primary emphasis of City stormwater management efforts.
9. Ensure planned land development and building codes are designed to reduce avoidable property damage from storms/flooding and other natural events.
10. The City shall continue to coordinate its regional flood control planning with the Maricopa County Flood Control District and require adequate retention for new development.
11. Promote community awareness of risks associated with flooding.
12. Ensure adequate resources and training for critical staff positions.
13. Construct City facilities that will remain operable during and after a major catastrophic event.
14. Collaborate with the medical community in evaluating the effectiveness of the emergency medical system.
15. Effectively coordinate response of City staff and apply City resources to rapidly restore

order and begin the process of recovery.

16. Provide adequate access for emergency vehicles, particularly fire fighting equipment, as well as secure evacuation routes.
17. Establish an effective relationship with federal, state, and local agencies designed to support the community in times of emergency.
18. Coordinate emergency efforts with the Arizona Department of Emergency Management, Maricopa County Department of Emergency Management, agencies, and jurisdictions to provide an effective and coordinated response to any emergency/disaster.

Goal 4: Hazardous Materials

People and property should not be exposed to risks of damage or injury from hazardous materials.

Policies

1. Route the vehicular transport of all hazardous materials and waste products away from residential neighborhoods in accordance with the adopted and incorporated federal hazardous materials transportation regulations.
2. Periodically update the adopted hazardous materials truck route through the City.
3. Support state and federal legislation that strengthens safety requirements for transporting hazardous materials.
4. Collaborate with other regulatory agencies to assist people with their concerns and needs related to the use, storage, handling, and safe disposal of hazardous materials.
5. Prepare strategies and plans for evacuating inhabitants and handling emergencies involving hazardous materials.
6. Educate the public about the risks of hazardous material within their homes and businesses, and vehicles that move hazardous waste throughout the community.
7. Continue to equip, train, and maintain a level one response team within the Surprise Fire Department.

Health and Safety Element



Goal 5: Risk Reduction

Reduce risks from natural and man-made fires.

Policies

1. Maintain appropriate front, side, and rear yard setback requirements to minimize the threat of a spreading fire.
2. Evaluate, monitor, and remove dilapidated and underutilized structures that pose a fire threat in the City.
3. Encourage automatic sprinkler systems in all buildings, including single-family dwellings.
4. Consider the severity of natural fire hazards, potential damage from wild land and structural fires, adequacy of fire protection, and mitigation measures consistent in the review of projects.
5. Consider requiring adherence to *International Wildlife Urban Interface Code* standards in the design of new development in northern area of the City.
6. Conduct annual fire inspections of all commercial occupancies to ensure adherence to the City-adopted Fire Code.
7. Continue evaluating the feasibility of requiring that all newly constructed residential occupancies contain residential fire sprinklers.
8. Require on-site detection and suppression, including automatic sprinkler systems, where available services do not provide acceptable levels of protection.
9. Continue to support automatic aid agreements with municipal neighbors in the suppression of fire in the region.
10. Collaborate with the business community to establish partnerships in fire prevention efforts.
11. Emphasize public education programs that focus on fire prevention.
12. Utilize highly trained personnel currently assigned and trained in wild land tactics in the Fire Department.

Goal 6: Emerging Mitigation Techniques

Employ broad interdisciplinary-derived methods and emerging techniques to minimize risks.

Policies

1. Utilize the principles of *Crime Prevention through Environmental Design* (CPTED) to enhance the safety of proposed and existing developments from crime.
2. Consider “Safescape” concepts in development review of new projects.
3. Collaborate with private and public health agencies to promote health and injury prevention as prevention strategies.
4. Promote the use of alarm systems in all non-residential buildings.
5. Consider the use of photo-radar to monitor dangerous traffic intersections.
6. Keep pace with the growth of the City and the associated enforcement challenges.

Goal 7: Communication

Ensure the dissemination of critical information is clear, accurate, and efficiently communicated when needed.

Policies

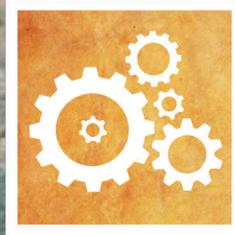
1. Enhance the effectiveness of the emergency response system by connecting people with appropriate non-emergency agencies.
2. Provide pro-active education to the community with special emphasis on high risk populations.
3. Assist in the development of emergency preparedness curriculum and training materials for schools and day care centers.
4. Encourage business and industry to plan for recovery from catastrophic events.
5. Provide guidance to citizens on disaster recovery through brochures, talks, and other public information methods.
6. Implement educational seminars, community exercises and emergency response drills.



CHAPTER 6: IMPLEMENTATION







Surprise General Plan 2035 policies provide guidance for future City ordinances, regulations, specific plans, and other plans. Surprise General Plan 2035 policies influence decisions on the annual city budget priorities and the Capital Improvements Program (CIP). The plan is the impetus for City departments to coordinate on a variety of plans and projects. The Implementation chapter outlines the specific action strategies for the City of Surprise to ensure implementation of the Surprise General Plan 2035. The Implementation chapter also addresses how the General Plan will be reviewed and updated.

Implementation is the goal of any planning process. Plan implementation carries out the vision of the citizens who participated in the planning process, and provides the opportunity to evaluate the outcome of the policies. Although the administration of the General Plan rests with the Community and Economic Development Department, the responsibility for plan implementation can only be realized with cooperation from the decision makers, other departments and the community.



INTRODUCTION

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

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

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

Administration Procedures

To ensure ongoing implementation of Surprise
Surprise General Plan 2035: Foundation for the Future

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

General Plan Monitoring Report

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

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

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

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

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

General Plan Amendments

Major Amendments to the General Plan

A Major Amendment to the Surprise General Plan 2035 is any proposal that would result in a change to the Character Area Land Use Plan

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

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

Minor Amendments to the General Plan

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

General Plan Amendment Procedures

Per Arizona Revised Statutes (ARS) 9-461.06, the City of Surprise will consider major amendments to the Surprise General Plan 2035

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

General Plan Amendment Evaluation Criteria

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

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

IMPLEMENTATION



reasonably mitigated.

- Whether there was a change in city adopted policies or codes that would justify a change in Surprise General Plan 2035.

Development Proposal Review Criteria

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

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

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

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

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

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

Greenfield Development

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

Greenfield development that in essence "sets

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

Non-Conforming Development

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

Approved Planned Area Developments

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

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

Implementation Initiatives

Summary of Implementation Tools

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

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

Implementation Strategy Matrix

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

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

IMPLEMENTATION



Implementation Strategy Matrix

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

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RS-4	Continuously review the Surprise Capital Improvement Plan (CIP) to ensure each element of the General Plan 2035 is being implemented to the greatest degree possible	Community Development Department	•	•	•
EV-1-3, RS-3-4	Stay involved in regional discussions and cooperative planning efforts (i.e. ADOT, MAG, MCDOT, FCDMC, WESTMARC)	Community Development & Public Works Department	•	•	•
RS-5	Review and update the Planning and Engineering Design Guideline and development standards, as appropriate	Community Development & Public Works Department	•		
RS-1-5	Review and update the Transportation Master Plan to be consistent with the General Plan 2035	Community Development & Public Works Department	•		
RS-2	Develop and adopt a Complete Streets Plan and Policy document	Community Development & Public Works Department	•		
RS-1-5	Implement transportation system improvements as described in Chapter 3: Transportation	Public Works Department		•	•
LU-8	Develop new and expand existing programs to educate of the benefits of sustainable practices	Community Development Department	•	•	
??	Review and update the Surprise Integrated Water Master Plan to be consistent with the General Plan 2035	Water Resources Management Department	•		

APPENDICES



AAF – Army Air Force
ACC – Arizona Corporation Commission
ADA – Americans with Disabilities Act
ADEQ – Arizona Department of Environmental Quality
ADOC – Arizona Department of Commerce
ADOT – Arizona Department of Transportation
ADWR – Arizona Department of Water Resources
AF – Auxiliary Field
AFB – Air Force Base
AG – Agriculture
AMA – Active Management Area
AP – Airport Preservation
API – Arizona Preserve Initiative
APS – Arizona Public Service
APZ – Accident Potential Zone
ARS – Arizona Revised Statute
ASLD – Arizona State Land Department
ASM – Arizona Site Museum Number
ASU – Arizona State University
AUX – Auxiliary

BLM – Bureau of Land Management
BNSF – Burlington Northern and Santa Fe
BOR – Bureau of Reclamation
BRT – Bus Rapid transit

C - Commercial
CAGRD – Central Arizona Groundwater Replenishment District
CAP – Central Arizona Project
CAWCD – Central Arizona Water Conservation District
CDBG – Community Development Block Grant
CDC – Community Development Corporation
CERT – Computer Emergency Response Team
CFS – Cubic Feet per Second
CIP – Capital Improvement Project
CLG – Certified Local Government
CRA – Community Reinvestment Act
CPR – Cardiopulmonary Resuscitation
CPTED – Crime Prevention through Envi-

ronmental Design
CWA – Clean Water Act
DES – Department of Economic Security
DMP – Development Master Plan
DOJ – Department of Justice
DSD – Dysart Unified School District
DU/AC – Dwelling Units per Acre

E - Employment
EPA – Environmental Protection Agency

FAR – Floor Area Ratio
FEMA – Federal Emergency Management Agency
FEMA BFE – Federal Emergency Management Agency, Base Flood Elevation.

GIS – Geographic Information Systems
GO – General Obligation

HAZMAT – Hazardous Materials
HDR – High Density Residential
HUD – Housing and Urban Development
HURF – Highway User Revenues Funds

LAB – Luke Air Force Base
LDR – Low Density Residential
LEED – Leadership in Energy and Environmental Design
LF – Landfill
LOS – Level of Service

MAG – Maricopa Association of Governments
MDR – Medium Density Residential
MHDR – Medium High Density Residential
MU – Mixed Use

NDWQS – National Drinking Water Quality Standards
NEV – Neighborhood Electric Vehicle
NHPA – National Historic Preservation Act
NPDES – National Pollutant Discharge Elimination System
NPDWR – National Primary Drinking Water Regulation
NRHP – National Register of Historic Places

APPENDICES

ACRONYMS & ABBREVIATIONS

OS – Open Space
OTS – Original Townsite

PF – Public Facility
PG – Proving Grounds
PM10 – Particulate Matter 10 microns or less
PMA – Phoenix Metropolitan Area

R – Resort Development
RPTA – Regional Public Transit Agency
RR – Rural Residential
RTP – Regional Transportation Plan

SAZ – Socioeconomic Analysis Zones
SD – Special District
SDWA – Safe Drinking Water Act
SF & PP – Santa Fe Prescott and Phoenix
Railroad **SPA** – Special Planning Area
SR – Suburban Residential

TAC – Toxic Air Contaminants **TDR** – Transfer
of Density Rights **TDS** – Total Dissolved Solids
TOD – Transit Oriented Development

USACE – United States Army Corps of En-
gineers
USDOT – United States Department of
Transportation
USEPA – United States Environmental Pro-
tection Agency
USGS – United States Geological Services
USFWS – United States Fish and Wildlife
Service

VFW – Veterans of Foreign Wars

WHO – World Health Organization
WWTP – Waste Water Treatment Plant

YMCA – Young Men’s Christians Association

100-Year Flood – A flood event that statistically has a 1 out of 100 (or one percent) chance of being equaled or exceeded on a specific water-course in any given year. A flood event of this magnitude is often used to determine if Flood insurance is either advisable or required on a property.

Acre-foot – Amount of water it takes to cover an acre of land to a depth of one foot, about 326,000 gallons. An acre-foot can supply the annual needs of between one and two average Arizona households.

Acres-gross – The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres-net – The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and floodways.

Adverse impact – A negative consequence for the physical, social or economic environment resulting from an action or project.

Alternative energy – Energy derived from non-traditional sources.

Annexation – process by which an area of land is incorporated into an existing city or municipality with a resulting change in the boundaries of the annexing jurisdiction.

Aquifer – Geological formation that is water bearing and permeable and yields economically significant amounts of water to wells or springs.

Arborescent – Tree-like branching pattern, generally having a bare stalk and clusters of polyps at the terminal end.

BFE (Base Flood Elevation) – The elevation

shown on the Flood Insurance rate Map for Zones AE, AH, A1-A30, AR, AR/A1-A30, AR/AH, AR/AO, V1-V30 and VE that indicates the water surface elevation resulting from a flood that has a one percent chance of equaling or exceeding that level in any given year.

Blight – A condition of a site, structure or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility.

Buildout – Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Capital project – A specific undertaking involving procurement, construction or installation of facilities or related equipment which improves, preserves, enhances or modernizes the City's provision of municipal services.

Census – The official decennial enumeration of the population conducted by the Federal Government.

City Council – A city's legislative body. The popularly elected city council is responsible for enacting ordinances, imposing taxes, making appropriations, establishing policy, and hiring some city officials. The council adopts the local general plan, zoning and subdivision ordinance.

Clustered development – Concentration of development on only a portion of a site, allowing sensitive areas to be protected with no loss in the number of lots and maintaining the overall density of the site.

Cogeneration – Cogeneration is a highly efficient means of generating heat and electric power at the same time from the same energy source.

Community development Block Grant (CDBG) – A grant program administered by the Department of Housing and Urban Development.

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GLOSSARY OF TERMS

opment (HUD) on a formula basis for entitlement communities and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Complete streets – Complete streets are designed and operated to enable safe, attractive and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities are able to safely and comfortably move along and across a complete street. Complete Streets also create a sense of place and improve social interaction, while generally improving property adjacent land values.

Conservation – Management of the human use of resource so as to yield the greatest sustainable benefit to present generation.

Day-Night sound level (Ldn) –

The Day-Night sound level is the A-weighted equivalent sound level for a 24-hour period with an additional 10 dB weighting imposed on the equivalent sound levels occurring during nighttime hours (10 pm to 7 am). Hence, an environment that has a measured daytime equivalent sound level of 60 dB and a measured nighttime equivalent sound level of 50 dB, can be said to have a weighted nighttime sound level of 60 dB (50 + 10) and an Ldn of 60 dB. Examples of measured Ldn values are shown in Figure 4. Table 1 summarizes the use of the four sound descriptors used by EPA.

Distributed generation – Distributed energy sources are small scale power generation technologies located close to where the electricity is used.

Effluent – Municipal sewage or wastewater that has been partially or completely treated.

Fissures – A general term to include natural fractures, cracks, and openings in consolidated rock caused by bedding planes, joints, faults etc.

Green Building – Development that minimizes energy consumption and minimizes pollution and the generation of wastes, while maximizing the re-use of materials and creating healthful indoor environments.

Habitat – The natural environment in which an organism lives.

Incorporated – Territory included under City of Surprise jurisdiction.

Ldn – the Day Night Average Level, is a 24-hour average level with a 10 dbA weighting added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity.

Lifecycle housing – Housing that entails a range of housing options that meet people's preferences and circumstances at all of life's stages.

Life-Lease – A life lease can be for the life of the tenant, for a specific term (e.g. 50 years), and some have no specified termination date. Under a life lease, a tenant pays an entrance fee for a rental unit. The tenant also pays rent each month to cover maintenance and other expenses. They then have exclusive use of their suite, shared use of all common areas and facilities, and other benefits. Majority of life lease communities are developed and owned by non-profit organizations, charitable groups, service clubs or religious institutions.

Metropolitan Area – The area which is located in a relatively large core city or cities and the adjacent geographic areas.

Multi-modal – Accommodating various modes of transportation including bicycles, pedestrians, transit vehicles, ferries, trains and personal

vehicles.

Neotropical – The biogeographic region including tropical Mexico, Central America, South America and the West Indies.

Noise Contours –

Noise contours are a series of lines superimposed on a map of the airport's environs. These lines represent various DNL levels. DNL noise contours are used for several purposes.

- Noise contours highlight existing or potential areas of significant aircraft noise exposure
- Noise contours are used to assess the relative aircraft noise exposure levels of different runway and/or flight corridor alternatives
- Noise contours provide guidance to political jurisdictions in the development of land use control measures. These measures include zoning ordinances, subdivision regulations, building codes and airport overlay zones.

New Urbanism – An approach to urban planning that advocates integrating housing, workplaces, shopping, and recreation areas into compact, pedestrian-friendly, mixed-use neighborhoods linked by transit and bikeways. New urbanist development is characterized by buildings placed directly along relatively narrow streets, with parking and driveways located to the rear, complemented by pedestrian-oriented amenities such as front porches and sidewalk cafes.

Ordinance – A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Point Source of Pollution – Discrete conveyances, such as pipes or man made ditches that discharge pollutants into water of the United States. This includes not only discharges from municipal sewage plants and industrial facilities, but also collected storm drainage from larger urban areas and collected runoff from many construction sites.

Preservation – An action to reserve, protect or safeguard a portion of the natural environment from unnatural disturbance.

Recharge – A process by which water is added to a zone of saturation, usually by percolation from the soil surface.

Renewable – Energy obtained from sources that are essentially inexhaustible.

Ruderal – Vegetation that grows along roadsides or in disturbed or abandoned farmland.

Safe Yield – The amount of water that can be taken from a source or supply over a period of years without depleting that source beyond its ability to be recharged.

Shrink-swell – Identifies the capacity of a soil to expand or shrink as the moisture content is increased or decreased. Soils with a high percentage of clay tend to have a high shrink-swell capacity which can contribute to structural problems for buildings and roads.

Subsidence – The process of sinking or settling of a land surface because of natural or artificial causes.

Surprise Economic Positioning Framework

- A study that identifies the economic opportunities that have the greatest potential based on the established economic foundations of the region and the unique, place-based assets found in the region and Surprise.

Sustainability – A concept of meeting the needs of the present without compromising the ability of future generations to meet their needs. Planning for sustainability promotes responsible development - not anti-development. It requires a democratic process of planning to achieve the greatest common good for all segments of our population, protect the health of the environment and assure future generations of the resources they will need to survive and progress.

Streetwall – Technique where buildings are used to border and enclose space to make walking along the street safer and more comfortable and to ensure that the streetscape is visually interesting.

Transit – Transit comprises all transport systems that transport members of the general public, usually charging set fares. It generally includes rail, bus services, ferries, taxicab services etc.

Urban Design – Urban design concerns the arrangement, appearance and functionality of towns and cities, and in particular the shaping and uses of urban public space. It has traditionally been regarded as a disciplinary subset of urban planning, landscape architecture, or architecture. Urban design theory deals primarily with the design and management of public space (i.e. the 'public environment', 'public realm' or 'public domain'), and the way public places are experienced and used.

Urban Interface – Heavily vegetated areas where wildlands meet urban development.

Viewshed – A viewshed is an area of land, water and other environmental elements that is visible from a fixed vantage point.

Visitability – An international movement to change home construction practices so that virtually all new homes whether or not designated for residents, who currently have mobility impairments, offer specific accessibility features.

Xeriscape – Quality, low-maintenance landscaping that conserves water and is based on sound horticultural practices.

May 14, 2013: Resolution 2013-39

City Council adopted General Plan 2035

June 25, 2013: Resolution 2013-59

Minor Text Amendment – Arizona State Assistant Attorney General requested a minor change to provide consistency throughout the region regarding residential development within high noise and accident potential zones.

October 7, 2014: Resolution 2014-101

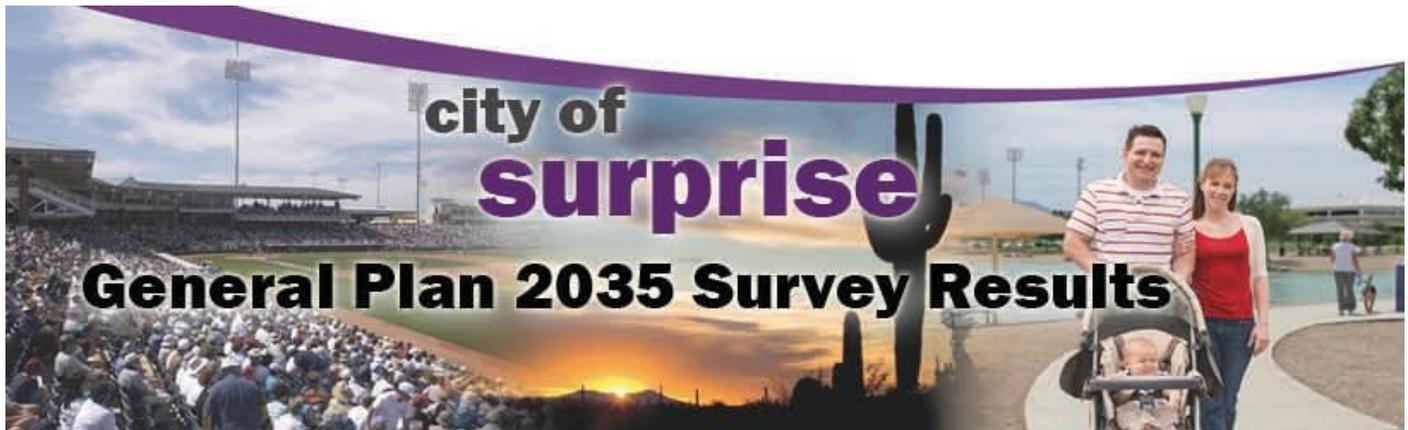
Minor Text Amendment – Revised Implementation chapter

December 15, 2015: Resolution 2015-107

Minor Amendment to Land Use Map

December 19, 2015: Resolution 2015-120

Major Text Amendment – Remove the Village Plan requirements from the development process and adopt the “Character Area” planning concept. Include additional 2 square miles to the south boundary of the Surprise Planning Area.



“What’s Most Important?”

A Clean, Safe, Attractive Community

**Economic Development focused on Small Businesses
and Education Jobs**

Sustainability focused on Water Conservation

**Recreation for All Ages, Regional Parks, and
Recreation Centers**

Entertainment through Arts & Culture

Priority 1

Clean and Safe
Communities

Safety

Clean Streets and
Neighborhoods

Economic Development

Physical Appearance

Water Conservation

Recruit Small
Businesses

Recreation

Priority 2

East/West Connections

Incentives for New Businesses

Safety Through Design

Recreation for All Ages

Education

Open Space

Education Jobs

Neighborhood Watch

Walkability

Renewable Energy

Recruit Large Businesses

Neighborhood Preservation

Priority 3

Transportation

Regional Parks

Complete Streets

Neighborhood Centers

Incentivize Renewable Energy

Wildlife Habitats

Service Sector Jobs

Accessibility

Recreation Centers

Sustainability

Green Buildings

Sidewalks & Bike Lanes

Downtown/Regional Mall

Neighborhood Parks

Industrial Sector Jobs

Educating the Public

Trails

Arts and Culture

Retail Jobs

Health Facilities

Alternative Modes of
Transportation



downtown

- Walkable area containing boutique shops, arts and culture, and entertainment
- Shopping and dining in unique stores and restaurants (not chain stores or restaurants)
- Centralized “placemaking” area to socialize
- Mixed-use “town square,” “city center,” or “main street”
- Indoor and outdoor entertainment venues and small-scale nightlife

recreation & entertainment

- Centralized community recreation center that offers a variety of classes, year-round activities, fitness facilities, etc.
- Family-friendly recreation and entertainment facilities (i.e. amusement park, water park, theme park, mini golf, roller skating rink)
- Arts and culture venues (i.e. art centers, cultural centers, performing arts theaters, museums, creative galleries)



economic development

- Focus on attracting “white collar” business (i.e. corporate headquarters such as Google, Intel, or other high-tech, engineering, or financial sector companies)
- Promote small business development (i.e. provide incentives to new businesses) such as small boutique shops
- Develop an upscale shopping mall, high-end retail (i.e. Nordstrom’s, Macy’s, Dillard’s, Whole Foods, etc.), and Costco
- Limit strip malls and chain establishments (i.e. fast food restaurants, chain restaurants, “box stores” like Walmart, Ross, Kohl’s, etc.)

growth

- Focus on smart, controlled growth
- Provide “big city” amenities with “small town” feel (unique charm and sense of community)
- Infill vacant commercial properties before building more commercial developments
- Promote “pride of ownership” communities (low crime and safety) and avoid high density residential development



transportation

- More east/west connections (from Loop 303 to Loop 101)
- “Bike friendly” and “walking friendly” city with connective bike lanes and walking trails (including shaded walkways)
- Complete partially-built streets
- Public transportation connection to downtown Phoenix and airport