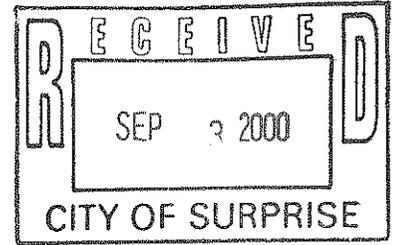




Desert Trails / Fox Trail

Amendment	Case Number	Approval Date	Approval Doc.	Page
Original PAD	PAD00-095	01/11/2001	Ordinance 00-24	2
Amendment	PADA05-309	04/12/2007	Ordinance 07-26	75
Amendment	PADA08-147	05/28/2010	Ordinance 2010-09	220

Fox Trail



A Planned Area Development
by
PV-SLA, Inc.

CITY OF SURPRISE	
PLANNING AND ZONING DEPARTMENT	
APPROVED	
Case No.:	<u>PAD 00-095</u>
P&Z Comm. Approval:	_____
City Council Approval:	<u>11/1/2001</u>
B.O.A. Approval:	_____
Stipulations:	_____

The City of Surprise
Revised September 11, 2000

prepared by
Effistructure Residential Specialists, LLC
480-314-0713

Consultants:
G. William Larson Associates
Drifting Sands Design, Inc.
Wood, Patel & Associates, Inc.
Gallagher & Kennedy, PA

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List of Exhibits and Appendices

- Exhibit 1 Legal Description
 - Exhibit 2 Vicinity Map
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 - Exhibit 5 Master Open Space
 - Exhibit 6 Golf Course Plan
 - Exhibit 7 Multi-Use Trail
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 - Exhibit 12 Street Section
 - Exhibit 13 Landscape and Wall Design
 - Exhibit 14 Signage and Entry Monumentation (2 pages)
 - Exhibit 15 Conceptual Drainage Map
 - Exhibit 16 Master Water Map
 - Exhibit 17 Master Wastewater Map
-
- Appendix 1 Traffic Analysis
 - Appendix 2 Conceptual Master Drainage Plan
 - Appendix 3 Master Water Plan Report
 - Appendix 4 Master Wastewater Plan Report
 - Appendix 5 Plant List
 - Appendix 6 Development Agreement

1.0 Introduction

Location and Property Description

Fox Trail is a proposed 877-acre Planned Area Development which is bounded on the north by Pinnacle Peak Road, on the west by 219th Avenue, on the east by the alignment of 211th Avenue and on the south by Deer Valley Road and Rose Lane alignments (irregular configuration of the Property at the south end).

The Property gains access from the existing Sun Valley Parkway 1 ½ miles south of the Property to paved access on 219th Avenue to the Deer Valley Road alignment. Exhibit 1 contains a legal description.

The Property is within the incorporated area of the City of Surprise and is currently owned by PV-SLA, Inc., an Arizona corporation. The design team selected for this PAD consists of G. William Larson Associates, Inc., a firm with much master planned community planning experience including McCormick Ranch, Grayhawk and the new Del Webb Anthem community; Jeff Farr, Drifting Sands Design; Irene Carroll, Effistructure Residential; Wood/Patel & Associates, Inc.; and Von Hagge Design, which has designed successful golf courses worldwide.

1.1 Executive Summary

The goals of the Developer for Fox Trail are to create a community that:

- **Is environmentally responsible.**

This project is impacted by both the Trilby Wash and the Iona Wash, which traverse the property from the north. The developer is preserving the washes and adjacent vegetation by providing 40% open space, which is unprecedented in the City of Surprise. The open space will be enhanced with a 27-hole golf course, a multi-use trail system, bike paths, parks, and other landscape tracts and open space.

- **Is a multi-generational community.**

Fox Trail will provide a variety of housing product that accommodates several generations of homebuyers and lifestyles. The goal is to provide a living environment where, when a family's residential needs change, housing within the same community will be available to meet those needs. Families can retain their familiarity with friends, children will not have to change schools, and parents and grandparents can be within walking distance of one another. Fox Trial will be a community where those choosing smaller homes and low maintenance landscaping can live next to families wanting big yards and room to grow.

- **Provides a variety of outdoor amenities.**

In addition to the golf course and driving range, Fox Trial will provide a multi-use trail system and bike paths throughout the community, which will link neighborhoods to each other and have connections through the wash, along the circulation system, to the school and various parks throughout. See Exhibits 5 through 9 for conceptual drawings.

- **Is in compliance with the City of Surprise Design Guidelines.**

By meeting the foregoing goals of the developer, Fox Trial is also meant to be in complete compliance with the City of Surprise Design Guidelines, providing an overall density of **less than 3.0 units per acre, or 2.7 DUA overall**. The density calculated for the purposes of the LDR lot categories of the Design Guidelines is 2.3. Fox Trial will comply with the 76 points required to achieve the various housing types. See Section 4.14 for discussion on this topic.

2.0 Current Conditions

This approximately 877-acre parcel lies in the southeast quadrant of Pinnacle Peak Road and 219th Avenue. Views are distant and the site is generally level, falling to the south at an average gradient of less than 3%. Vegetation is modest (desert broom and bursage), with the majority aligning the Trilby Wash and its tributaries. Drainage through the site flows to the south, with the major emphasis on Trilby Wash. Access to the Property is afforded along 219th and 211th Avenues.

The Property is currently zoned R1-43 in the City of Surprise.

3.0 Surrounding Land Uses

Approximately one and one-half mile to the north of Pinnacle Peak Road, which is the northern boundary of the Property, lies the Auxiliary Field of Luke Air Force Base ("Aux-1"). The Property is not within any noise contours in either the 1988 or the 1995 (or 1997 revised) Luke Air Force Base AICUZ and the Aux-1 Noise Study. To the west is an area of unplanned lot splits containing various types of rural dwellings, mobile homes and manufactured housing product. Many of the surrounding lots remain vacant. The lands to the north and east consist of State Trust Land, some of which is leased to Volvo Proving Grounds. Further east about one mile on the Deer Valley alignment is the Northwest Regional Landfill. Running in an east/west orientation along the far south Property boundary at the alignment of Rose Garden Lane is an existing electrical transmission line easement of 175 feet wide. This easement is utilized by the Central Arizona Project Canal and Arizona Public Service 640 KV line corridor. Further south is undeveloped desert to the Sun Valley Parkway. See Exhibit 2 for Vicinity Map.

4.0 Fox Trail PAD Development Plan:

The Fox Trail PAD proposes the following Land Uses, Density, and Zoning Designations:

	<u>Acres</u>	<u>% of Total</u>
Neighborhood Commercial, C-1	12	1.4
Resort, Clubhouse, C-2	13	1.5
School with Park	19	2.2
Golf, Open Space	291	41.6
Single Family Residential (LDR)	349	39.8
Medium Density Residential (MDR)	96	11.0
High Density Residential (HDR)	<u>22</u>	<u>2.5</u>
Total Acres	876	100.0

The May 2000 draft Land Use Element of the proposed Surprise General Plan Update would allow over 5,700 units on the 876 acres, with an average overall density of 6.5 dwelling units per acre. The proposed gross density for Fox Trail, with over 40% open space and less than 2,400 units, excluding potential C-2 uses, is less than 2.8 dwelling units per acre. The proposed conceptual Land Use Map is attached as Exhibit 4 and conforms to the land use mixture and balance in the City's current General Plan.

A Land Use and Zoning District Delineation Chart follows which includes a summary of density calculations as well as a parcel by parcel land use and zoning designation. The density for the low density residential (LDR) component of Fox Trail as calculated in this chart is 2.3 units per acre.

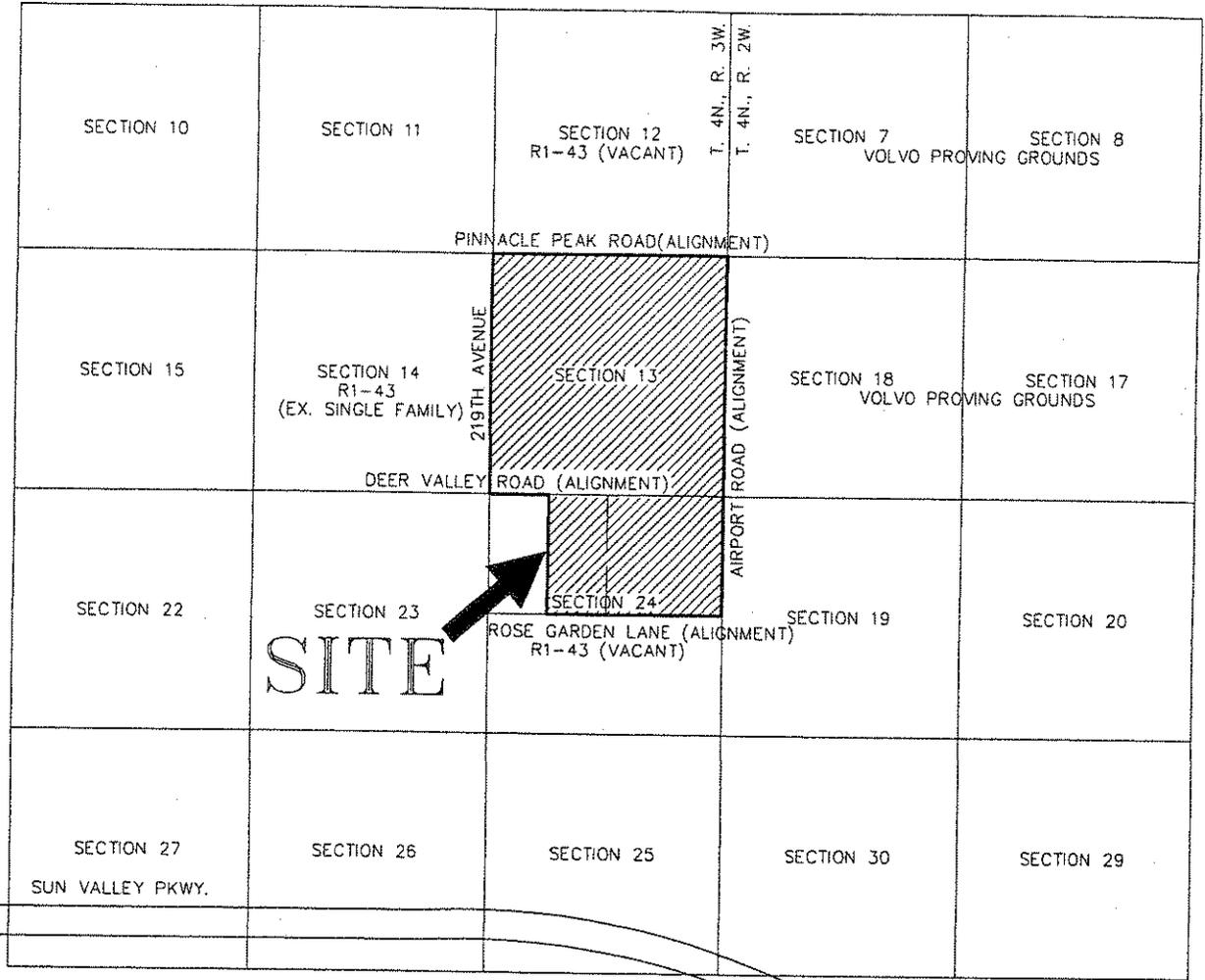
Land Use and Zoning District Delineation

Parcel Label	Number of Acres	Zone District	Density per Acre	Conceptual Total # of Units	Land Use
1	12.4	C-2			COMM
2	12.7	MF Residential	6.0	76	MDR
3	13.0	MF Residential	8.0	104	MDR
4	26.3	SF Residential	4.7	124	LDR
5	28.2	SF Residential	3.8	107	LDR
6	29.6	SF Residential	4.2	124	LDR
7	19.1	MF Residential	5.7	109	MDR
8	26.7	SF Residential	4.2	112	LDR
9	22.6	SF Residential	4.6	104	LDR
10	23.3	SF Residential	3.8	89	LDR
11	33.1	SF Residential	5.0	166	LDR
12	28.3	SF Residential	4.8	136	LDR
13	22.3	SF Residential	4.2	94	LDR
14	24.6	SF Residential	4.7	115	LDR
15	17.9	SF Residential	5.1	91	LDR
16	8.1	Resort – C-2			COMM
17	21.7	SF Residential	3.2	69	LDR
18	27.8	SF Residential	3.5	97	LDR
19	12.3	SF Residential	4.8	59	LDR
20	32.6	MF Residential	5.7	186	MDR
21	18.6	School Site			School/Park
22	18.5	MF Residential	8.0	148	MDR
23	17.5	HD Residential	12.0	210	HDR
24	4.9	Resort Condo C-2			COMM
25	4.7	Clubhouse C-2			COMM
Right of Way	74.6				
Golf Course/ Open Space	296.1				
TOTAL ACREAGE	877.5			2,320	

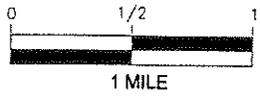
LAND USES:	ACRES	UNITS	LDR ACRES	LDR DENSITY
School with Park	18.6			
C-2	30.1			
Medium Density Residential	95.9	623		
High Density Residential	17.5	210		
Golf, Open-Space, R.O.W.	370.7			
Residential LDR Design Guidelines	344.7	1,487	640.8	2.32

TOTAL PAD ACREAGE **877.5** **2,320**
Total Gross Density* **2.74**

*Excludes Commercial

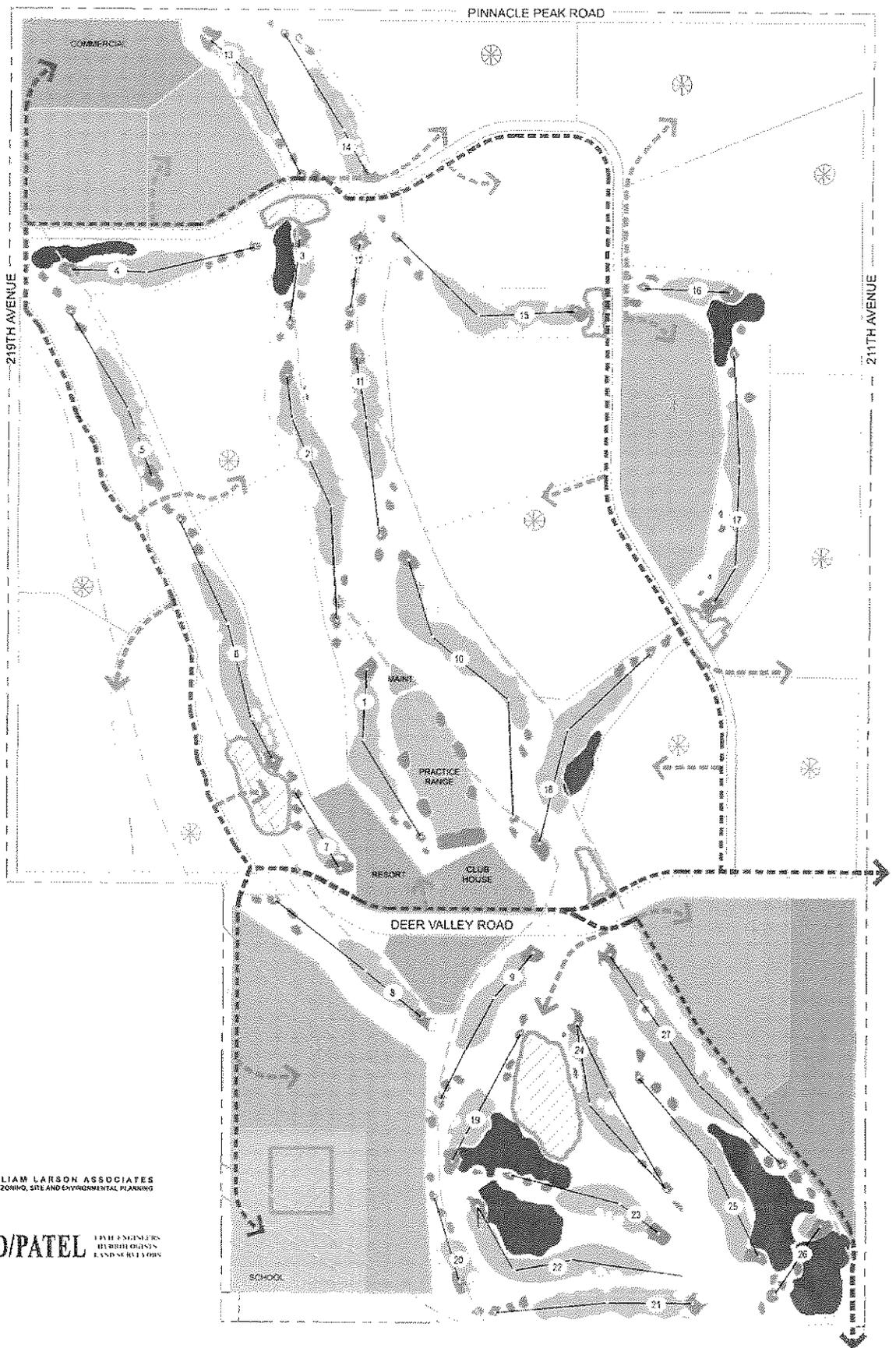


SITE



VICINITY MAP

<p>FOX TRAIL SURPRISE, ARIZONA</p>	<p>WOOD/PATEL Civil Engineers Hydrologists Land Surveyors (602) 335-8500</p>
--	---



Legend

- LDR
- MDR
- HDR
- COMMERCIAL
- POTENTIAL POCKET PARK SITES



WOOD/PATEL CIVIL ENGINEERS
 ARCHITECTS
 LANDSCAPE ARCHITECTS

Fox Trail

Land Use Map

Exhibit 4

4.1.1 Residential Classifications

Three residential land use categories are proposed for Fox Trail which are identified as follows: Single Family Detached, which will come under the "LDR" category of the Surprise Single Family Residential Design Guidelines, Medium Density Residential (MDR) which will include both attached and detached single family residential parcels, and High Density Residential (HDR), single-family attached.

Fox Trail proposes twenty residential parcels that will accommodate nine product types with additional variations within each category including the MDR and HDR categories. The total residential units proposed are less than half of what is proposed in the draft General Plan Update. With less than 2,400 residential units, Fox Trail proposes a variety of residential lot sizes from 48' wide to 85' wide or greater, and housing product types ranging from single family, cluster, courtyard, townhome, condominium and apartments, while still maintaining an overall density of less than 2.7 DUA. The goal is to create a sense of place unique to its setting, in a community that provides flexibility and diversity in livability, character, product, and lifestyle.

None of the residential parcels are greater than forty acres. Working in concert with the City of Surprise Design Guidelines, this concept is designed to introduce various product types and visual diversity throughout the project linking smaller neighborhoods to one another. The distribution of product type accommodates lower densities to the west (along 219th Avenue) with moderate densities to the east. Not only does this provide consistency with the draft General Plan Update, but it also provides the project with a development 'texture' reinforcing the open space system and enhancing the project's general character.

4.1.2 Architectural Design and Development Standards

The Developer will set the palate to encourage homebuilders to provide a wide variety of products drawing interest from all sectors of Surprise and surrounding communities. This multigenerational community will offer homes that will appeal to young families, starter homes, move up buyers, professionals, golf lovers, and empty nesters, among others. With an abundance of lifestyle opportunities and price ranges, Fox Trail will be visually and culturally stimulating for those who choose to experience it.

The development standards, incorporated herein, along with the Design Guidelines Compliance (see Section 4.1.4), the Community Covenants, Conditions and Restrictions (CC&R's) and Architectural Review Committee will work in concert with one another to provide the controls necessary to maintain high quality design and style and contribute positively to the character of Fox Trail. The community CC&R's will be established by the developer and recorded against the property.

Product Type and Architectural Style

The design team anticipates programming the particular product types in each parcel (neighborhood) after comprehensive research and discussions with numerous valley and regional homebuilders. The architectural styles are not yet chosen, but will include various garage orientations, roof lines, materials, scale, and color while keeping with the goals of the Surprise Design Guidelines.

A variety of product types are envisioned including single family detached, attached duplex, multi-family, cluster, courtyard, townhome, various patio home styles, and zero lot line housing. The architectural styles may include contemporary, traditional southwest, craftsman, ranch, territorial, and Santa Fe.

Integrated with golf, all housing will have an opportunity to be seen at a distance. This will add to, and intensify, the texture of the community.

Garage Orientations

Garage placement with alternate garage designs will be encouraged to include rear, detached, side entry, alley loaded, and house forward designs and elevations.

Lot Placement and Setbacks:

Variable lot sizes and setbacks will be encouraged within each residential parcel to add to the diversity and character of the community.

The development standards chart for the LDR, MDR and HDR land uses follows.

Fox Trail – Development Standards (Zone District Regulations)

LDR Lot Category or Zoning Designation	A	B	C	D	E	F	G	MDR	HDR
Minimum Lot Frontage	48'	53'	58'	63'	68'	75'	83'		
Minimum Side Yard Setbacks	5'/5'	5'/5'	5'/8'	5'/8'	5'/8'	5'/8'	8'/8'		
Max House Width Permitted	38'	43'	45'	50'	55'	62'	67'		
Minimum Lot Size	5,280	5,830	6,380	6,930	7,480	8,250	9,130	3,500	
Maximum Building Height	30'	30'	30'	30'	30'	30'	30'	30'	35'
Minimum Distance Between Bldgs.	10'	10'	10'	10'	10'	10'	16'	10'	10'
Front Setback – House Forward	12'	12'	12'	12'	12'	12'	12'	10''	15'
Front Setback – Garage Face	18'	18'	18'	18'	18'	18'	18'	10'	
Front Setback – Side Entry	12'	12'	12'	12'	12'	12'	12'	10'	
Minimum Rear Setback	15'	15'	15'	15'	20'	20'	20'	10'	15'
Rear Garage Setback	4'	4'	4'	4'	4'	4'	4'	4'	
Minimum Standards from Design List A	All 12 required	N/A	N/A						

1. Front, side, and rear Setback measurements taken from Property Line, unless otherwise noted in Design List A and incorporated herein.
2. Non-foundation home features will be allowed to encroach two (2) feet into the side yard setback, but not closer than four (4) feet from the property line.
3. Setbacks identified for MDR and HDR are building setbacks or minimum building separations.

4.1.3 Design Guidelines and Architectural Controls

The developer of Fox Trail intends to meet or exceed the City's minimum Design Guideline points calculated in the Design Guidelines Compliance Chart and Points Lists that follow this section. Fox Trail is in compliance with the City of Surprise Design Guidelines including the Permitted Lot Size Mix and Permitted Density of the LDR category of lots.

While it is intended that various builders will bring their own flavor and style, Fox Trail will provide a blending and integrating oversight by implementing a Design and Architectural Guidelines Committee as part of the Covenants, Conditions, and Restrictions Document ("CC&R's") for the community. This committee will function as an intermediary working with builders to ensure the City's best interests and those of the developer are met and kept as the community is built out. Architectural guidelines will be prepared to reinforce the Fox Trail southwest golf theme. Landscape, streetscape, signage, lighting and architecture will be coordinated and become an integral part of the CC&R's and complement the City's Design Guidelines. These CC&R's will work in conjunction with, and serve to enhance the Development Standards and Design Guidelines incorporated into the PAD document.

We look forward to supplementing the City's own Design Guidelines with additional requirements to maintain the character.

4.1.4 Fox Trail – Design Guidelines Compliance Chart

Category/Proposed Min. Lot Size	Parcel Label	Proposed Lots	Total/Category	Minimum Lot Width	Lot %	Design Guideline Lot %
Minimum Lot Size: 5,280 sq. ft. Category A	11 15	166 91	257	48'	17.27%	15.00%
Minimum Lot Size: 5,830 sq. ft. Category B	12 19	136 59	195	53'	13.10%	15.00%
Minimum Lot Size: 6,380 sq. ft. Category C	4 9 14	124 104 115	343	58'	23.06%	15.00%
Minimum Lot Size: 6,930 sq. ft. Category D	6 8 13	124 112 94	330	63'	22.20%	15.00%
Minimum Lot Size: 7,480 sq. ft. Category E	5 10	107 89	196	68'	13.16%	15.00%
Minimum Lot Size: 8,250 sq. ft. Category F	18	97	97	75'	6.54%	15.00%
Minimum Lot Size: 9,130 sq. ft. Category G	17	69	69	83'	4.67%	10.00%
TOTALS		1,487				

Although the overall LDR Density is less than 3 (2.32 DUA), Fox Trail exceeds Category A compliance percentage and therefore requires a minimum of 76 Design Guideline points. (40 pts. from Design List B, 16 pts. from C, 20 pts. from D.)

Fox Trail will achieve the points required as described in the Development Standards in this Section 4.1.4 and summarized below:

Design List B: A, B, C, D, E, F, G, H, I, J, K, L (43 points)

*Design List C: A, B, D, F, I (13 points)

Design List D: A, B, C (26 points)

*Prior to Preliminary Plat approval, each applicant (Builder or Developer) will be required to identify specific options from Design List C to meet the total minimum points required.

4.1.4 DESIGN GUIDELINES AND POINTS LIST

Development Standards: Design List - A

Unless specifically amended in this section and Section 4.1.2, the proposed P.A.D. LDR subdivisions in Fox Trail will be constructed in compliance with all twelve (12) of the minimum required standards listed in Design List - A of the SFR Design Guidelines.

Design List - A Compliance Items

The following is a list of items that will be included as additional subdivision standards for the development of Fox Trail.

A. Front Setbacks: The LDR lots in Fox Trail will maintain a minimum front setback of twelve (12) feet, as measured from the property line, to any part of the house or other structure other than a garage. The front setback for a front entry garage will be no less than eighteen (18) feet to the face of a garage door, measured from the property line. The front setback to a garage in which the garage door is angled at forty-five (45) degrees or greater in relation to the street will be no less than twelve (12) feet, as measured from the property line. Two (2) twenty (20) foot parking spaces off-street and outside of the garage, will be provided for garages angled at forty-five (45) degrees or greater. Notwithstanding the above, no driveway will be less than twenty-two (22) feet in length, as measured from the back of the sidewalk, or in the case of curb separated sidewalk, twenty-two (22) feet as measured from the Right-of-Way.

B. Side Setbacks: All houses will maintain the side yard setbacks as shown in the Fox Trail Development Standards in Section 4.1.2 of the PAD document. These setbacks will apply to all houses and other structures except houses and other structures with two or more stories constructed on lots in Lot Categories A, B, C, and D of the Development Standards Chart. Such multi-story houses will be constructed with a seven (7)-foot yard setback on one side and eight (8)-foot side yard setback on the other side. Additionally, two adjacent multi-story houses will be separated by not less than fourteen (14) feet, and a multi-story house and an adjacent single-story house will be separated by not less than twelve (12) feet, if any portion of a multi-story house has only one story, the single-story setbacks will apply to the single-story portion of the multi-story house. Non-structural architectural features such as fireplaces, bay windows and pop-outs will be permitted to encroach two (2) feet into a side yard setback. Patio covers and other similar features will not be permitted to encroach into a side yard setback.

C. Corner Side Setbacks: All houses located on corner lots will maintain a setback of thirteen (13) feet on the side abutting the street. This setback can be achieved with a combination of a landscaped open space tracts and side-yard portions of the corner lot. If a landscaped tract is utilized, the corner side setback will be measured from the right-of-way line not the property line. If a landscaped tract is not designed adjacent to a corner lot, setback of thirteen (13) feet will be measured from the property line. The thirteen (13) foot corner side setback will apply to single-story houses or structures. A corner side setback of no less than twenty (20) feet will apply to multi-story houses or structures. Additionally, the setback of a multi-story house or structure will contain sufficient mature landscaping to buffer the house or structure from the street.

D. Rear Setbacks: The rear setback of any part of a home or other structure which does not back up to an arterial street will be fifteen (15) feet measured from the property line. A non-structural architectural feature such as a fireplace, bay windows, pop out, or patio cover may encroach into the rear setback, provided that a patio cover may not encroach more than ten (10) feet into the rear setback.

E. Setbacks for a House or Other Structure Which Abuts an Arterial Street: Notwithstanding subsections A-D, the following setback requirements will be applied to all houses or structures that abut an arterial street.

A non-structural element such as a fireplace, bay window, pop out, or patio cover may encroach into a rear setback, provided that a patio cover may not extend to a point closer than ten (10) feet from the rear property line for a single-story house or structure, or fifteen (15) feet from the rear property line for a multi-story house or structure.

A landscaped tract will be constructed for both arterial streets adjacent to Fox Trail between the rear property lines of adjacent lots that abut an arterial street in the rear, and the right-of-way of the arterial street. Therefore, the rear setbacks established in subsection D of this section shall apply to the subdivisions developed within this project. The average width of such landscape tract plus the adjacent curb separated sidewalk will be no less than fifteen (15) feet. The narrowest part of the landscape tract will be ten (10) feet or greater in width. No less than fifty (50) percent of the landscape tract plus the adjacent curb separated sidewalk, as measured along the lineal boundary between the tract and the adjacent lots, will be fifteen (15) feet in width or greater.

No house or other structure in Fox Trail will abut an arterial street on the side.

F. Project Entry: The Developer will construct features that provide a sense of arrival to the neighborhood such as monument signage, special decorative landscaping, specialty pavement, enhanced fence wall detail, and immediate accessibility to open space/trail system, etc., at points where the residential development may be entered from an arterial street.

G. Staggered Perimeter Wall: A wall will be constructed along the perimeter of Fox Trail abutting the arterial streets. This perimeter wall will contain staggered or offset sections and/or other breaks to relieve the linear character of this wall.

H. Adjacent Elevations and Color Schemes: Homebuilders in each LDR subdivision of Fox Trail will be required to diligently plan their development in a manner that will ensure none of the homes will have the same elevation as houses or structures located immediately to either side or directly across the street, and in addition, the color scheme will vary for houses located immediately to either side or directly across the street.

I. Adjacent Roof Lines: If two or more houses or structures abut an arterial street in the rear, then the rear elevations of such houses or structures will be geometrically varied. No more than two adjacent houses or structures will have the same roofline.

J. Percentage of Lot Sizes: Some of the proposed lots are less than 70 feet wide, therefore the following requirements apply:

1. The percentage of the total number of LDR lots in Fox Trail that fall within Lot Categories A, B, C, and D will not exceed thirty (30) percent in any one of the Lot Categories. The Design Guidelines Compliance Chart in Section 4.1.4 shows Fox Trail is in compliance with this requirement.

2. The percentage of the total number of LDR lots that fall within Lot Categories E, F and G shall not be less than thirty (30) percent in these three Lot Categories combined, unless:

3. Ten (10) percent of the total number of LDR lots in Fox Trail fall within Lot Categories F and G combined, therefore the thirty (30) percent requirement for Lot Categories E, F, and G combined, established in subsection I2 above, is reduced to twenty-five (25) percent. This requirement is further reduced by one (1) percent for each cacti, and an additional one (1) percent of the total number of LDR lots which fall within Lot Categories F and G combined, provided however, that the percentage requirement established in subsection I2 shall not be reduced below 20 percent.

Fox Trail is in compliance with this requirement by having eleven (11) percent of LDR lots in Lot Categories F and G. Based on this percentage, the total percentage of LDR lots under Lot Categories E, F and G can be reduced one (1) percentage point to twenty-four (24) percent. Fox Trail meets this percentage reduction requirement.

K. Housing Product Variation: Houses constructed on LDR lots in each Lot Category A - G will have a minimum of three (3) distinctly different floor plans, and a minimum of three (3) elevations for each floor plan. In addition, each floor plan will have, as an option on one elevation, a front porch or a courtyard that is at least five (5) feet deep and eight (8) feet wide.

L. Required Open Space: No less than ten (10) percent of the Gross Acreage of this project will be open space.

As planned with a twenty-seven hole golf course, a multi-use trail system, and parks, Fox Trail will provide over forty (40) percent open space.

M. Garage Configuration: All garages constructed in a Residential Development Project shall be configured as follows: 1) the garage must contain an interior space which is 20 feet x 20 feet or greater and is centered on the center of the garage door; 2) the space required by 1) must be completely free of all obstructions and intrusions, e.g. water heaters, air conditioning units, storage cabinets, etc. and must be accessible for the parking of automobiles; and 3) the back or one side of the garage must contain an additional work/storage space at least four feet wide which extends along the entire length of the back or side.

Design List – B Compliance Items

The following is a list of Design List - B compliance items deemed to be met by approval of the P.A.D. that will meet the minimum 40 points required and become part of the additional subdivision standards to be followed during the development of Fox Trail.

- A. Each LDR subdivision in Fox Trail will provide at least three (3) cul-de-sacs (or other street feature such as a knuckle or single-loaded street) with a feature such as a landscaped island, access to common open space, etc. (1 Pt.)
- B. Option Two. All corner lots will be constructed with a ten (10)-foot wide landscaped tract between the property line of the lot and the abutting street right of way. Such landscape tracts will be conveyed to the HOA to maintain the same standard as the other tracts and common areas maintained by said association. (2 Pt)
- C. Storm water retention areas will be designed and constructed to meander through the LDR subdivisions as a greenbelt. The HOA will maintain the retention areas to the same standard as other tracts and common areas. (4 Pt.)
- D. Landscaped open spaces visible from both residential and arterial streets will be designed and constructed to the same standard as other tracts and common areas. (2 Pt.)
- E. Along both arterial streets, a minimum six hundred (600) feet of open space per mile will be provided as measured along the linear boundary between the adjacent LDR subdivision and the adjacent arterial street right of way. The open space will be visible from the arterial street, and maintained by the HOA. (3 Pt.)
- F. The following will be designed and constructed as noted:
 - 1. A minimum six (6) feet of separation will be maintained between the curb and the sidewalk on all arterial and collector streets. A detached sidewalk with a minimum 6' width will be installed along the frontage of the arterial streets improved by the Developer. A detached sidewalk with a minimum 6' width will also be installed along the frontage of Fox Trail Loop. (2 Pt.)
 - 2. A-raised landscape median, if required by the City of Surprise Engineering Department at the time the Development Agreement is adopted, will be installed in the half (1/2) street right-of-way for the arterial street(s) adjacent to the frontage of Fox Trail.

G. View corridors will be incorporated into open space areas throughout the development as a means to take advantage of the surrounding golf course mountain views. View fences will be utilized for houses that abut these view corridors so that the open space golf course and mountain views are visible from the houses. The HOA, where applicable, will maintain the open space to the same standard as other tracts and common areas. (4 Pt.)

H. Fox Trail is designed so that, at T intersections, no LDR residential lot is centered directly across from the end of a street that deadends at the intersection (the stem of the "T"). In place of these lots will be one (1) or a combination of the following: 1) a landscaped open space area at least as wide as the paved portion of the stem of the T intersection; 2) a side yard boundary between two (2) LDR residential lots; 3) the back of a LDR residential lot, buffered from the street by an eight (8) foot wide landscaped area installed by the Developer. All of the above listed options will be maintained by the HOA to the same standard as other tracts and common areas. (4 Pt.)

I. Pedestrian and bicycle access between the residential and non-residential portions of Fox Trail (e.g., schools, shopping areas, etc.) shall be established by incorporating fence and landscape penetrations into the pedestrian circulation element. Each penetration will consist of a tract at least thirty (30) feet wide and will contain a trail to accommodate both pedestrian and bicycle traffic. Vehicular traffic inhibitors will be installed at the ends of each tract, as designated by the City Engineering Department on the Preliminary Plat. The HOA will maintain the tracts to the same standard as other tracts and common areas. (3 Pt.)

J. Traffic calming devices approved by the City, such as traffic circles, decorative paving, landscaped diverters, traffic chokers, and other landscaping devices, will be installed. (6 Pts.) (2 Pts. for every three devices at various locations; maximum of 6 Pts.)

K. Paths and trails shall be installed separate from roadways, and to connect all open space areas and arterial roadways. These paths and trails will enable bicyclists and pedestrians to travel throughout the development. (6 Pt.) (2 Pts. for every three devices at various locations; maximum of 6 pts.)

L. On perimeter walls, provide berms, tree lines, hedgerows, and /or other similar means of breaking up the linear nature of the perimeter walls. Such features must be in addition to open space areas along the perimeter and enhanced architectural features on the wall itself. (6 Pts., plus the ability to construct perimeter walls to a height of 7 feet adjacent to arterial roadways).

Design List C Compliance Items:

For houses constructed within a Residential Development Project:

- *A. Prohibit the same front elevation on adjoining houses; prohibit the same rear elevation on more than two consecutive adjoining houses visible from an arterial street. (2 points)
- *B. Utilize floor plans which de-emphasize garage fronts as the most prominent architectural feature of the dwelling front, e.g. incorporate side access garages, in line garages, L-shaped floor plans, etc. (1 Pt. for each floor plan, maximum 5 Pts.)
- C. Utilize a minimum of three floor plans that incorporate, in at least two elevations, design features such as covered front entries, covered front porches, enhanced door and window details, roof overhangs, parapet walls with cap features, etc. (3 Pts.)
- *D. Install at least three distinct roofing types, including colors, textures, and component shapes, e.g. barrel tile and flat concrete tile. (1 Pt.)
- E. On every elevation of every floor plan, incorporate a variety of durable exterior materials and finishes, e.g. brick or masonry as an alternative to stucco, tile inlays instead of wood trim and stucco pop-outs, etc. (5 Pts.)
- *F. For all houses on lots backing onto an arterial street, design roof lines so as to avoid constructing a series of roof slopes, visible from the arterial street, which are all parallel with, or all perpendicular to, the arterial street. (2 Pts.)
- G. Extend all front architectural treatments, including all fascia treatments such as stone veneer, tile insets, and recesses, along the sides of the house for six feet or to the side yard fence return, whichever is less. (2 Pts.)
- H. On all houses which are 40 feet wide or less, limit the width of all garage doors which directly face the street to 45 percent of the length of the linear boundary between the front of the house and the ground (40 percent for houses wider than 40 feet); or alternatively, recess all garage doors so that they are at least six feet farther from the street than the front of the house. (2 Pts.)
- *I. Embellish window treatments on all houses by adding architectural features which enhance these elevations, e.g. sturdy synthetic wood substitutes, greater variation of window design, different window styles and colors, tile inlays and recesses, structural pop-outs, gabled roof features over windows, etc. Such features must be added to the front and rear elevations of all houses and to the sides of all houses which abut an arterial street on the side. (3 Pts.)

J. Install front yard landscaping on all Lots in Lot Categories A, B, and C in Table 1. Provide a variety of landscaping choices (desert, turf, and etc.). No two adjacent yards shall be landscaped alike unless done as part of a master landscaping theme approved by the Community Development Director. Points will not be awarded for landscaping installed by a home buyer. (2 Pts.)

K. Install decorative flat work pavement treatments, such as salt finished concrete, colored concrete, or bomanite on at least 25 percent of all lots. (2 Pts.)

L. Construct entry walls with walkways from the street to the front entry on 50 percent of all lots. (2 Pts.)

M. Construct all multi-story houses so that the vertical plane of the front of the ground floor, and the vertical plan(s) of the front(s) of the second and higher floors, are offset by at least six feet for a distance, measured at the linear boundary between the first and second floors, which equals thirty percent of the length of the linear boundary between the first floor and the ground. (2 Pts.)

N. Meet the requirements of Paragraph M on all sides of all multi-story houses. (4 Pts.)

O. Points may be awarded for other design features which achieve a greater variety in home products and improve the overall aesthetic environment of the City of Surprise or the Residential Development Project. (1 - 4 Pts.)

*Only these specific option items have been chosen at this time, the balance (or combination thereof) to be chosen at Preliminary Plat submittal.

Development Standards: Design List - D Compliance Items

The following is a list of the Design List - D compliance items that will be part of the additional amenities to be included in Fox Trail and shows that Fox Trail can be awarded 26 points and is in compliance with the minimum points required to be met from Design List D.

- A. A trail system connecting all open space areas within the LDR subdivisions in Fox Trail will be provided to create pedestrian linkages with surrounding residential and commercial developments. Along this trail system, rest areas will be constructed at every quarter (1/4) mile. Each rest area will consist of a seating area that accommodates at least four (4) persons and a shade area comprised of an architectural shade structure, mature landscaping, or a combination of both. The HOA will maintain the trail system to the same standard as other common areas. (4 points)
- B. A twenty-seven hole golf course that takes into consideration and serves to preserve the Trilby and Iona Washes will be designed with native desert landscaping and view fencing bordering adjacent lots. This will be a public golf course that will provide both active and passive uses and be maintained to the same standard as other common areas maintained by the HOA. (4 points for each 9 holes, total of 12 points)
- C. A minimum of ten (10) percent of the gross acreage of Fox Trail is required to be designated open space. Fox Trail shall provide open space in excess of the required ten (10) percent by providing approximately forty (40) percent open space, including the golf course, washes, and multi-use trail system. For each one (1) percent of open space provided over the required ten (10) percent, two (2) points from Design List D shall be awarded to the development. The HOA will maintain the excess open space (except for the golf courses) to the same standard as other common areas (10 points maximum)

4.2 Resort

The parcels identified as Golf Club, Resort and Resort Condominiums comprise a recreation community core reinforcing the Fox Trail character and open space theme. These three parcels are unique, not only in use but in their relationship with contiguous golf and open space.

The developer proposes the following development standards for the Golf/Resort uses under the C-2 Zoning District:

F.A.R.	.8
Maximum Building Height	35'
Guest Units per acre	18
Guest Units per acre with Kitchens	12

Resort:	
Front	25'
Side	0
Side adjacent to clubhouse	20'
Rear	35'

Golf Club:	
Front	25'
Side	0
Side adjacent to clubhouse	20'
Rear	35'

Resort Condo:	
Front	25'
Side	0
Rear	0

Golf Club

Permitted uses:

Restaurant(s), lounge, gift shop, pro shop, and other similar uses, accessed and signed through main entry. Meeting rooms and appropriate accessory uses.

Except as otherwise noted, the foregoing uses will be subject to the C-2 designation of the Surprise Comprehensive Development Guide (Section 17.28.080).

4.3 Commercial

A neighborhood commercial site will be located at the intersection of Pinnacle Peak Road and 219th Avenue. While not anticipated for development until the project's later phases, this site will eventually provide needed neighborhood community services adjacent to a major golf window. Except for the following standards and as other noted herein, the commercial parcel will be subject to the C-2 designation of the Surprise Comprehensive Development Guide (Section 17.28.070).

4.4 School Site

The developer is working with the Wickenburg School District to determine if an elementary school could be constructed under the guidelines of the Students First program under the State Facilities Board. A 10 - 20 acre site has been set aside in the southwest corner of the Property for an elementary school site with recreational facilities that might include ball fields and various sport courts and playgrounds. This location will provide ease of access in a neighborhood setting and can be connected to the pedestrian/bike circulation and multi-use trail system for those wishing to ride a bike or walk to the school or park.

4.5 Open Space

The open space component of Fox Trail consists of an almost unheard of 40% of the total acreage in the project, substantially exceeding the City's requirements. 5% of the open space is exclusive of the golf course.

In designing Fox Trail, the Design Team set out to incorporate the geographic attributes of the washes and enhance them with the golf course and multi-use trail system for all the residents to experience and enjoy.

At each entry while driving into Fox Trail on the Loop Road, the open space element and view corridor are a major focal point. Unlike many golf course communities where the public only catches an occasional glimpse of the golf and open space, golfers and non-golfers alike will be treated to an open space view corridor of nearly one-half mile on either side of the Loop Road as they drive into the community.

The multi-use trail system was designed to further the open space experience incorporating a path that stretches more than a mile along the golf course and washes alone. Other trails along the system link pedestrians to neighborhoods, parks, and schools, while enjoying the vistas along the way.

In addition, the series of active and passive neighborhood parks and pocket parks are incorporated into the plan to provide connectivity and interaction with neighborhoods.

The golf course, multi-use trail, and parks act as a significant interruption to the housing, providing both an amenity for the residents while adding relief value.

See Exhibit 5 for the Master Open Space Plan.

4.5.1 Golf Course

Fox Trail is designed around two major washes, Trilby and Iona, and incorporates a 27-hole golf course, which has been integrated into the Property to enhance and provide significant topographic and visual relief to an otherwise bland desert property once outside the wash corridors. The golf course and associated open space abuts all but two parcels and is being designed by VanHagge Design, an internationally recognized golf course design company. While it is unusual for a developer to introduce a core course into a project since it does not maximize golf residential premiums, it will be a focus for the entire City of Surprise to enjoy since it is envisioned to be public. The course is an integral component of Fox Trail and is visible from practically any point on the Loop Road.

Signature golf holes have been introduced adjacent to the golf club/resort and at the main entrance to the project. The course has three returning nine-hole courses, with the majority of the course being double loaded. The centrally located clubhouse orients to the north across the driving range with an uninterrupted golf vista of approximately one-mile. Fairways, three, four and five par, play in all directions allowing maximum golfing opportunity open to the public. The total open space proposed substantially exceeds the city's requirement. Of the 25 total parcels identified on the Development Plan, 23 share golf frontage.

Three "returning 9's" provide a variety of play options maximizing player accommodation as well as tournament play. This three-course configuration provides unusual variety in a golf course consisting of single loaded, double loaded, and core type fairways. Fairway alignments will play to varying wash conditions and all solar orientations. Par three's, four's, and five's play all orientations giving the golfers varying lengths and experiences.

The scale of golf corridors allows for major safety barriers, vehicular, pedestrian, and resident, alike. The safety buffers are consistent throughout.

Exhibit 6 shows the Golf Course Plan.

4.5.2 Multi-Use Trail

A multi-use trail system is accommodated for the majority of its alignments contiguous to the golf course. This association is intended to provide the user with maximum visual variety, amenity, and community character. The trail and golf association also allows for a serpentine undulating alignment to exist that would not be possible if the trail were integrated with streets, as is typically done. The trail, whether or not it is adjacent to the golf course, will provide pedestrian linkages to the various neighborhoods and school as well as to the neighborhood commercial centers, thereby reducing vehicular trips in the community.

In addition, the trail system is designed to provide for potential future linkages to other communities that might incorporate a trail system south to the Parkway or north into other communities.

It is proposed that the multi-use trail will utilize an 8' meandering path and have a desert edge that creeps into the golf easement and will be comprised of decomposed granite along the golf course and hard surface material along the roads which link the trail to pocket parks. This will work to reduce the reflectivity and heat conveyance that hard surface materials cause in this climate.

Exhibit 7 portrays the proposed trail system.

4.5.3 Active/Passive Neighborhood Parks

Active and Passive parks are denoted on Exhibit 8.

The active parks are larger in scale and intended to provide gathering opportunities that might include one or more of the following and could be a joint use with the school:

- seating areas
- multi-purpose play fields
- soccer
- basketball court
- playground equipment
- shade structures
- barbecue grills and picnic areas
- fitness course

Passive parks are intended to be smaller than the active parks and provide a resting or shade area along the trail system.

- shade structures
- seating areas
- drinking fountain

4.5.4 Pocket Parks

Smaller pocket parks will be incorporated into the planning process as the preliminary plat sage. The pocket parks are intended as more intimate open space to enjoy a rest along the path system, link neighborhoods, and provide a vista corridor that opens up to the golf course for all to enjoy. The pocket parks are depicted in drawings set forth in Exhibit 9 and might include one or more of the following:

- shade structure
- seating area
- play structure
- open play area

5.0 Traffic Circulation and Street Lighting

The street circulation system and use categories will be in conformance with the goals of the City of Surprise proposed General Plan Update except as noted herein and on Exhibits 11 through 12, Street Design Standards.

Deer Valley Road will be constructed as an all-weather access road for the project, phased as adjacent parcels are improved and require access. 219th Avenue will be constructed from Deer Valley Road to the northern loop road entrance in the first phase of the project. A conceptual drawing of 219th Avenue is included as part of Exhibit 13.

A secondary access will be provided when the community exceeds 50% completion. The alternative access point will be either Deer Valley Road to the east of 211th Avenue, 211th Avenue south to Bell Road Parkway, or 219th Avenue north to Patton/Crozier.

A street light improvement district will be formed as required by the development agreement. It is intended that low level lighting (as approved by the City) will be utilized throughout the community to preserve the rural nature of the area.

6.0 Conceptual Landscaping and Wall Design

The landscape design and streetscape theme will be most evident adjacent to the Loop Road, Golf Course and Trail System and together will be integrated to provide continuity of character for Fox Trail.

The intrinsic landscape design will provide the appropriate glue for the community theme while providing a diverse plant material list that adheres to the Arizona Department of Water Resources plant list for drought tolerant areas.

A Plant List is provided as Appendix 5.

Larger growing desert plants and large native and indigenous trees would be incorporated in the landscape tracts along the right of way providing shade and acting to cool the environment.

At entrance points to the community as well as at primary road intersections, the landscape concepts will be appropriately enhanced, while maintaining environmental consciousness.

Fox Trail will have a perimeter wall along 219th Avenue and will be decoratively designed and built to meet current City standards. The theme wall will be either staggered, enhanced with berms, or landscape treatments meant to provide visual relief along the right-of-way. The color of the theme wall will be in desert hues. A conceptual drawing for 219th Avenue is included as part of Exhibit 13.

A view wall concept will be provided for homes adjacent to golf and open space.

Typical wall and sign concepts are incorporated as Exhibit 13. View walls and perimeter theme walls will be maintained by the HOA.

7.0 Signage and Entry Monumentation

Primary signage and entry monumentation will be placed at the Loop Road entrances off of 219th Avenue providing community definition. Secondary directional signage locations will be at the entrance to the golf course and other significant intersections. Additional secondary signage may be at other locations throughout the community to identify various neighborhoods.

Trails will also be appropriately marked at various entry points throughout the community.

Exhibit 14 depicts various sign concepts and includes a master sign program.

8.0 Infrastructure Improvements

8.1 Drainage Design

Exhibit 15 shows the conceptual locations and sizes of the major drainage features. The Conceptual Master Drainage Plan for the Property prepared by Wood, Patel & Associates, Inc., dated September 11, 2000 is set forth in Appendix 2 and is incorporated by this reference as if fully set forth herein. The Conceptual Master Drainage Report provides a conceptual hydrologic and hydraulic analysis of the project's existing and proposed drainage system and sets drainage requirements for development of the Property.

The majority of the Property drains southeasterly through two major washes that traverse the project site, the Trilby Wash and the East Iona Wash. These washes have a combined watershed area of approximately 112 square miles and are considered to be regional drains. Both the Flood Control District of Maricopa County and the City of Surprise have agreed that, due to the extreme difference in times of concentration for the local flows versus the major wash flows, the retention requirements will be waived for areas of the site which drain directly to these major washes. Onsite drainage areas that cannot drain to these major washes will be required to provide 100-year, 2-hour retention per City of Surprise requirements.

The drainage system has been designed to utilize the existing washes for storm water conveyance. This is to be done by a combination of dedicating drainage easements and leaving them in their natural state by developing around them; or, altering them slightly and enhancing the routes for dual use as drainage, open space and recreational amenities. Any alterations to the floodplain as regulated by the Federal Emergency Management Administration (FEMA) will require processing in the form of Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) submittals. One hundred (100) year storm water flows leaving the Property are to be maintained at or below the existing peak flow rates.

Any grading activities within a U.S. Army Corps of Engineers jurisdictional Waters of the U.S. will require a Section 404 permit. The general drainage concept utilizes pilot channels to be constructed adjacent to the Corps Section 404 jurisdictional wash and vegetative belt limits. The jurisdictional wash corridor will remain as natural as possible. The secondary channel may be incorporated within the golf course, resulting in improved conveyance capacity.

Pinnacle Peak Road, 211th Avenue and 219th Avenue will be designed as dipped section road crossings as presently exist. This will be done to maintain the existing hydraulic conditions and not adversely affect upstream properties.

8.2 Master Water Plan

Exhibit 16 shows the conceptual locations and sizes of the major water distribution lines, booster pump station and water storage tank. The Master Water Plan for the Property prepared by Wood, Patel & Associates, Inc., dated September 8, 2000 is set forth in Appendix 3 and is incorporated by this reference as if fully set forth herein.

The Master Potable Water Plan meets the City's requirements and provides general locations and sizes of the major water infrastructure needed to provide potable water service to the Property. This infrastructure includes the development of domestic wells, water transmission mains, water distribution lines, a booster pumping station and water storage tank.

A phased potable water system has been developed based on the potential location of domestic wells and the development density projected for the project, which is consistent with the zoning application. Actual on-site phasing will dictate the timing of the water distribution line construction.

8.3 Master Wastewater Plan

Exhibit 17 shows the conceptual locations and sizes of the major sewer lines. The Master Wastewater Plan for the Property prepared by Wood, Patel & Associates, Inc., dated September 8, 2000 is set forth in Appendix 4 and is incorporated by this reference as if fully set forth herein.

The Master Wastewater Plan meets the City's requirements and provides general locations and sizes of the major wastewater infrastructure needed to provide service for the Property. This infrastructure includes the development of a wastewater treatment facility and major sewer lines.

A phased wastewater sewer system has been developed based on the preferred location of the temporary wastewater treatment facility site and development density projected for the project, which is consistent with the zoning application. Actual on-site phasing will dictate the timing of sewer line construction.

Water rights and the provision of water service will be discussed in the Development Agreement for the Property.

8.3.1 Wastewater Treatment

The Property will be served by a proposed temporary wastewater treatment facility near the southeast corner of the site. The facility may be a portable/temporary wastewater treatment plant that is designed, permitted, constructed and operated by the Developer or a private company contracted by the Developer. The temporary facility will be in operation until such time that the City extends sewer infrastructure to serve the Property. Based on the natural topography, the Property can be fully served by gravity sewer lines to the proposed temporary facility.

The temporary facility will be designed to provide preliminary, primary, secondary, and tertiary wastewater treatment, as well as disinfection. The facility will be designed to produce an effluent suitable for groundwater recharge or golf course irrigation in conformance with State and Maricopa County reuse regulations. The wastewater treatment operations will generate residuals that require disposal, which will be hauled offsite for disposal.

8.3.2 Golf Irrigation

The proposed development of the Property includes a 27-hole golf course. The golf course will be irrigated with groundwater from a proposed onsite irrigation well or with treated wastewater effluent if an acceptable arrangement is made with the City. The groundwater or effluent will be pumped to a proposed golf course storage lake. An irrigation pump will be constructed near the golf course lake to supply the golf course irrigation system, in accordance with the Arizona Department of Water Resources allotment for new golf courses.

9.0 Development Agreement

The PAD zoning entitlement for Fox Trail shall include conditions agreed upon by the City of Surprise and the Developer, as defined in the Development Agreement, a legal document. Such agreement shall be approved by the City Council at the time of rezoning and recorded with the Maricopa County Recorder's Office.

Exhibit 1 - Legal Description

Parcel No. 1:

Section thirteen (13), Township four (4) north, Range Three (3) west of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

Parcel No. 2:

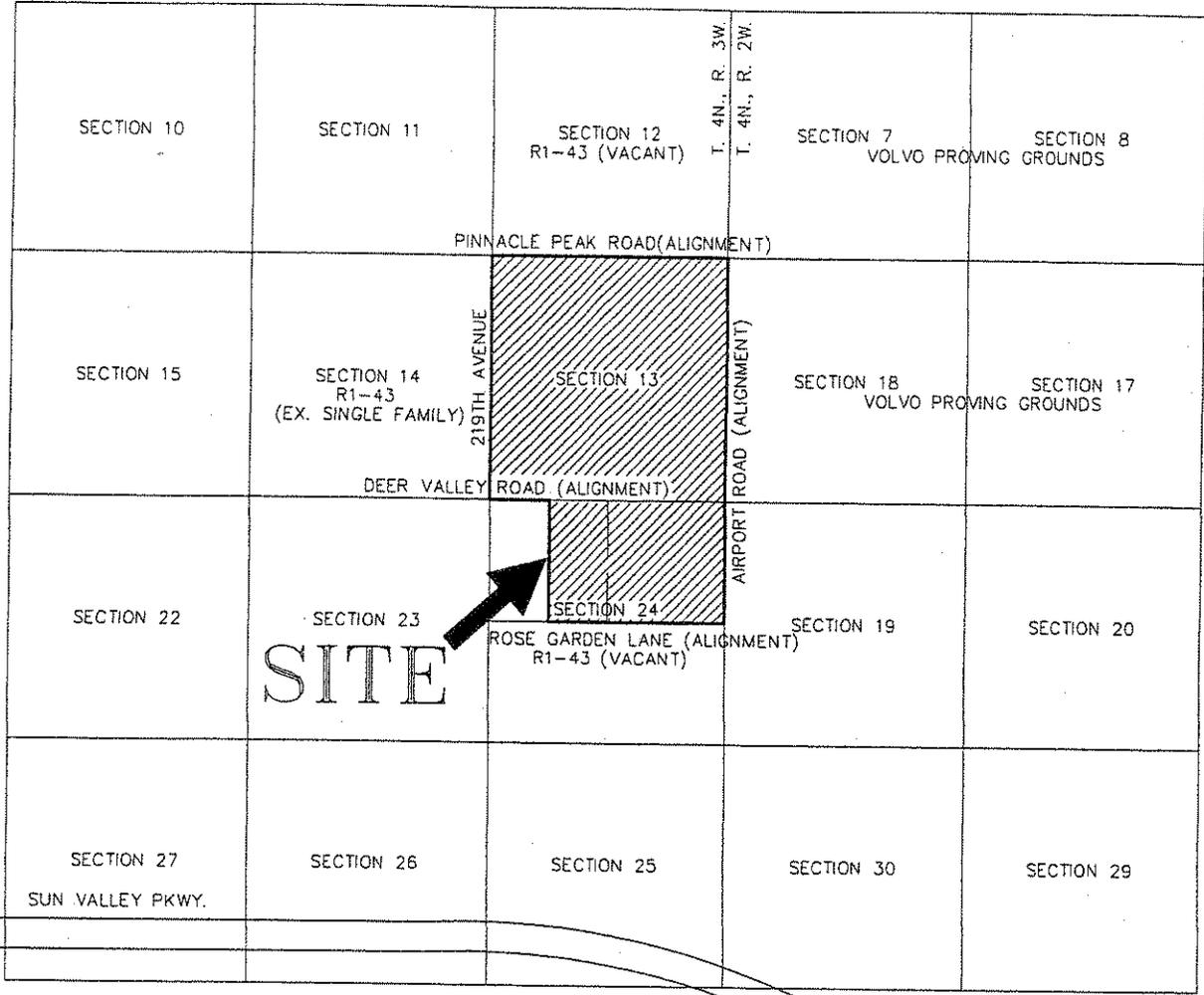
The northeast quarter of section Twenty-four (24), Township four (4) north, Range three (3) west of the Gila and Salt River Base and Meridian, Maricopa county, Arizona.

Excepting and reserving to the United States all the coal and other minerals in the land as set forth in Patent recorded in Book 382 of Deeds, Page 86.

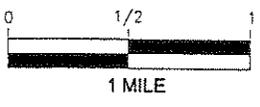
Parcel No. 3:

The east half of the northwest quarter of Section Twenty-four (24), Township four (4) north, Range three (3) west of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

Excepting and reserving to the United States all the coal and other minerals in the land as set forth in Patent recorded in Book 382 of Deeds, Page 86.

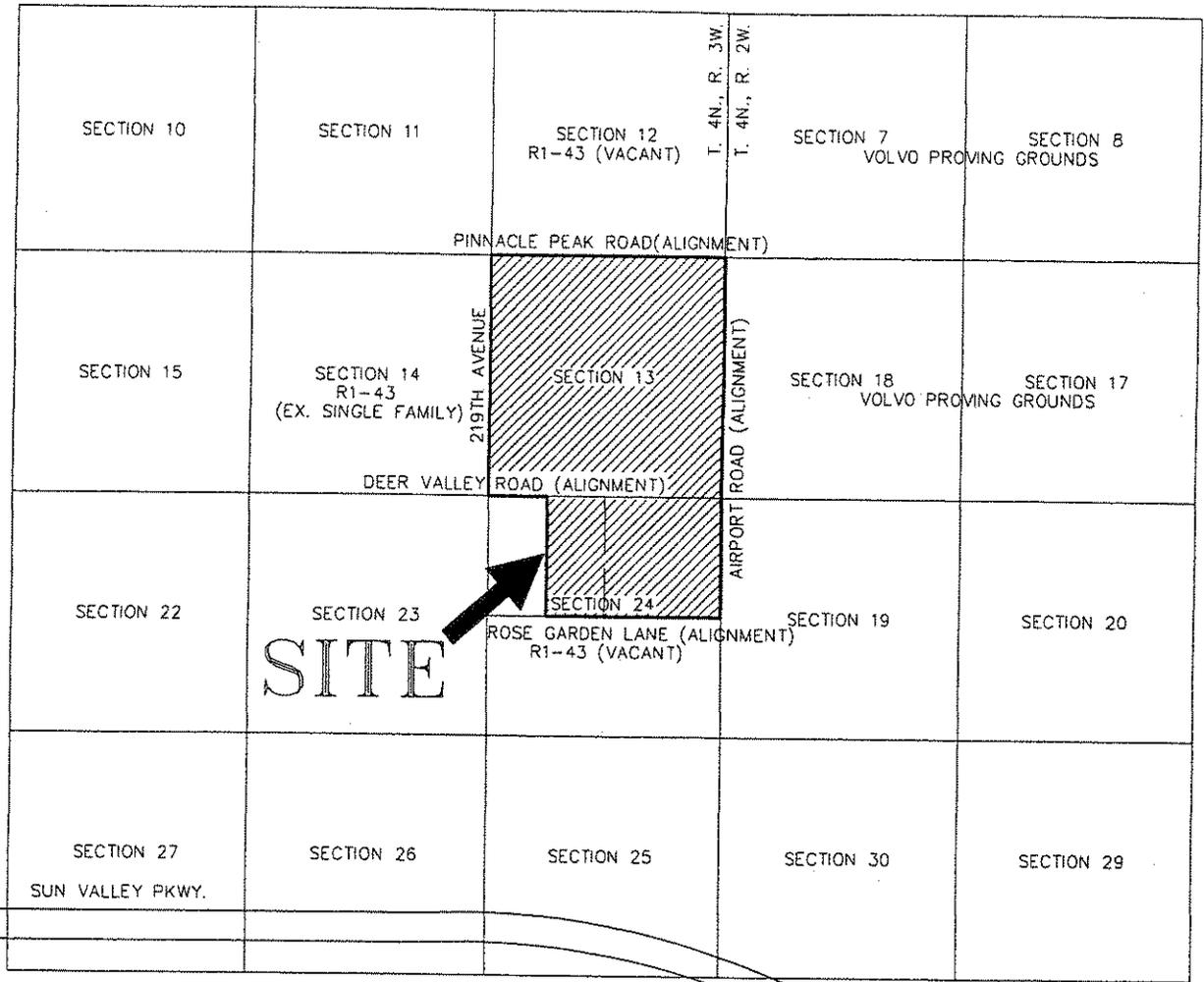


SITE

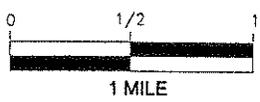


VICINITY MAP

FOX TRAIL SURPRISE, ARIZONA	WOOD/PATEL Civil Engineers Hydrologists Land Surveyors (602) 335-8500
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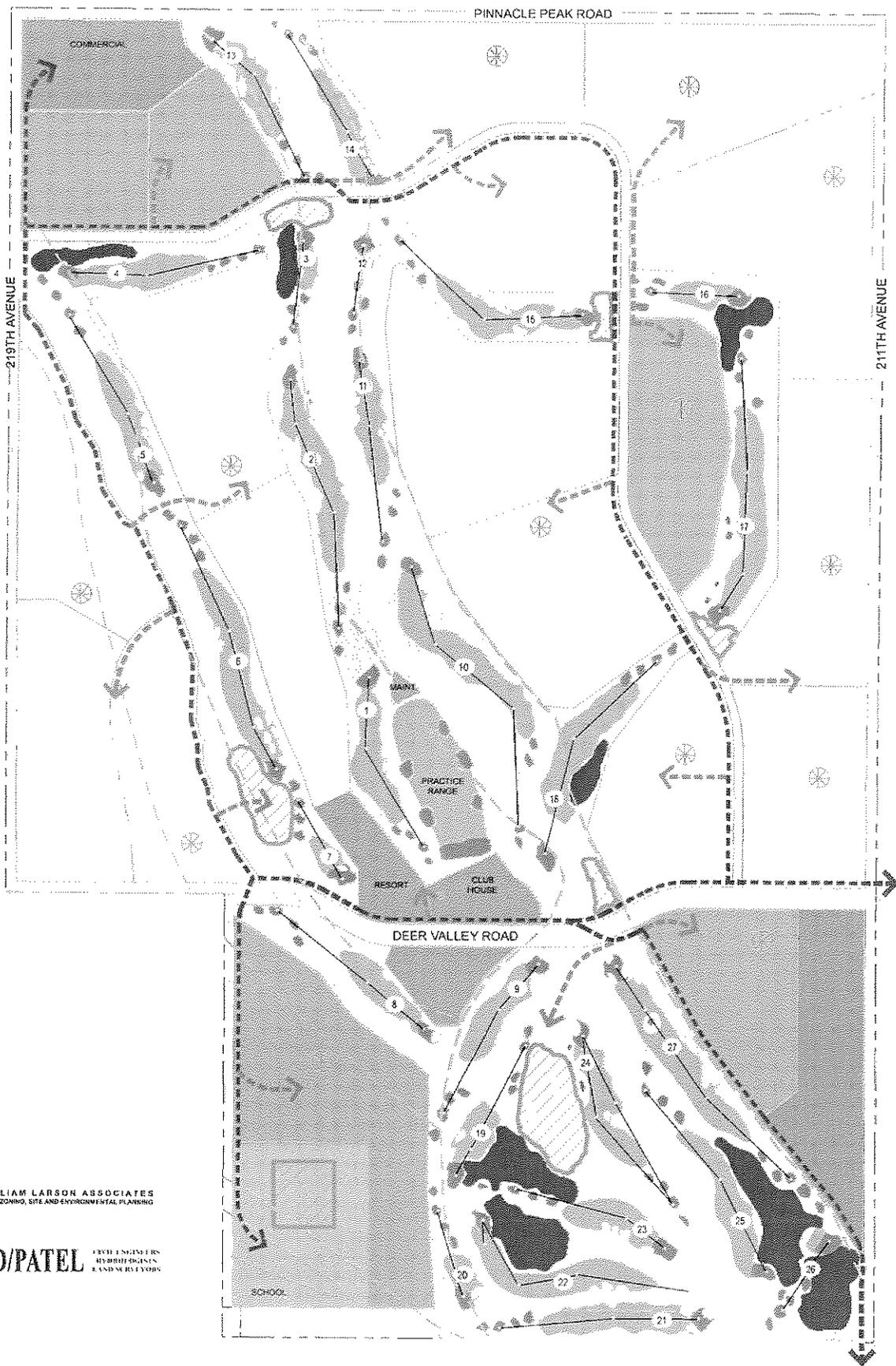


SITE



VICINITY MAP

<p>FOX TRAIL SURPRISE, ARIZONA</p>	<p>WOOD/PATEL Civil Engineers Hydrologists Land Surveyors (602) 335-8500</p>
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Legend

- LDR
- MDR
- HDR
- COMMERCIAL
- POTENTIAL POCKET PARK SITES

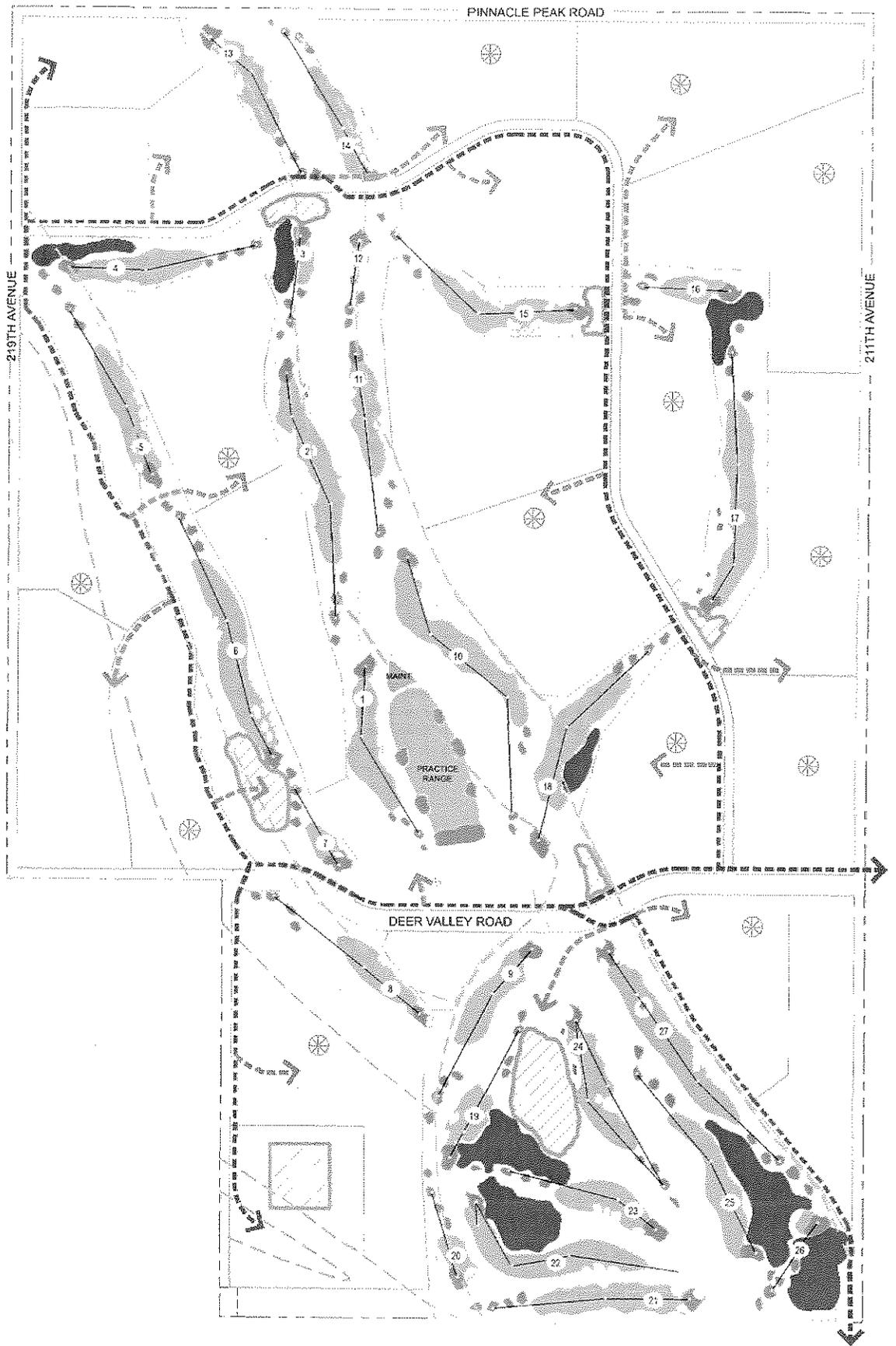


WOOD/PATEL CIVIL ENGINEERS
HYDROLOGISTS
LANDSCAPE ARCHITECTS

Fox Trail

Land Use Map

Exhibit 4



Fox Trail

Master Open Space

Exhibit 5

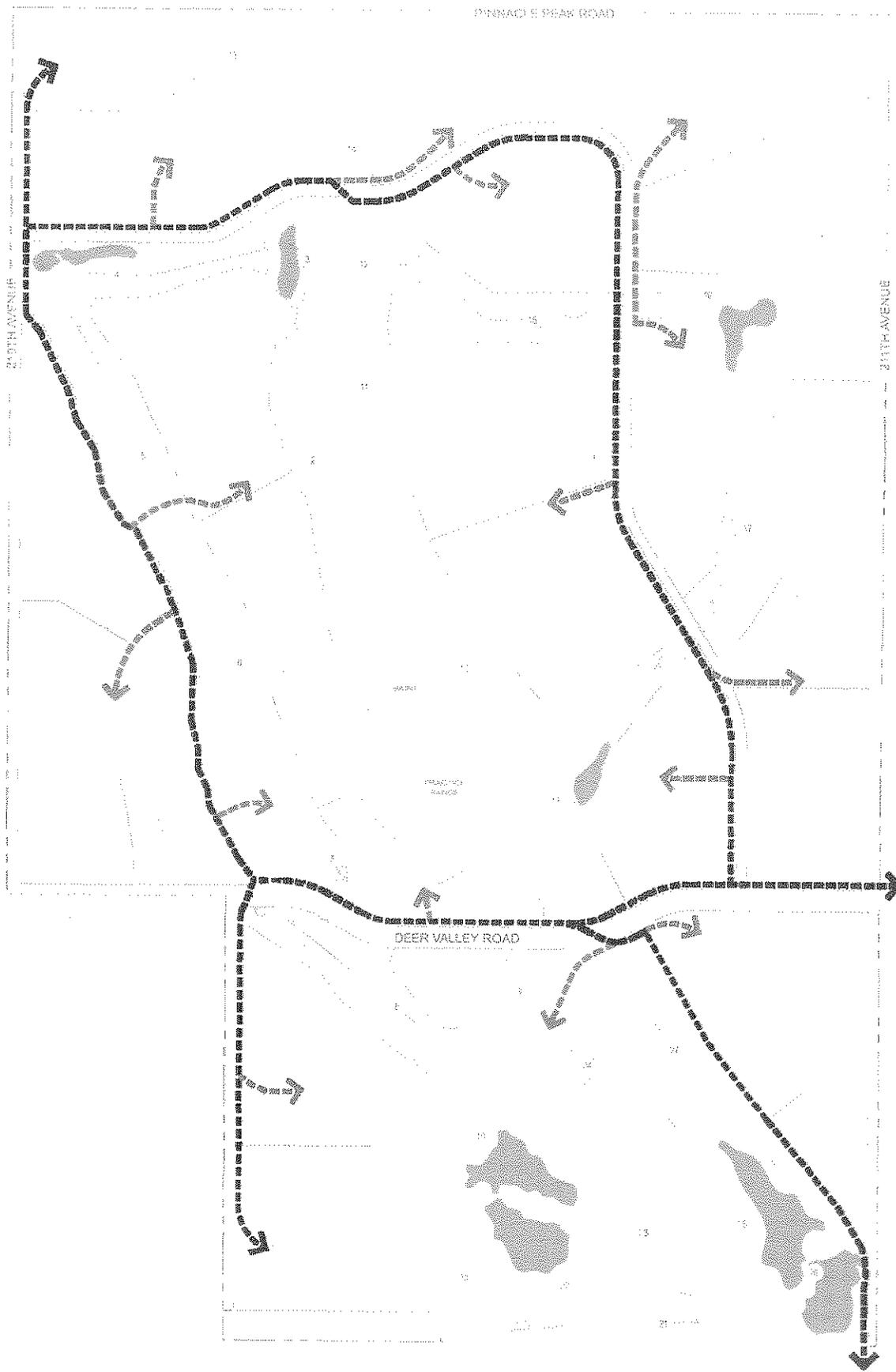


Vicki Kapp
 VICKI KAPP & ASSOCIATES
 ARCHITECTS

Fox Trail

Golf Course Plan

Exhibit 6

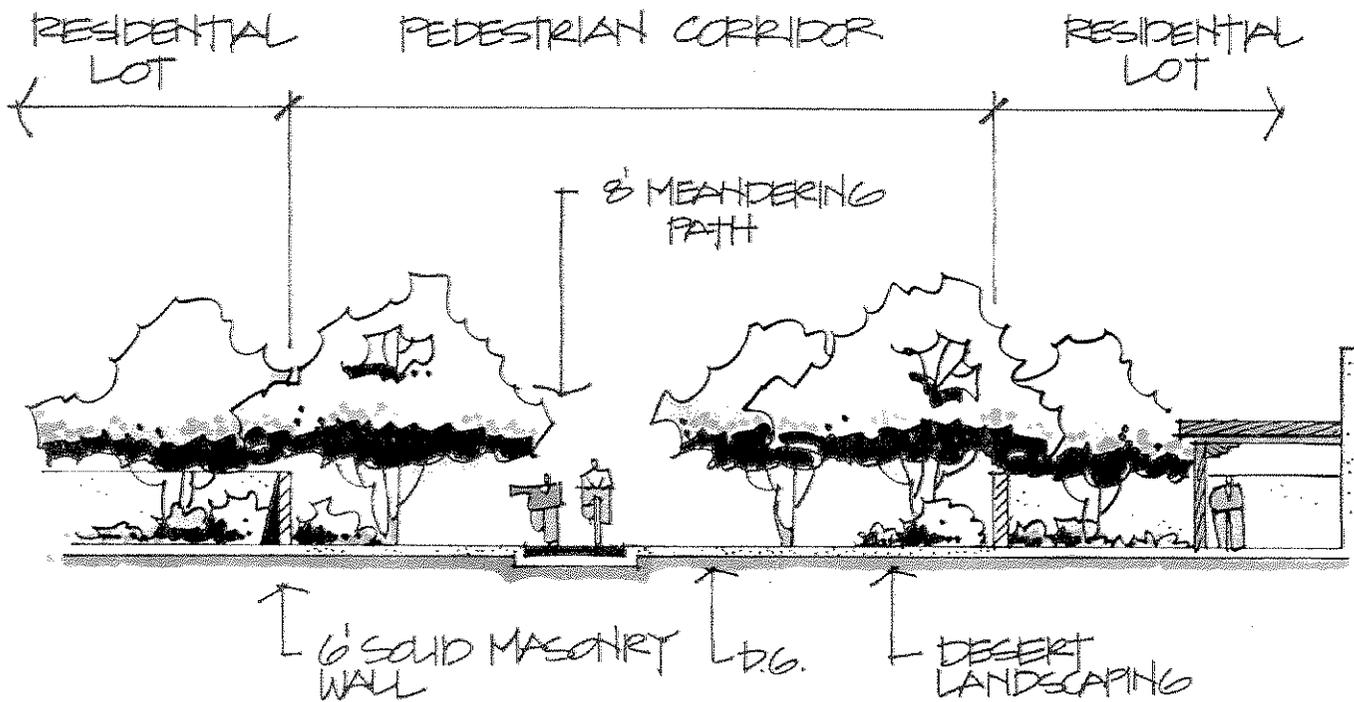


Legend

-  MULTI-USE TRAIL
-  INTERIOR MULTI-USE TRAIL

 Fox Trail

Multi-Use Trail



PEDESTRIAN CORRIDOR SECTION

Fox
Trail

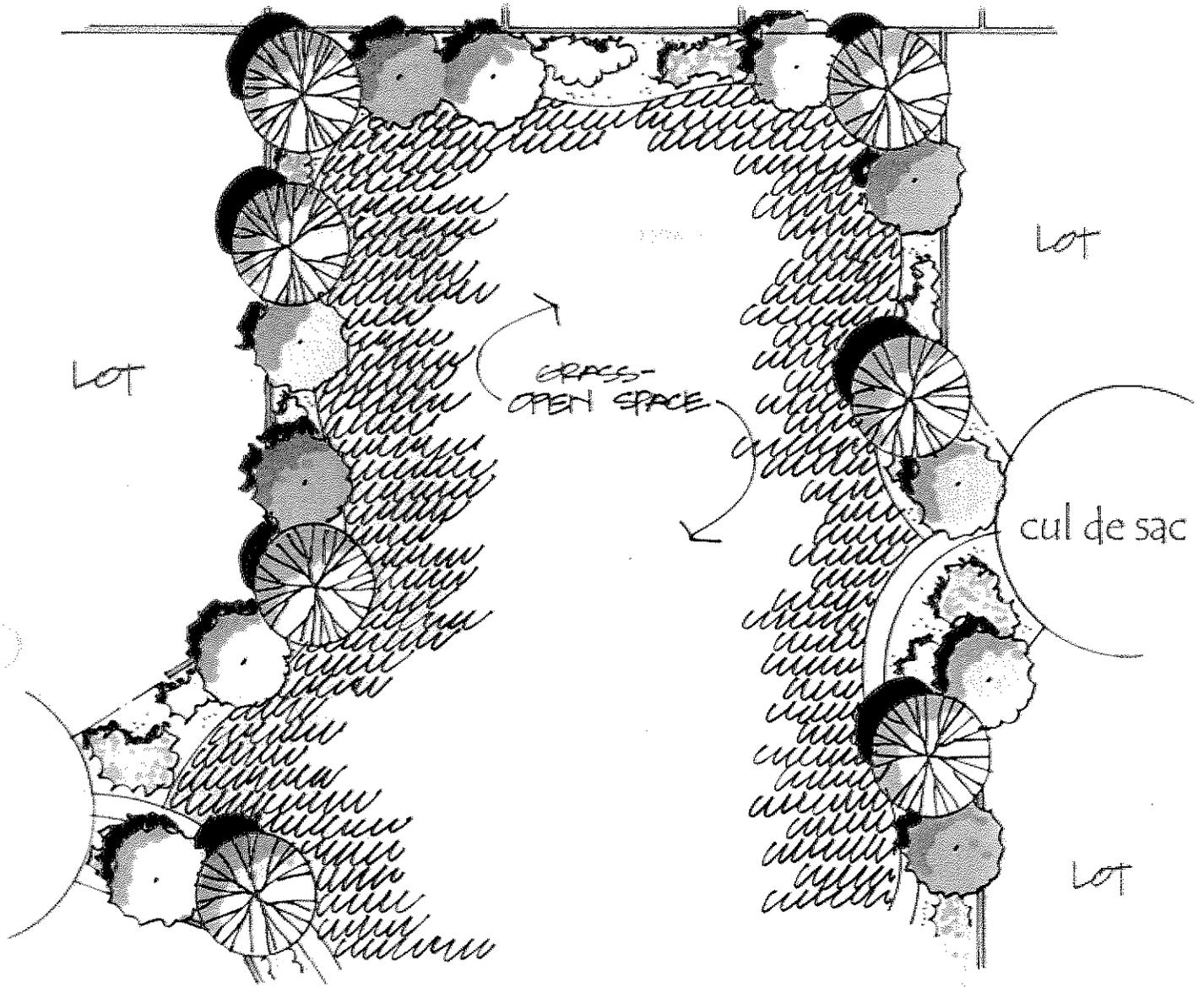
Mult-Use Trail



Fox Trail

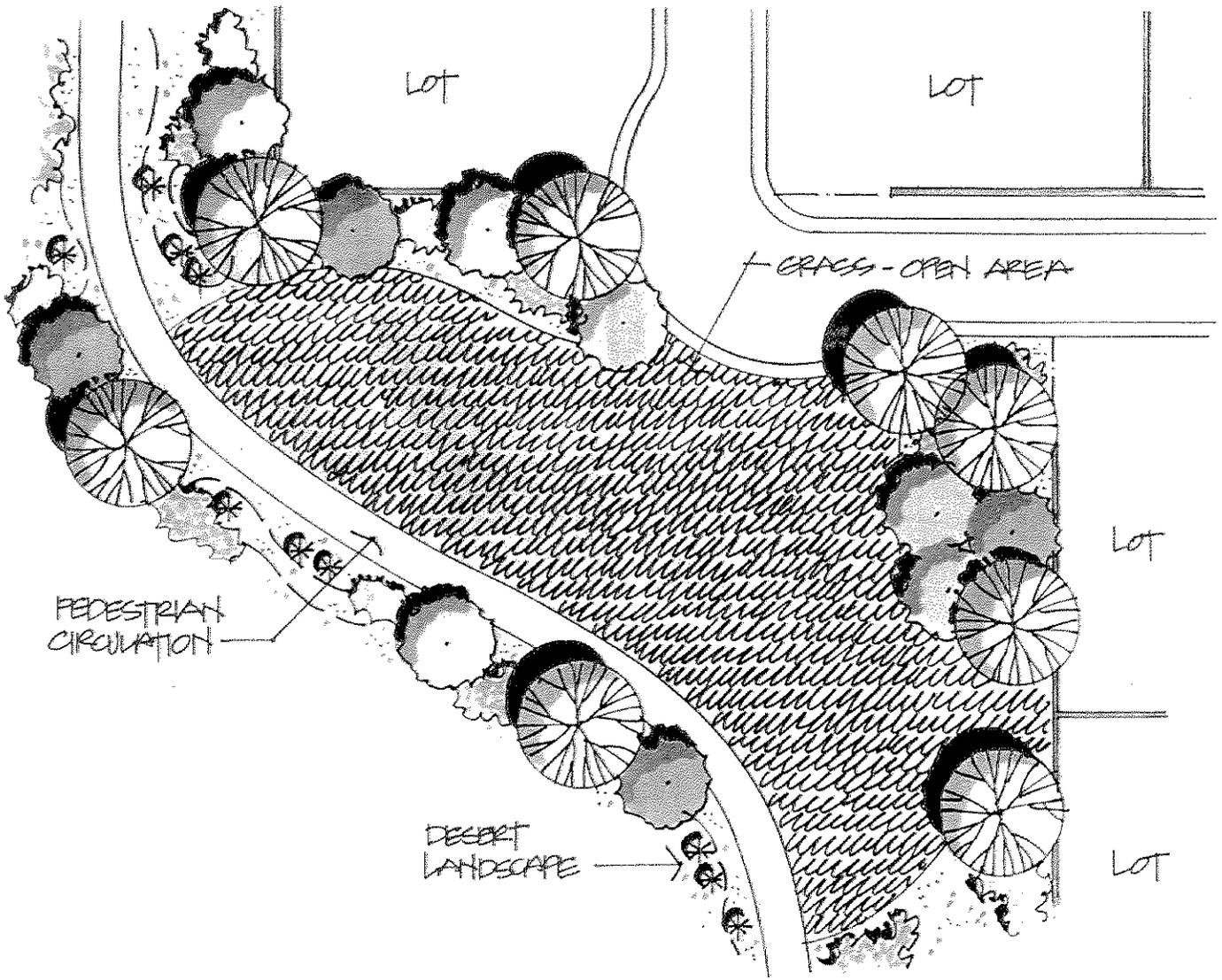
Neighborhood Parks

Exhibit 8



Fox Trail

Passive Porket Park



Fox Trail

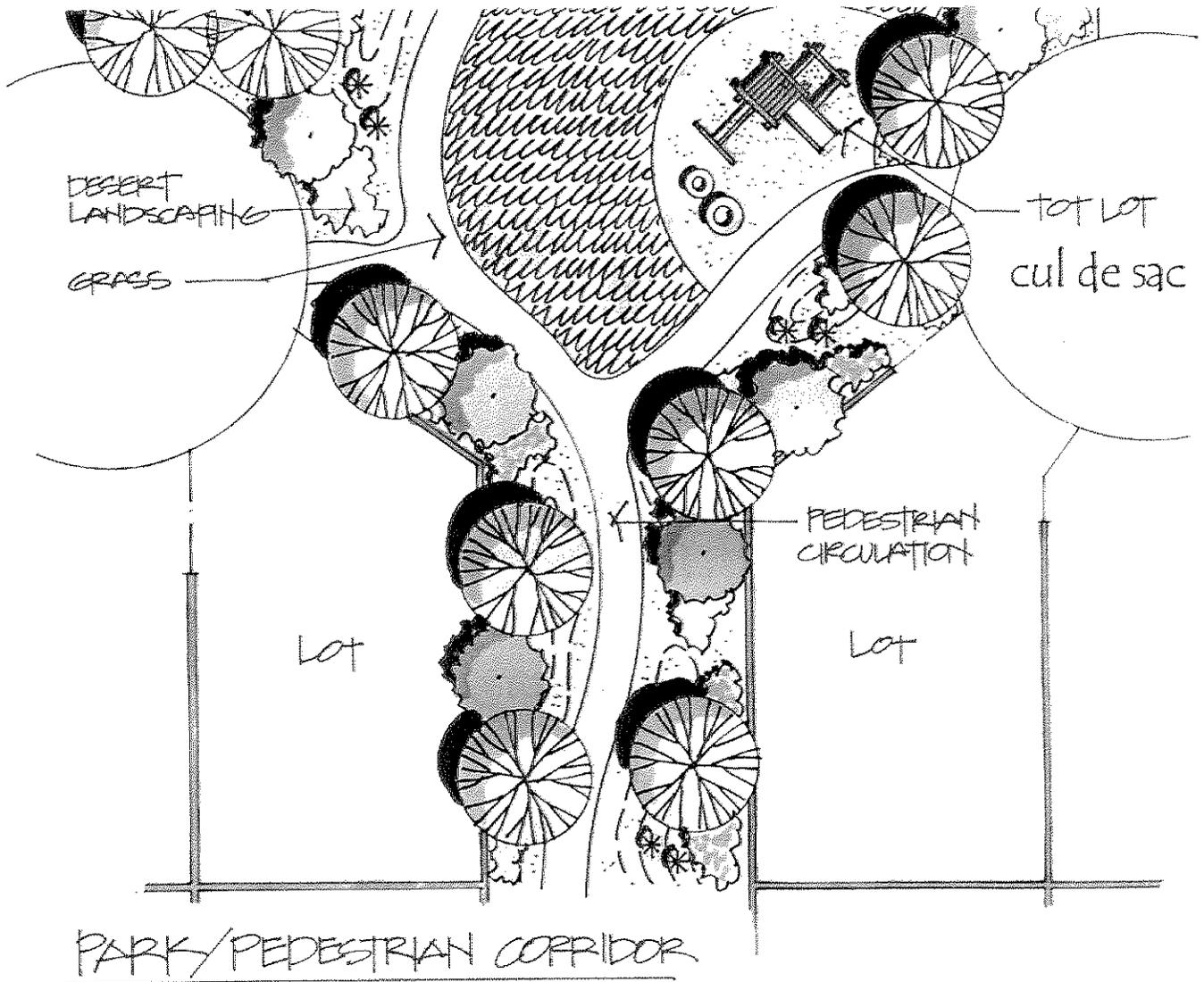
Passive Pocket Park



Fox  *Trail*

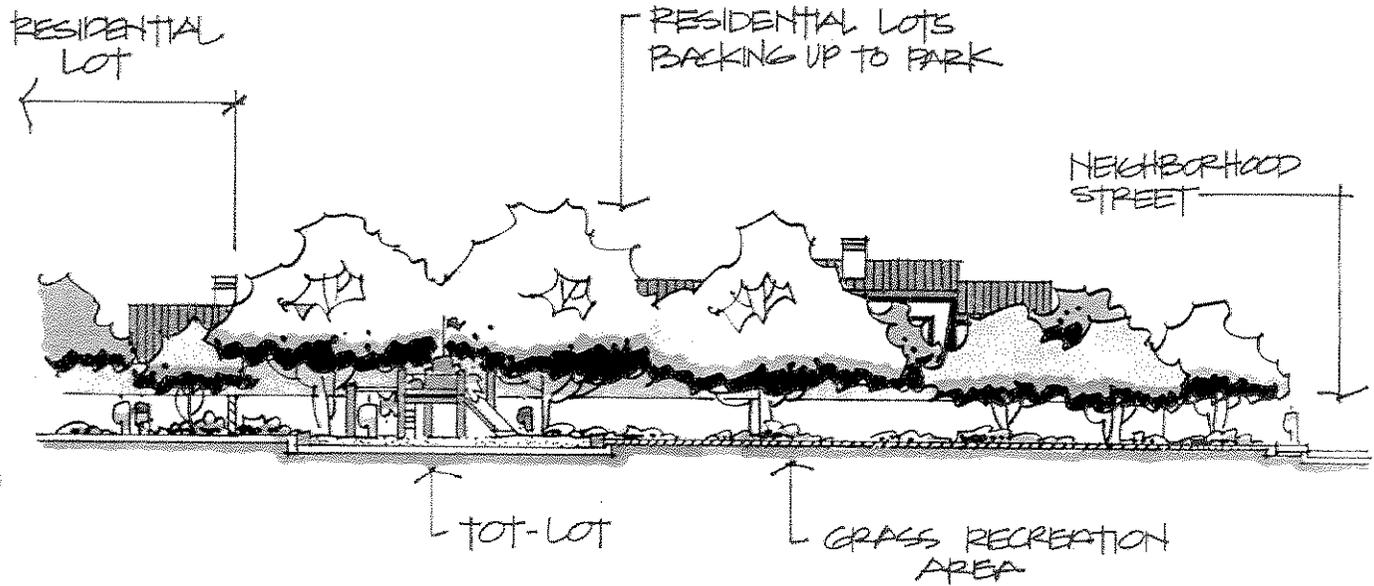
Pocket Parks

Exhibit 9



Fox Trail

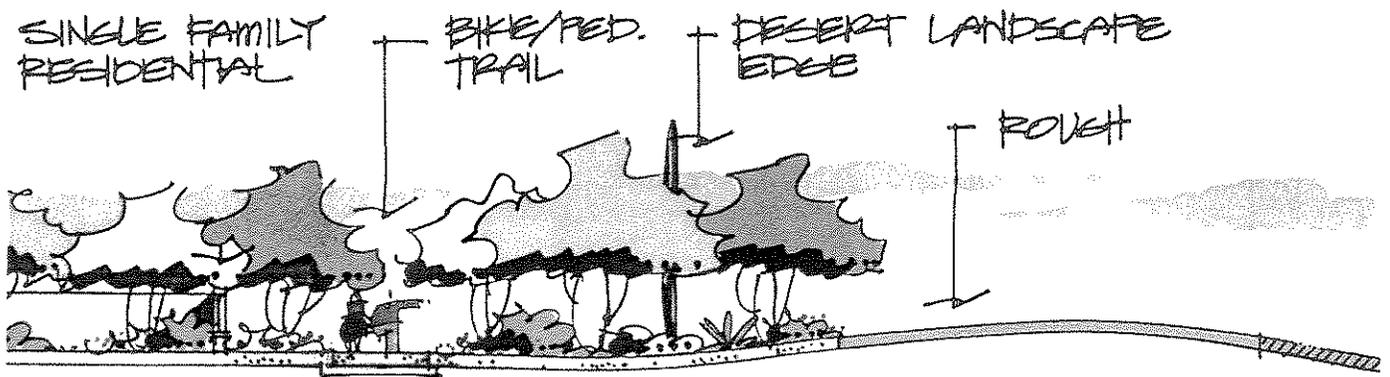
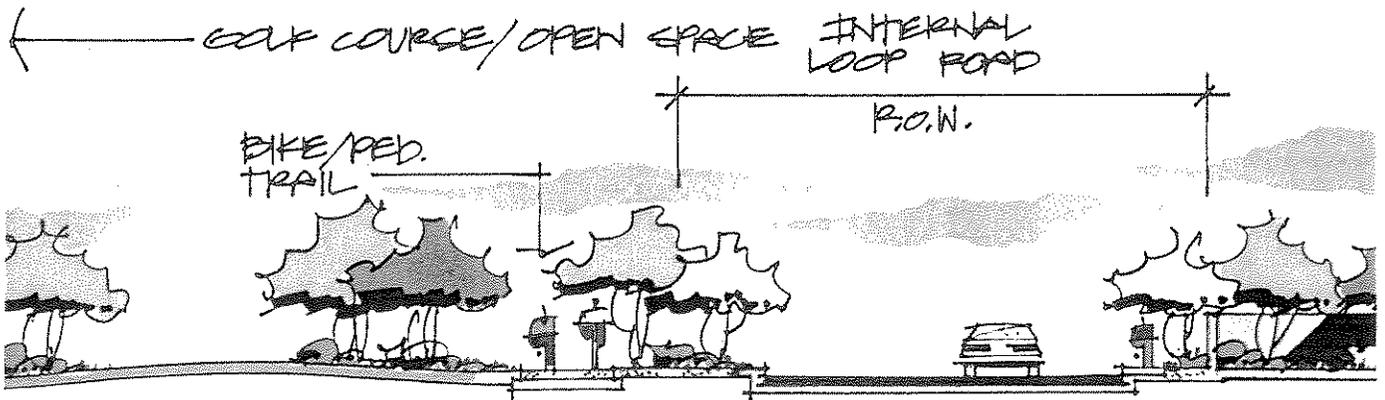
Typical Pocket Park



TYPICAL NEIGHBORHOOD
PARK SECTION

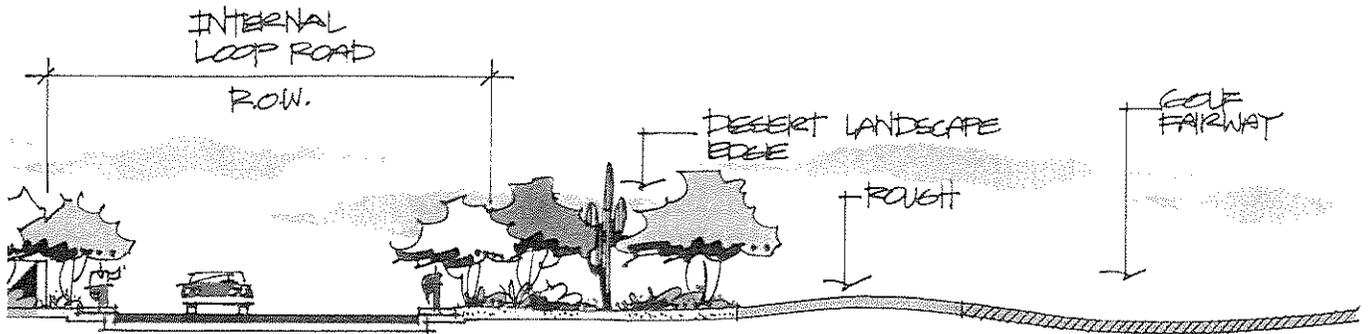
Fox
Trail

Typical Pocket Park

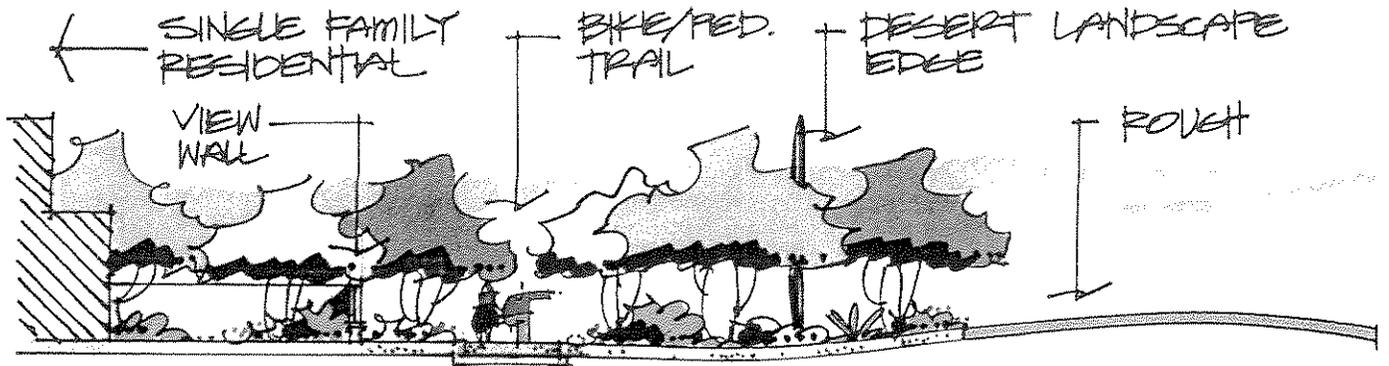


Fox
 Trail

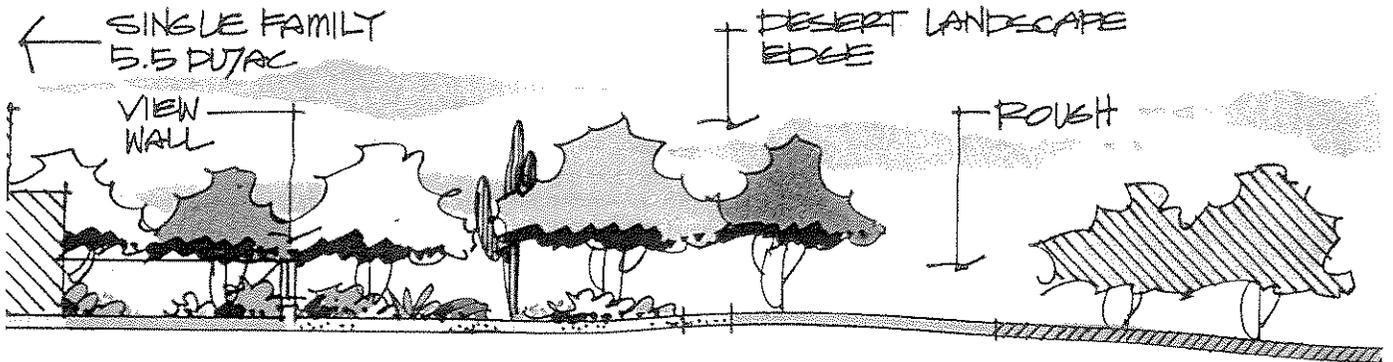
Golf Course Relationships



Golf/Street



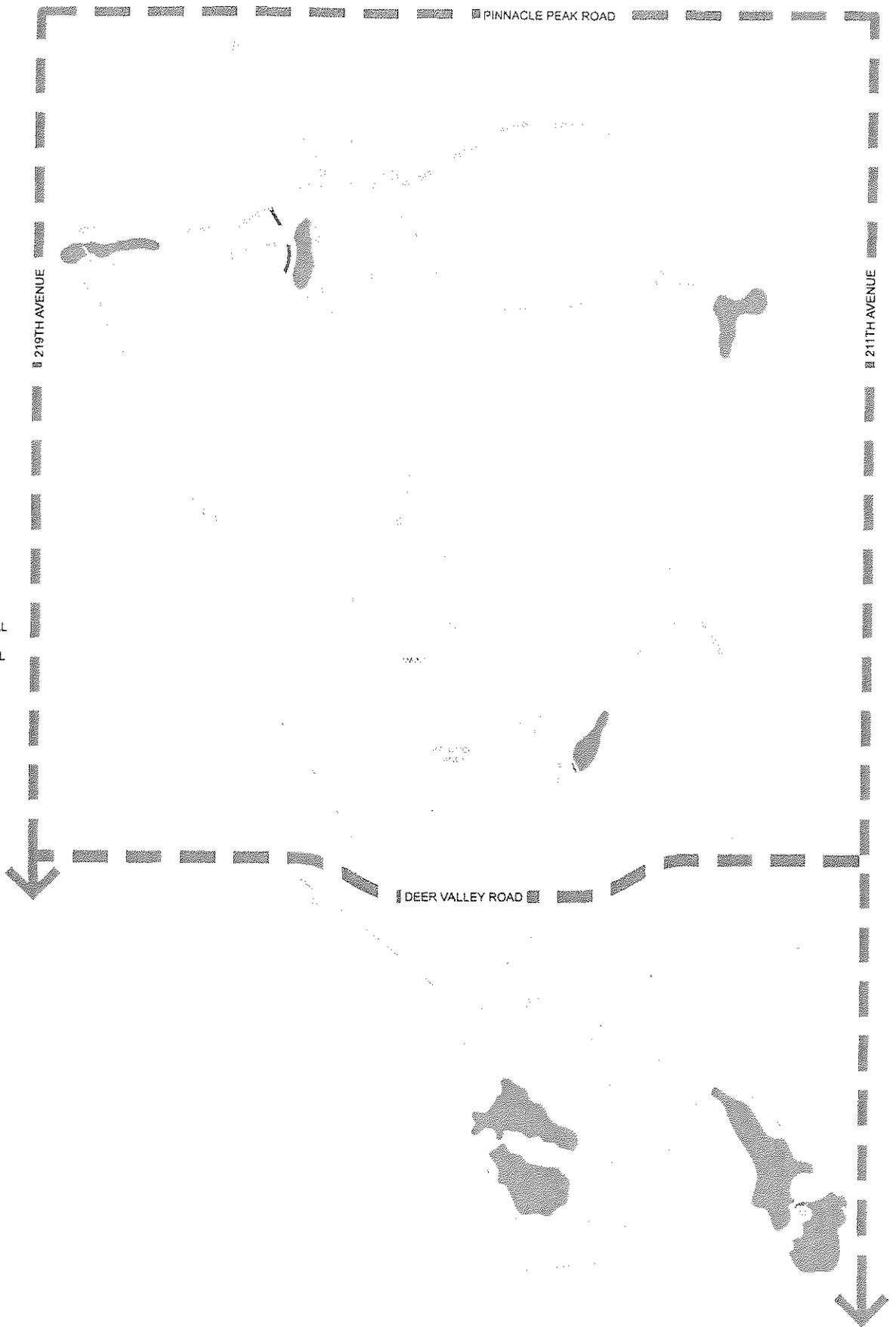
Golf/Trail/Residence



Golf/Residence

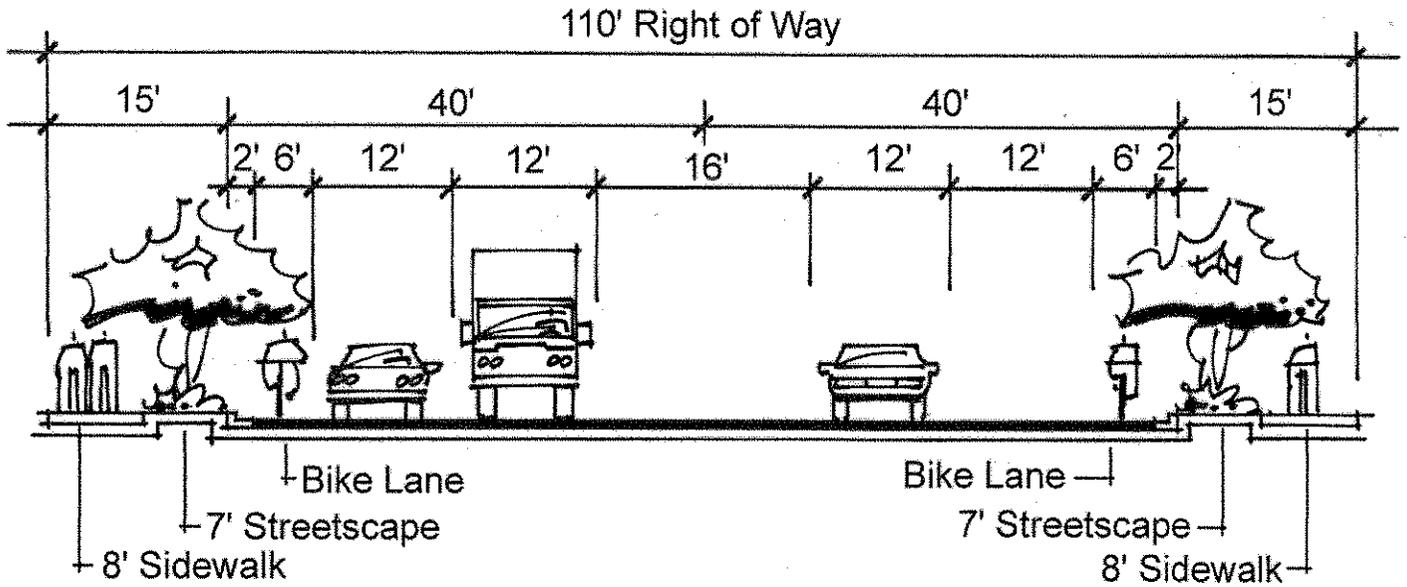
Fox
Trail

Golf Course Relationships



Fox Trail

Road Circulation



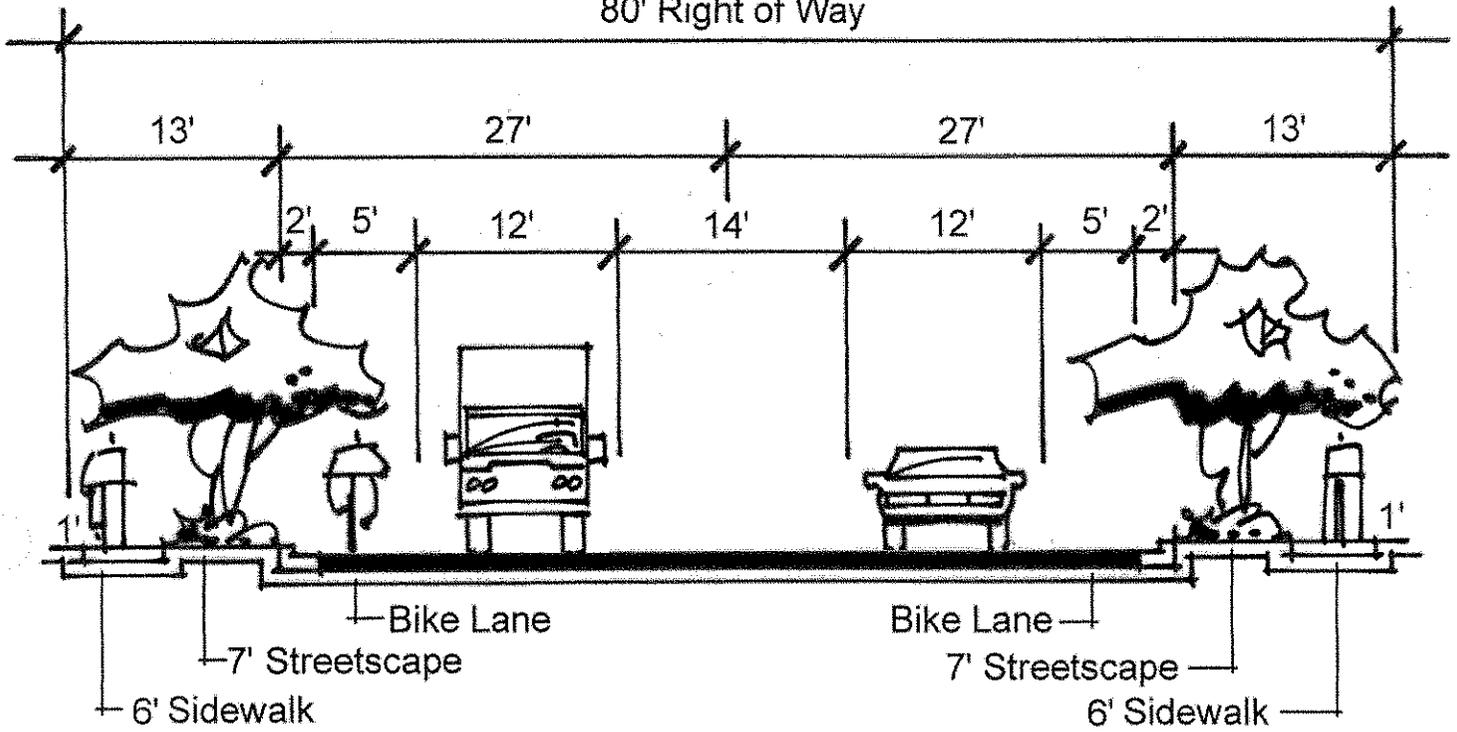
*Deer Valley Road**
211th Avenue
219th Avenue
Pinnacle Peak Road

Minor Arterial Street

not to scale

**Major Arterial Street Built to Minor Arterial Street Standards*

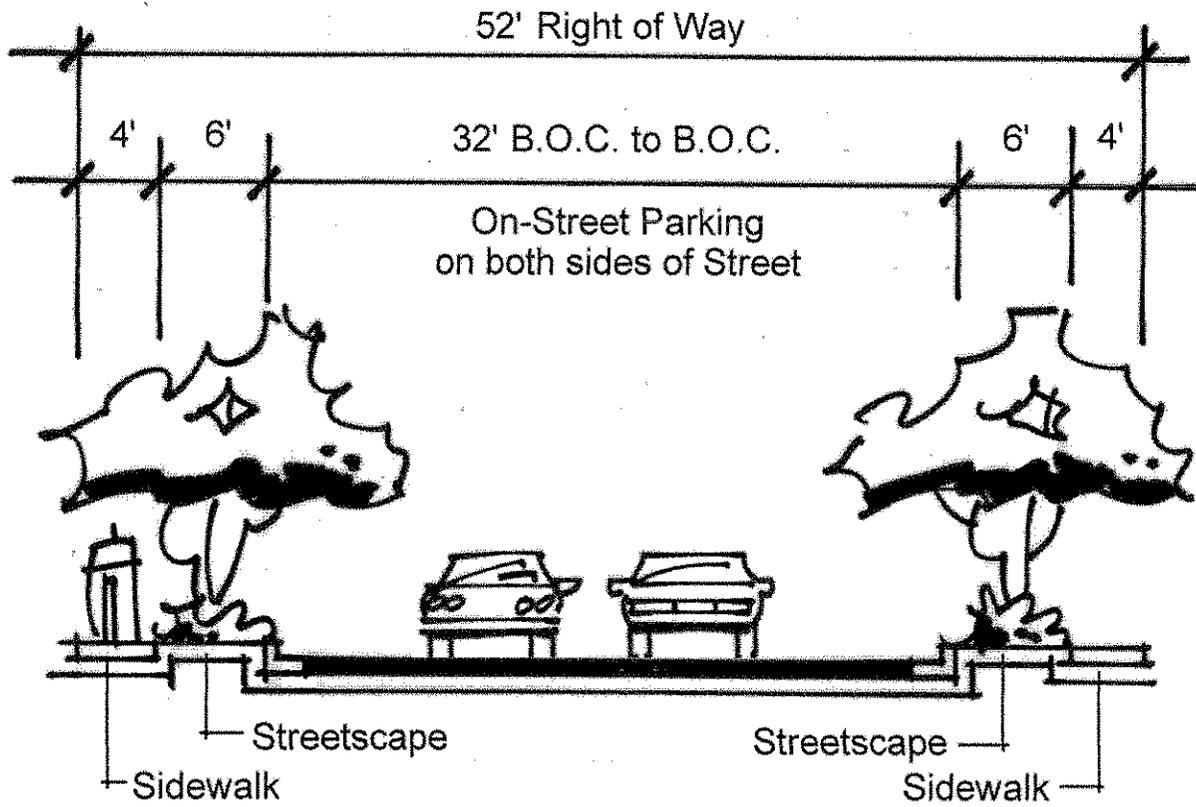
80' Right of Way



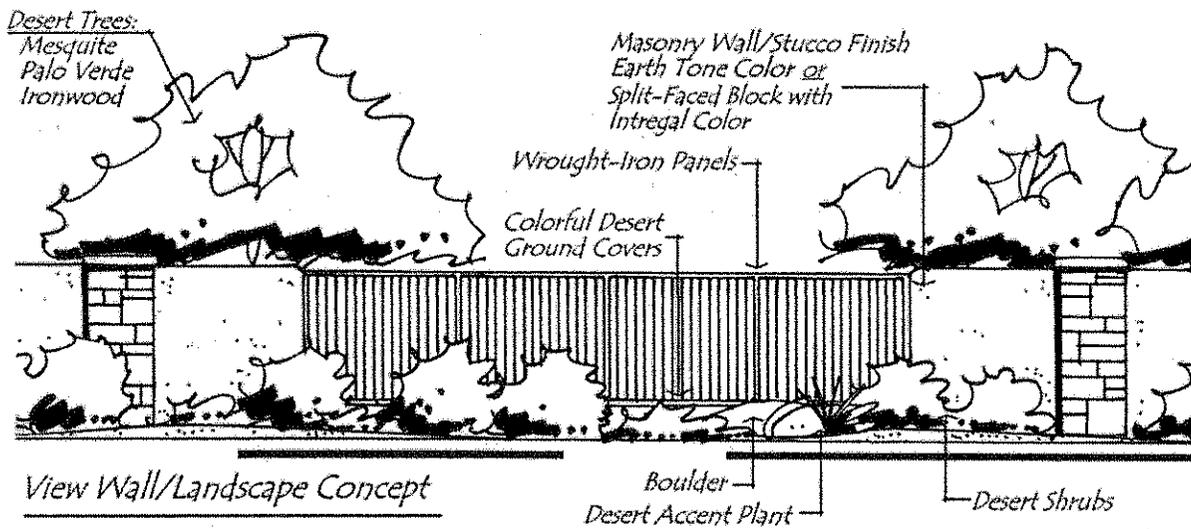
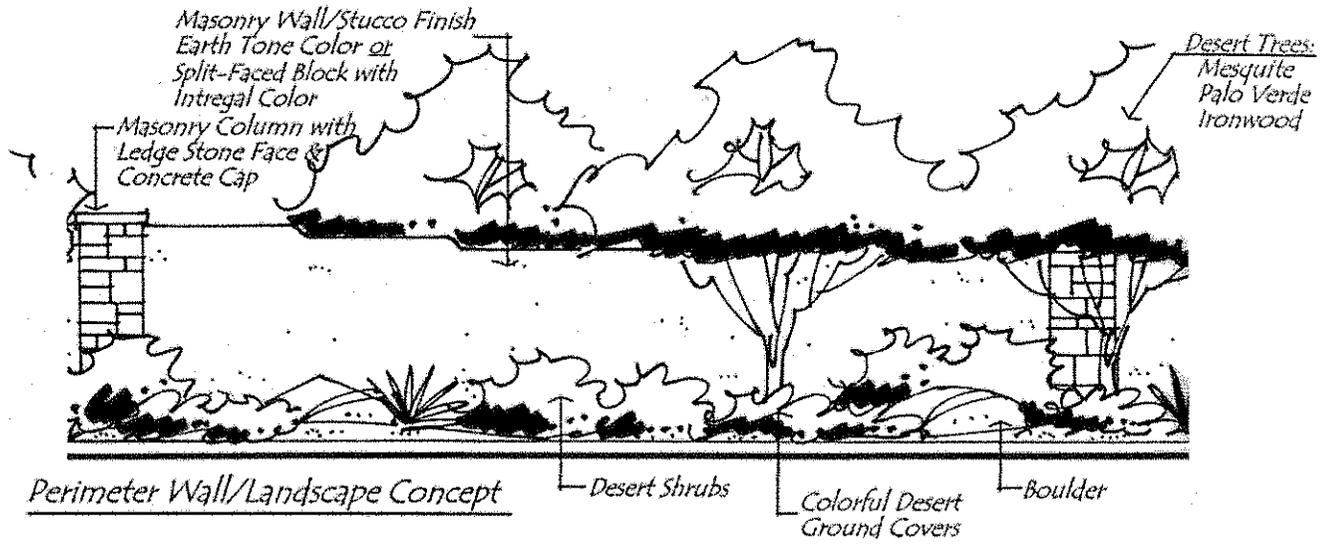
Project Loop Road

Urban Minor Collector Street

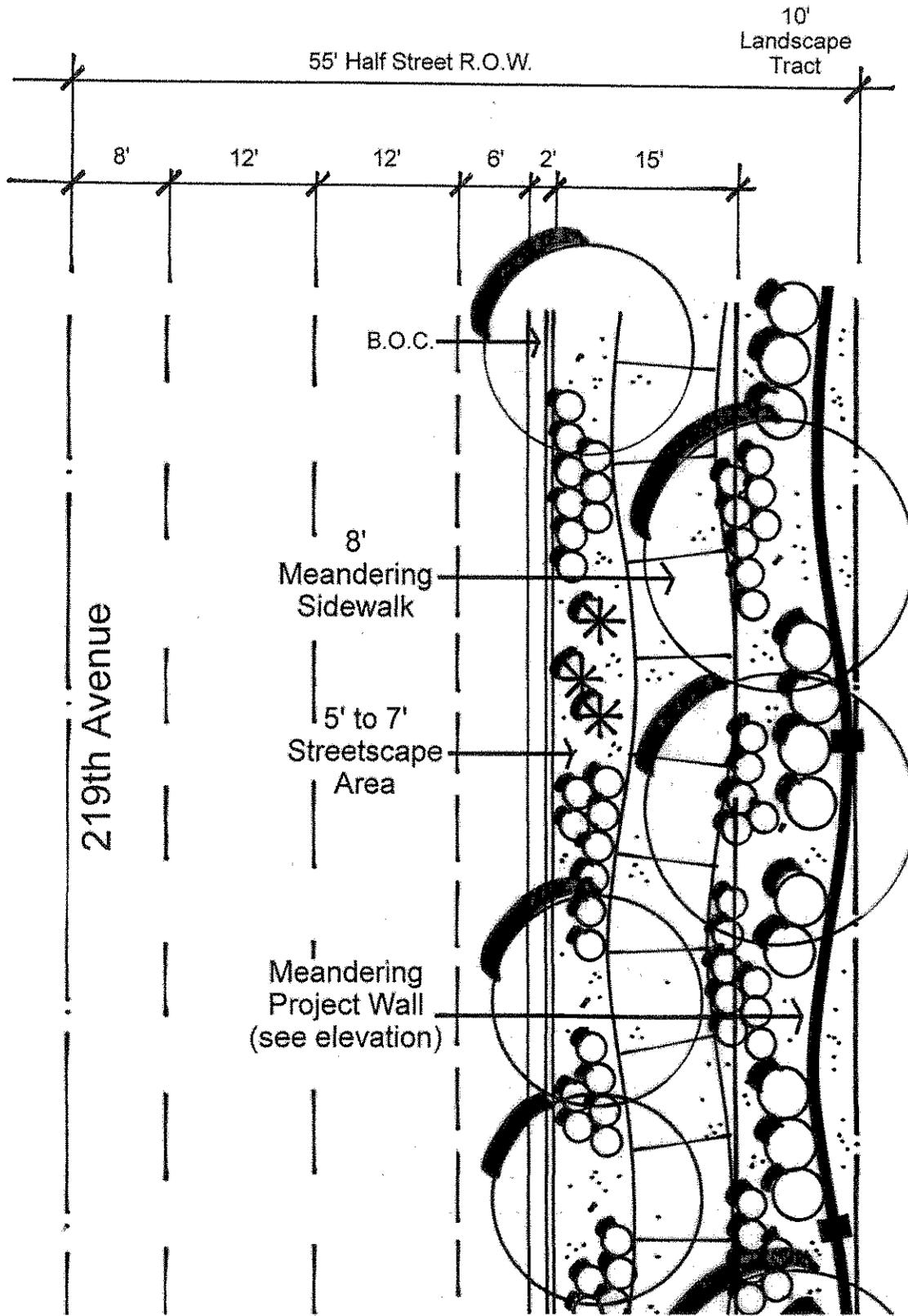
not to scale



Local Residential Street
not to scale

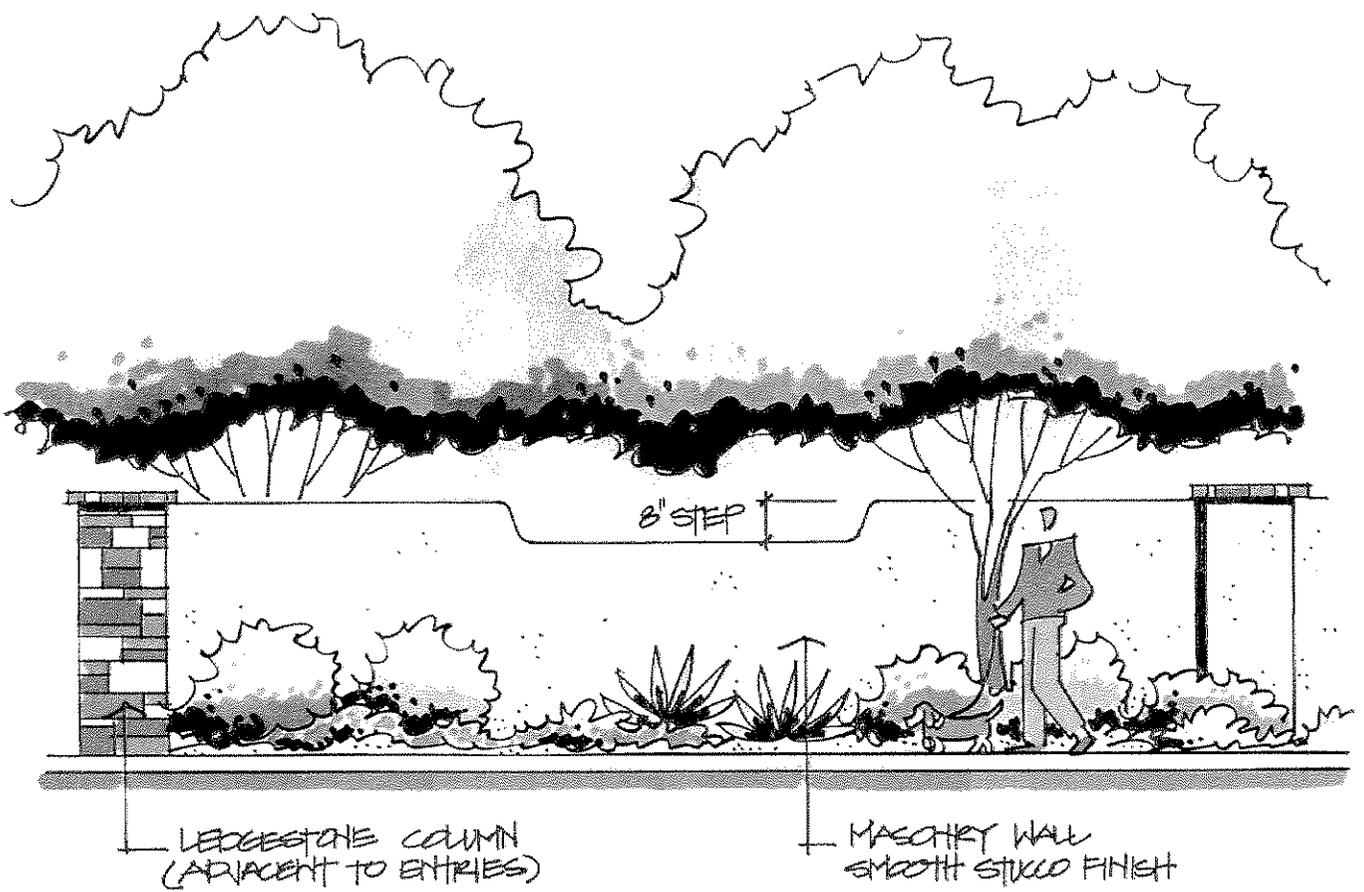


Wall Concepts



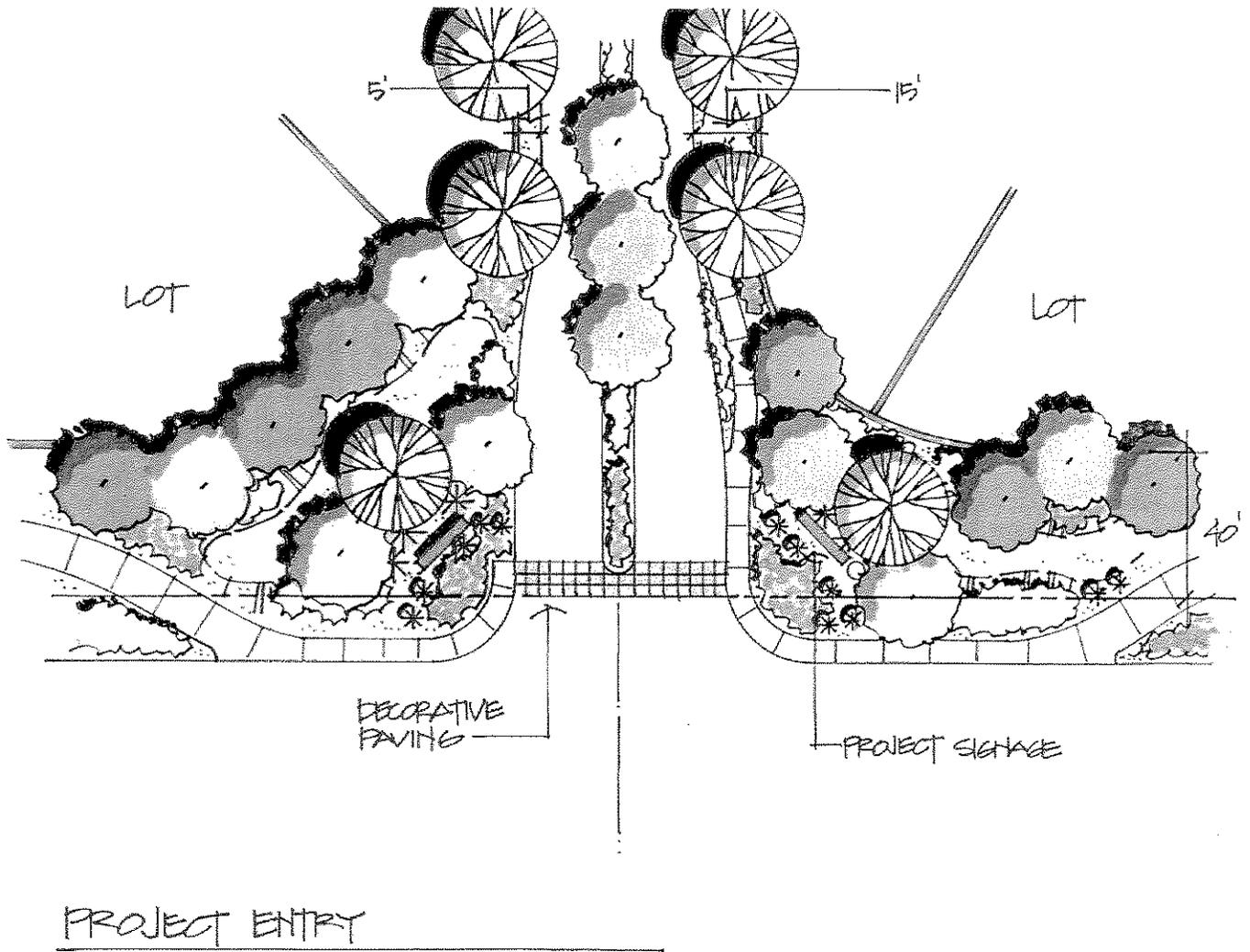
*Landscape Tract Concept
Along 219th Avenue*

not to scale



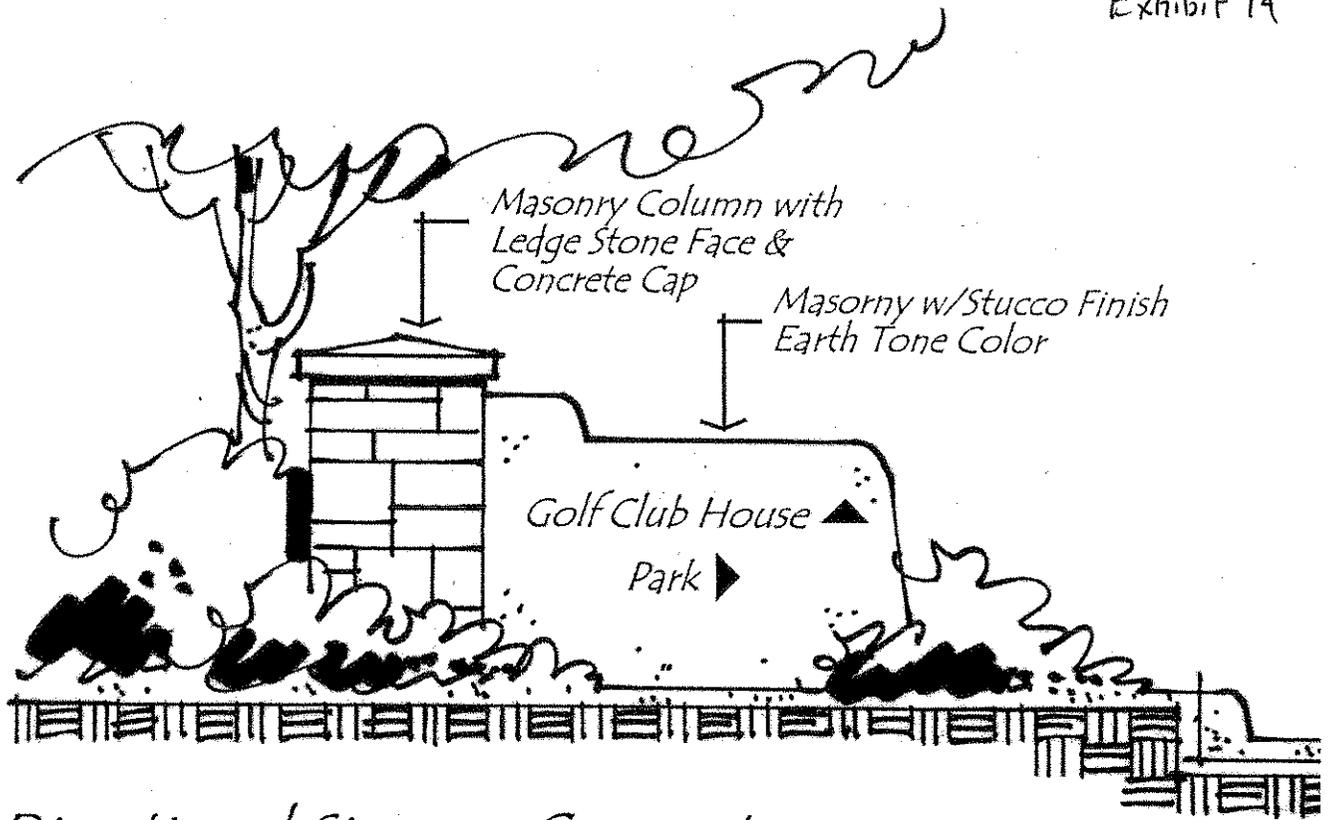
Fox
Trail

Neighborhood Wall Concept

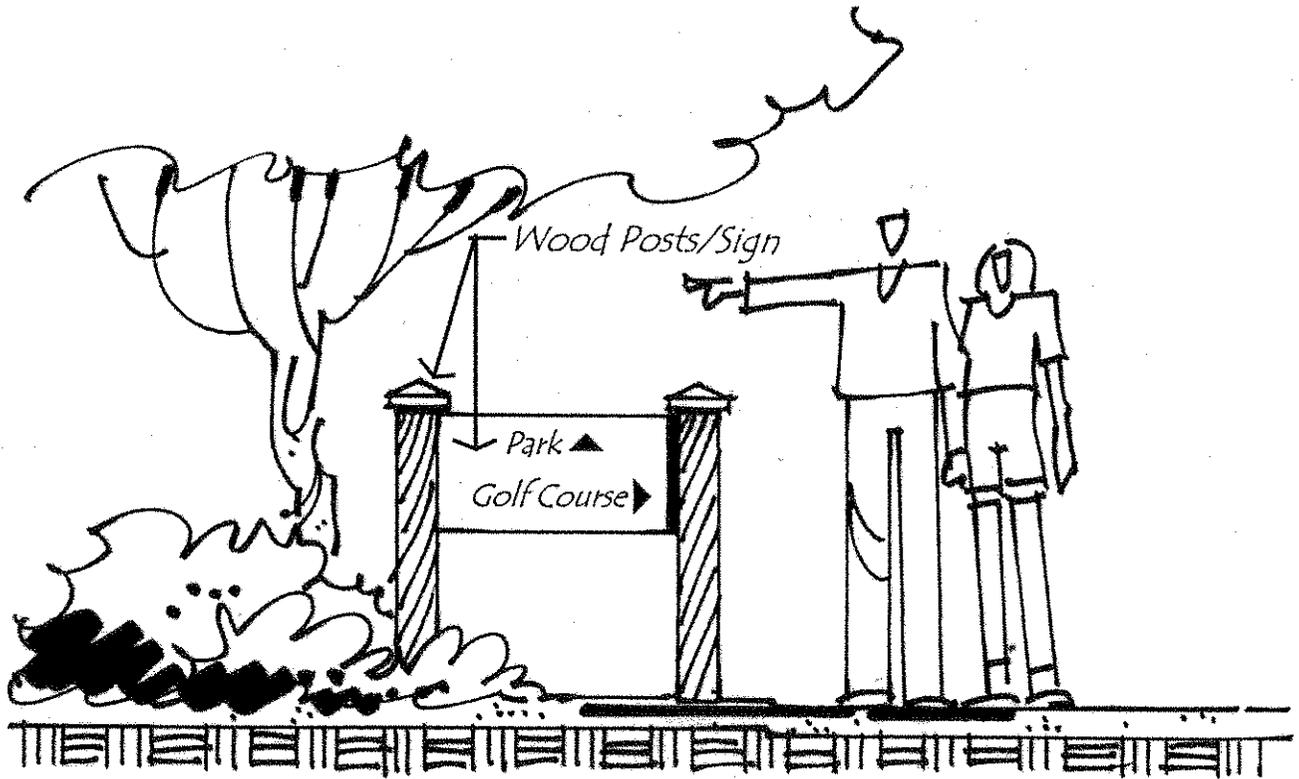


Fox Trail

Typical Village/Neighborhood Entry

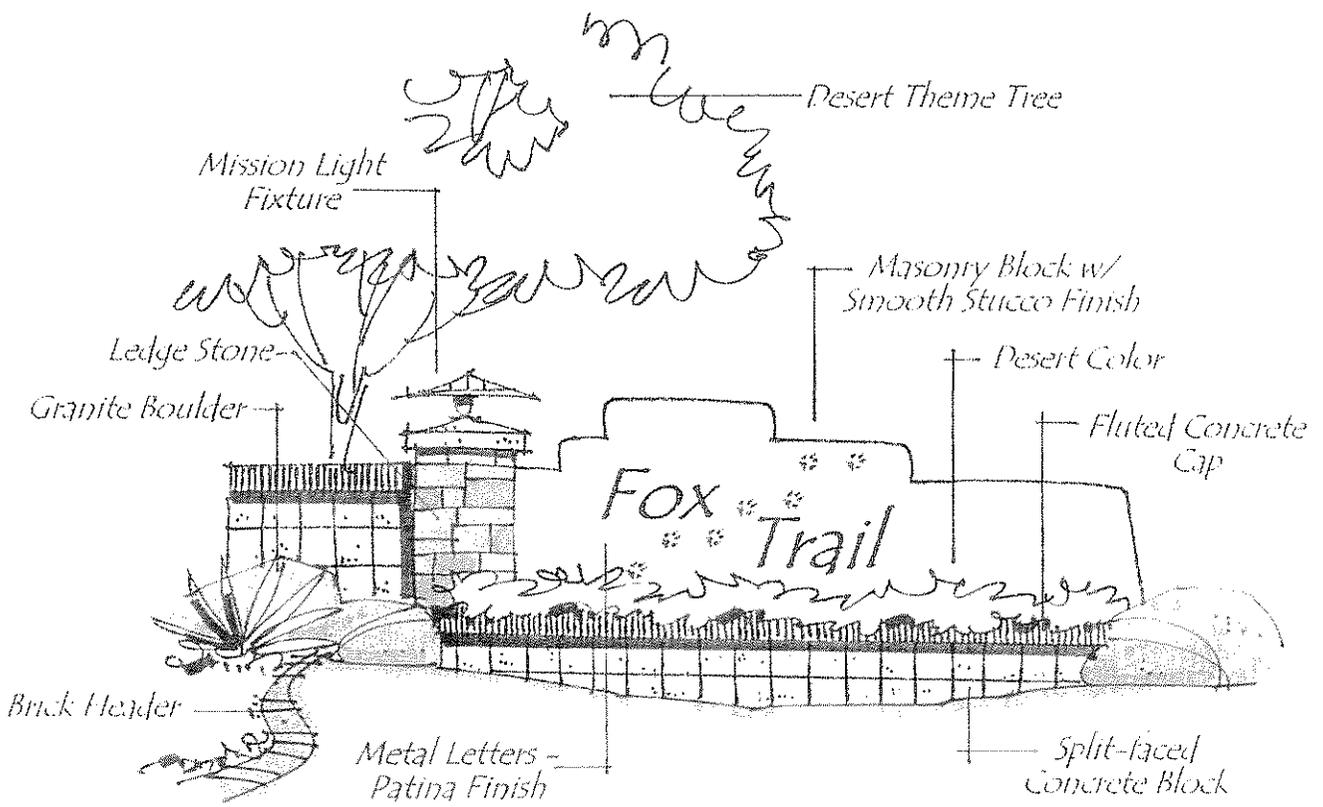


Directional Signage Concept

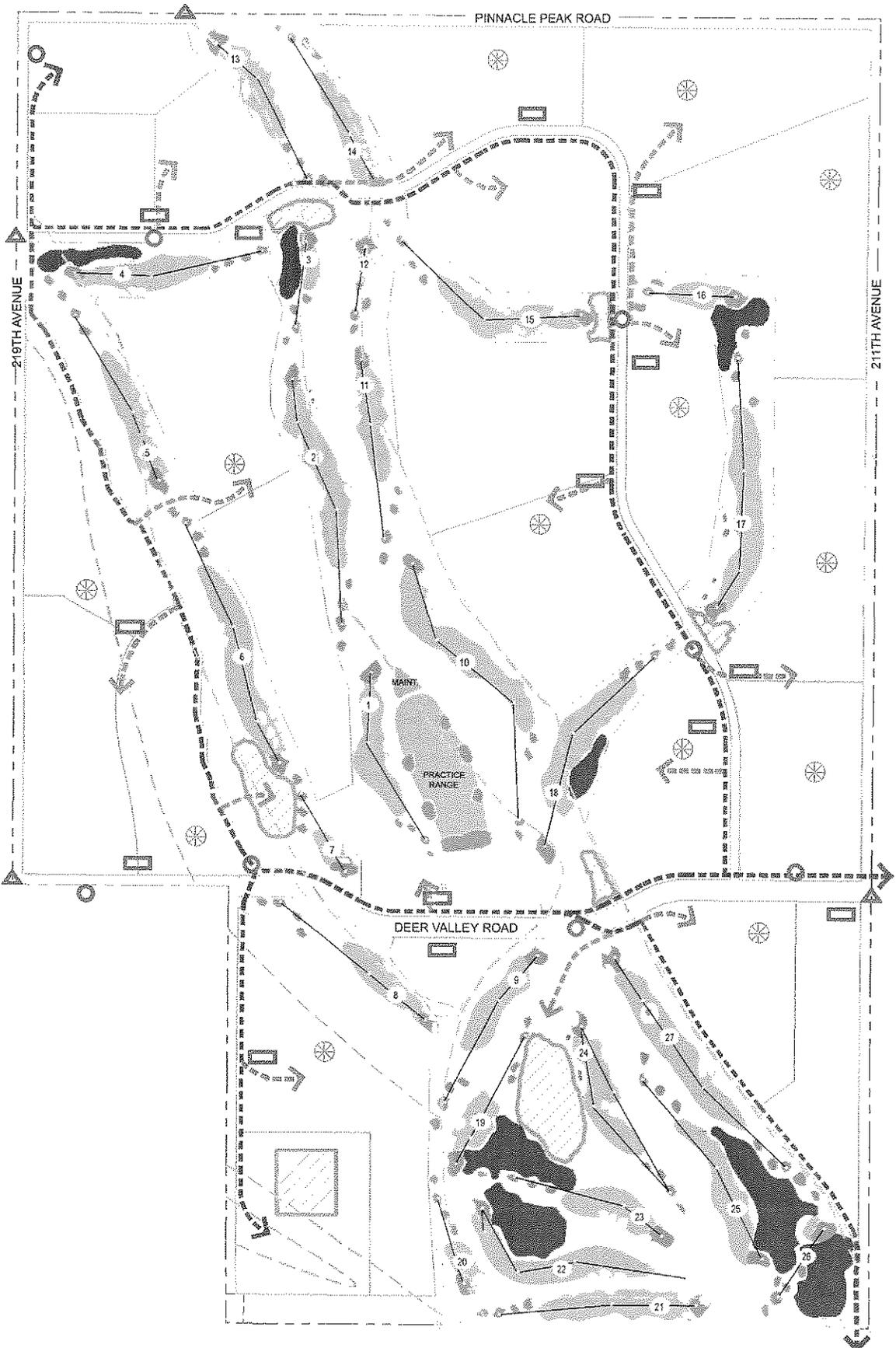


Trail Signage Concept

Sign Concepts



Project Entry Sign Concept



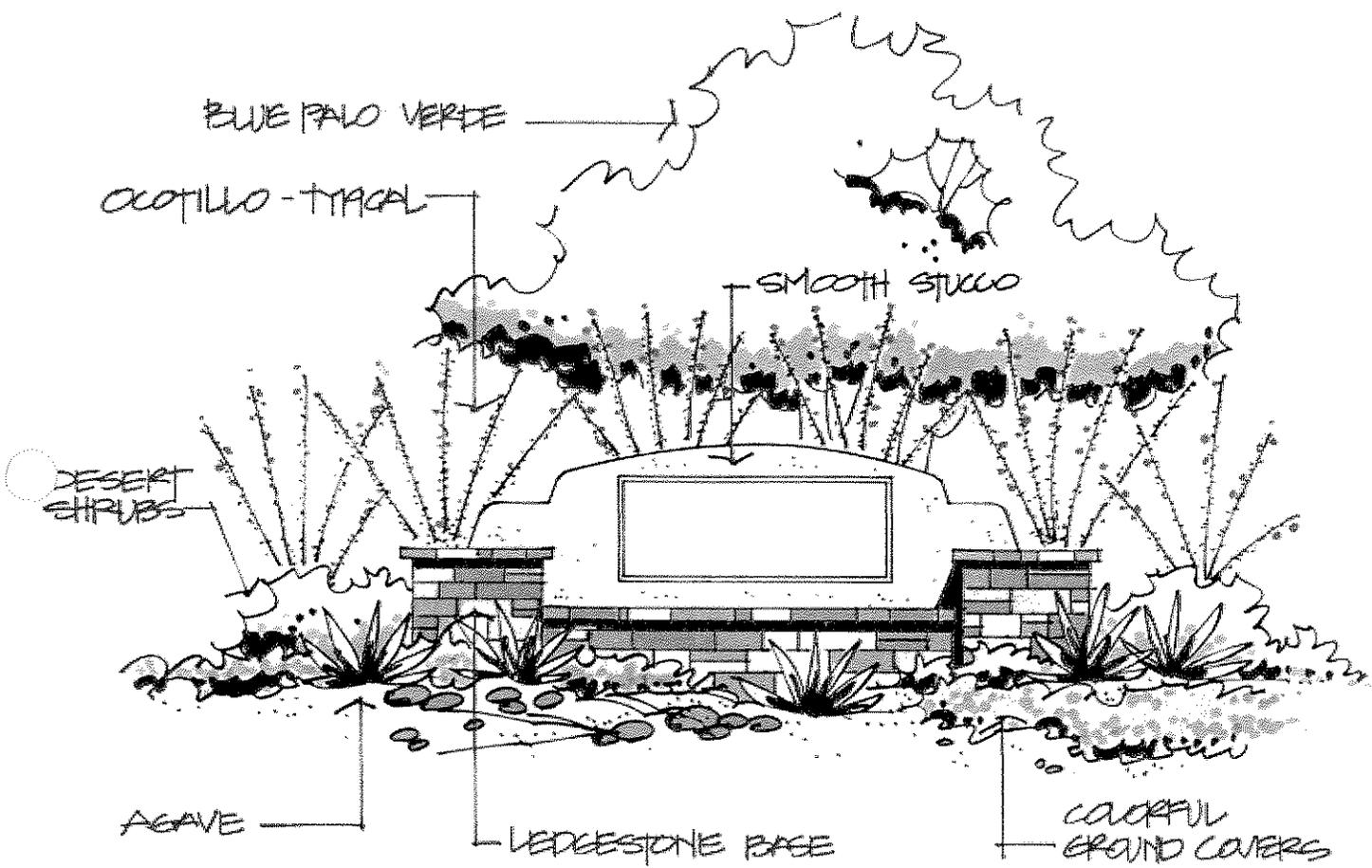
Legend

-  DIRECTIONAL
-  FOX TRAIL ENTRY MONUMENT WALL MOUNT
-  VILLAGE /AMENITY IDENTIFICATION

Fox Trail

Project Signage

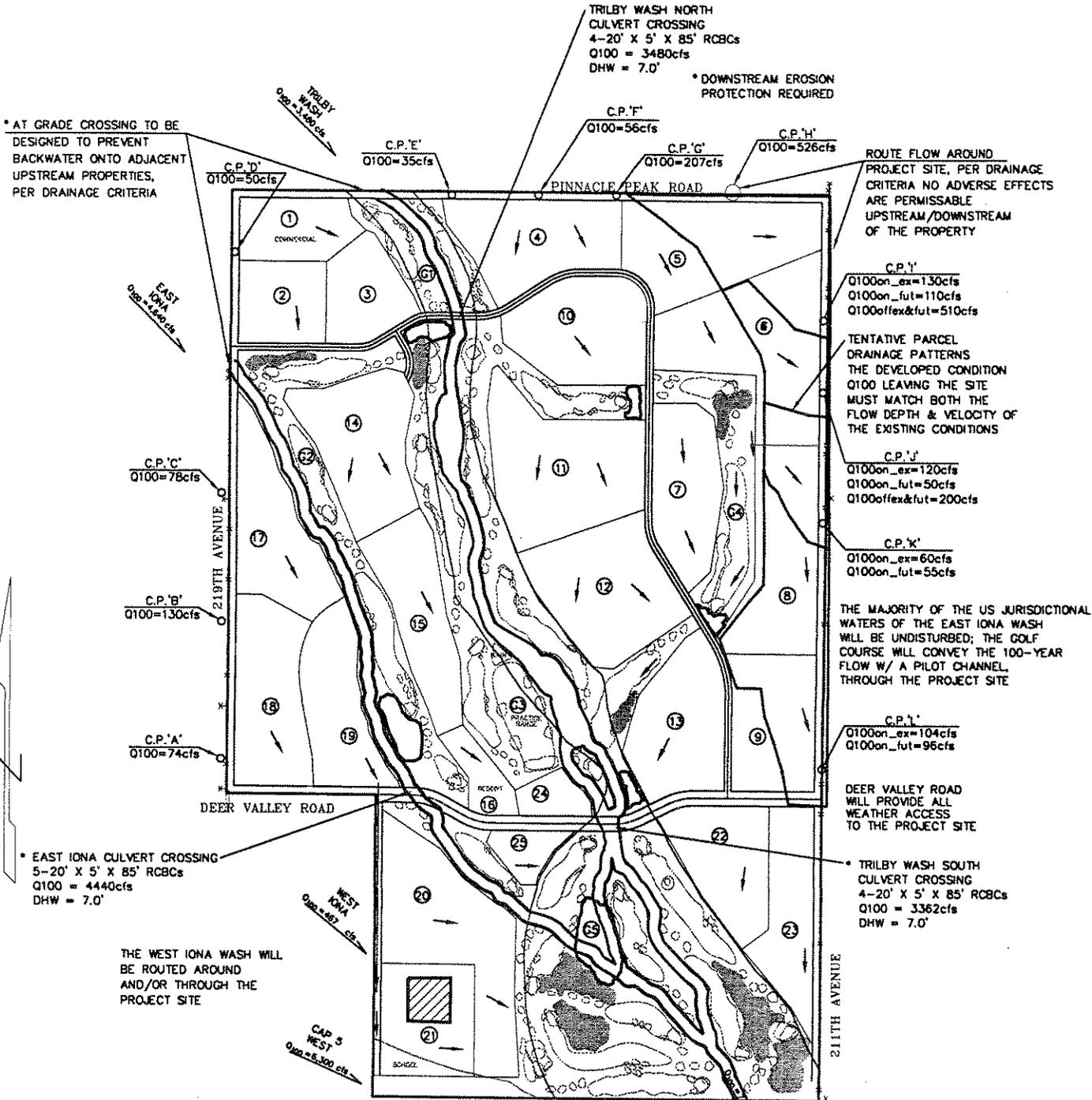
Exhibit 14



Fox Trail

Monument Signage Concept





* AT GRADE CROSSING TO BE DESIGNED TO PREVENT BACKWATER ONTO ADJACENT UPSTREAM PROPERTIES, PER DRAINAGE CRITERIA

TRILBY WASH NORTH
CULVERT CROSSING
4-20' X 5' X 85' RCBCs
Q100 = 3480cfs
DHW = 7.0'
* DOWNSTREAM EROSION PROTECTION REQUIRED

ROUTE FLOW AROUND PROJECT SITE, PER DRAINAGE CRITERIA NO ADVERSE EFFECTS ARE PERMISSIBLE UPSTREAM/DOWNSTREAM OF THE PROPERTY

C.P.'Y
Q100on_ex=130cfs
Q100on_fut=110cfs
Q100offex&fut=510cfs

TENTATIVE PARCEL DRAINAGE PATTERNS THE DEVELOPED CONDITION Q100 LEAVING THE SITE MUST MATCH BOTH THE FLOW DEPTH & VELOCITY OF THE EXISTING CONDITIONS

C.P.'J
Q100on_ex=120cfs
Q100on_fut=50cfs
Q100offex&fut=200cfs

C.P.'K
Q100on_ex=60cfs
Q100on_fut=55cfs

THE MAJORITY OF THE US JURISDICTIONAL WATERS OF THE EAST IONA WASH WILL BE UNDISTURBED; THE GOLF COURSE WILL CONVEY THE 100-YEAR FLOW W/ A PILOT CHANNEL THROUGH THE PROJECT SITE

C.P.'L
Q100on_ex=104cfs
Q100on_fut=96cfs

DEER VALLEY ROAD WILL PROVIDE ALL WEATHER ACCESS TO THE PROJECT SITE

TRILBY WASH SOUTH
CULVERT CROSSING
4-20' X 5' X 85' RCBCs
Q100 = 3362cfs
DHW = 7.0'

EAST IONA CULVERT CROSSING
5-20' X 5' X 85' RCBCs
Q100 = 4440cfs
DHW = 7.0'

THE WEST IONA WASH WILL BE ROUTED AROUND AND/OR THROUGH THE PROJECT SITE

THE CAP 5 WEST FLOODWAY WILL REMAIN INTACT, WITH DEVELOPMENT TO ALLOW THE CONVEYANCE OF THE FLOW TO PASS THROUGH THE PROJECT SITE

FLOW DEPTH & VELOCITY OF THE EXISTING CONDITION FLOODWAY RUN MUST BE MATCHED IN THE DEVELOPED CONDITION @ THE PROJECT BOUNDARY



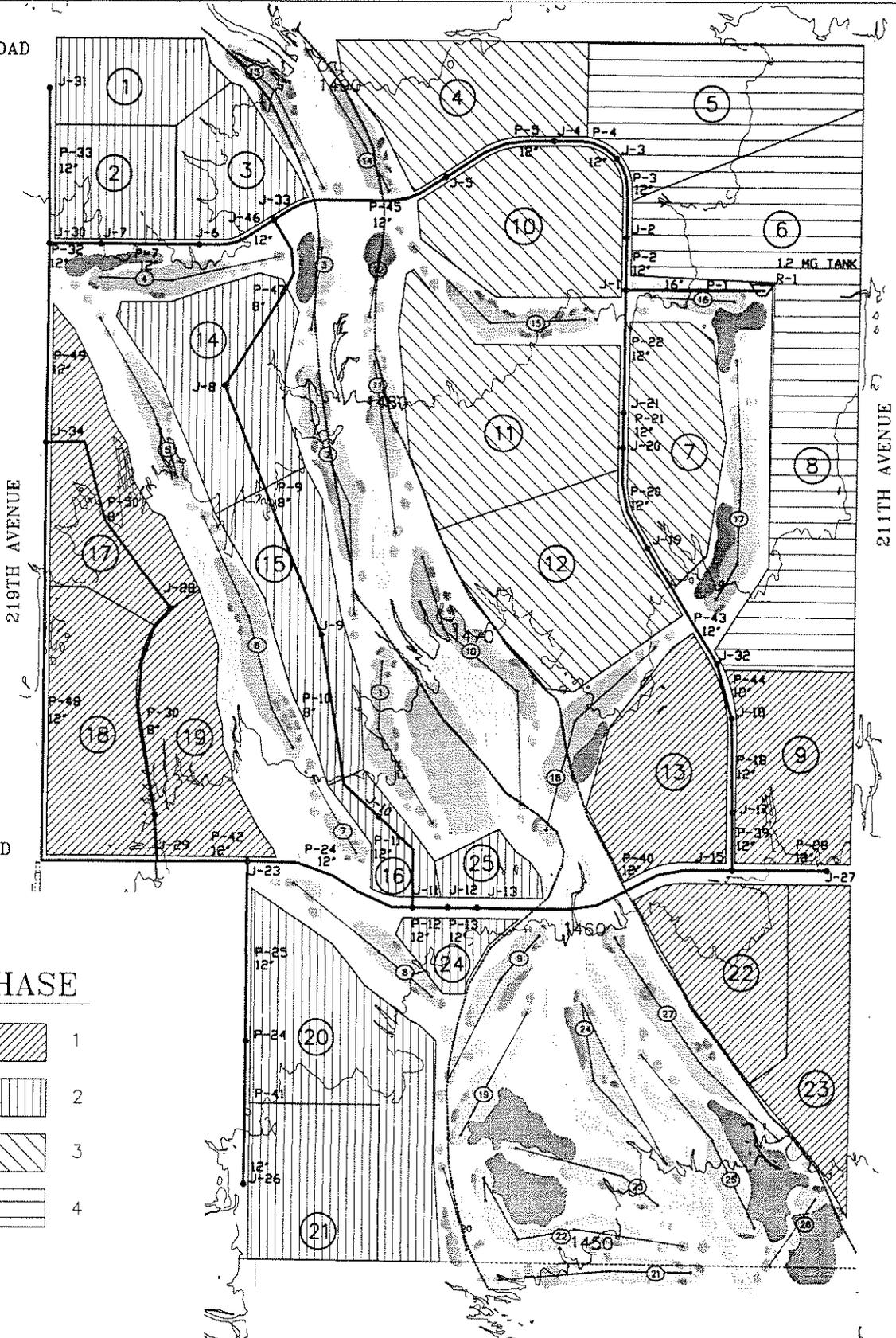
1 inch = 1320 ft.

EXHIBIT 15 CONCEPTUAL DRAINAGE PLAN

FOX TRAIL
SURPRISE, ARIZONA

WOOD/PATEL
ASSOCIATES
Civil Engineers
Hydrologists
Land Surveyors
(602) 335-8500

PINNACLE PEAK ROAD

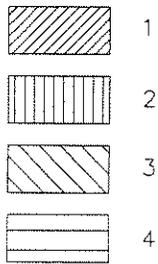


DEER VALLEY ROAD

219TH AVENUE

211TH AVENUE

PHASE



LEGEND

- J-00 - NODE
- P-00 - WATER PIPE
- STORAGE TANK & BOOSTER STATION
- 10' CONTOURS



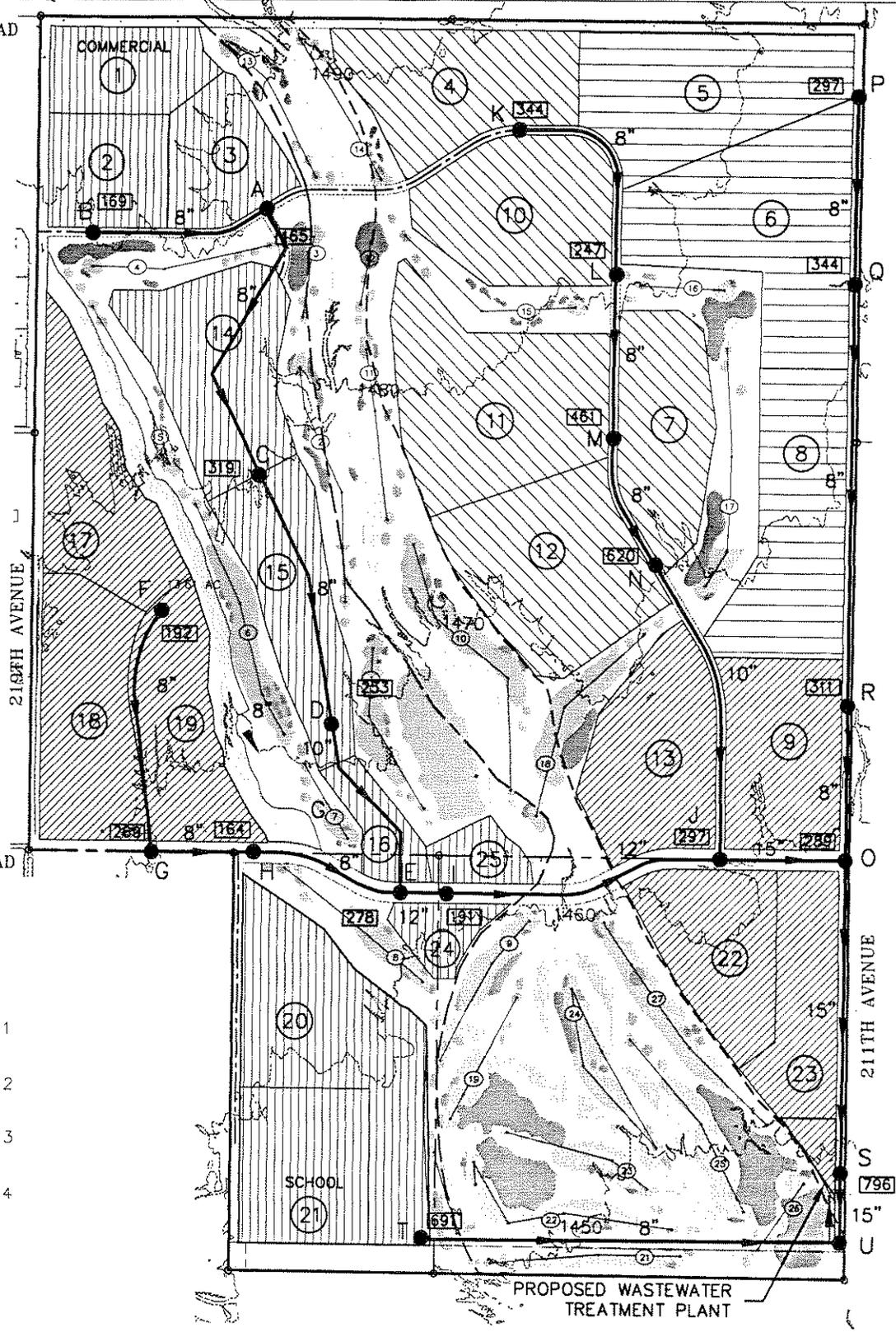
1 inch = 1000 ft.

EXHIBIT 16 CONCEPTUAL MASTER WATER PLAN

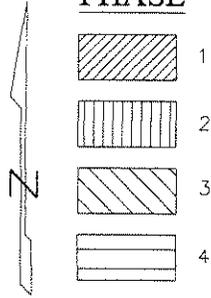
FOX TRAIL
SURPRISE, ARIZONA

**WOOD/PATEL
ASSOCIATES**
Civil Engineers
Hydrologists
Land Surveyors
(602) 335-8500

PINNACLE PEAK ROAD

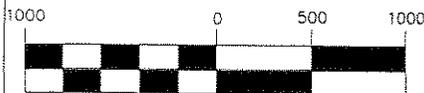


PHASE



LEGEND

- A** - NODE
- ▶** - DIRECTION OF FLOW
- - 10' CONTOURS
- - PARCEL BOUNDARY
- 1000** - EQUIVALENT POPULATION DISCHARGE
- 10** - SUB-AREA



1 inch = 1000 ft.

**EXHIBIT 17
CONCEPTUAL
MASTER WASTEWATER PLAN**

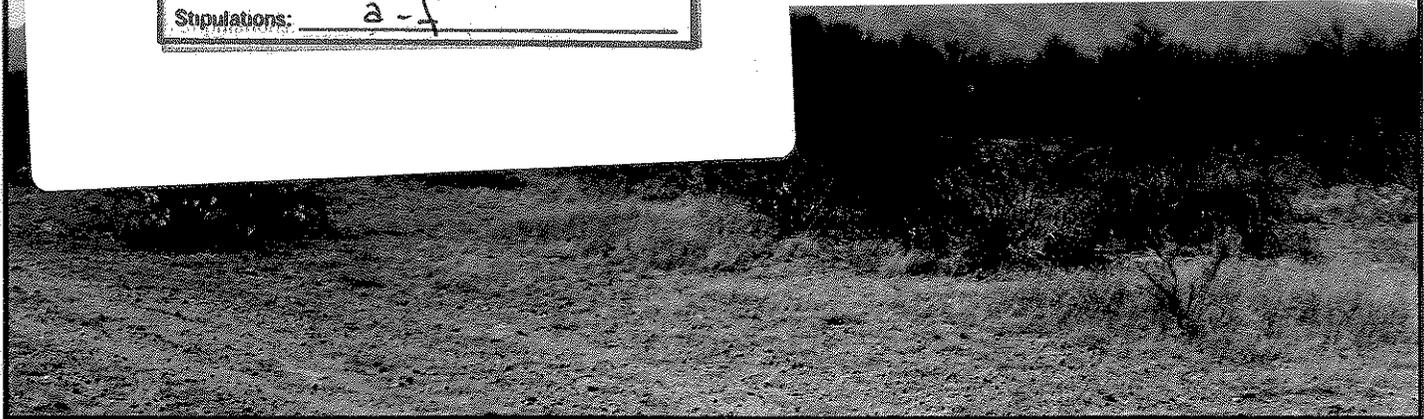
FOX TRAIL
SURPRISE, ARIZONA

WOOD/PATEL
Civil Engineers
Hydrologists
Land Surveyors
(602) 335-8500

Fox Trail

CITY OF SURPRISE
PLANNING AND ZONING DEPARTMENT
A P P R O V E D
Case No.: PADA 06-424
P&Z Comm. Approval: 2/20/2007
City Council Approval: 4/12/2007
B.O.A. Approval: _____
Stipulations: a-f

REVIEWED
PLANNING AND ZONING DEPT.
DATE 6/15/07
APPV'D BY NGC
CITY OF SURPRISE



PAD Amendment

JANUARY 29, 2007

REVISED
MAY 17, 2007



CENTEX HOMES

Fox Trail

PAD Amendment

REVIEWED

PLANNING AND ZONING DEPT.

DATE 6/12/07

APPV'D BY NCC

CITY OF SURPRISE

Submitted to the City of Surprise on

January 29, 2007

Revised

May 17, 2007

Resubmitted to address stipulations (f) and (g) within ordinance #07-26

(exhibits 29b & 29c; pages 7-44, 7-45, 7-53)

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RECEIVED

MAY 22 2007

COMMUNITY
DEVELOPMENT

FOX TRAIL
PAD Amendment

CENTEX HOMES

HADLEY DESIGN
GROUP

J Z M K
PARTNERS



- Section 1** PAD Amendment Justification
 - 1.1 Vision for Fox Trail

- Section 2** PAD Overview
 - 2.1 Project History and Background
 - 2.2 Relationship to General Plan
 - 2.3 Existing PAD and General Plan Summary

- Section 3** Existing Conditions
 - 3.1 Property Ownership
 - 3.2 Existing Site Conditions
 - 3.2.1 Topography
 - 3.2.2 Hydrology
 - 3.2.3 Existing Land Uses
 - 3.3 Existing Circulation
 - 3.4 Existing Infrastructure and Utilities
 - 3.4.1 Potable Water
 - 3.4.2 Wastewater
 - 3.4.3 Stormwater
 - 3.4.4 Solid Waste
 - 3.4.5 Dry Utilities

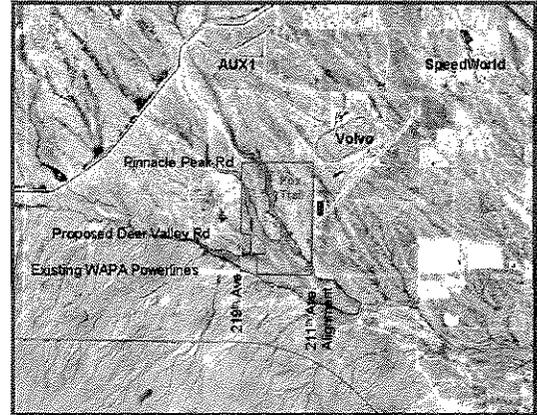
- Section 4** Land Use Plan
 - 4.1 Introduction
 - 4.2 Land Uses
 - 4.2.1 Zoning District Map
 - 4.2.2 Residential Designations and Descriptions
 - 4.2.3 Mixed-Use Areas
 - 4.2.4 Parks, Open Space, and Amenities
 - 4.2.5 Landscape Theme

Section 5	Infrastructure and Public Service Plans
5.1	Circulation System
5.1.1	Access
5.2	Pedestrian / Bicycle Trails
5.3	Infrastructure Plans
5.3.1	Potable Water
5.3.2	Wastewater
5.3.3	Stormwater
5.3.4	Solid Waste
5.3.5	Dry Utilities
5.3.6	Police and Fire Facilities
5.3.7	School Site
Section 6	Implementation and Administration
6.1	General Provisions
6.2	Development Review Process
6.3	Maintenance Responsibilities
6.4	Development Regulations
Section 7	Conceptual Residential Product and Design Guidelines

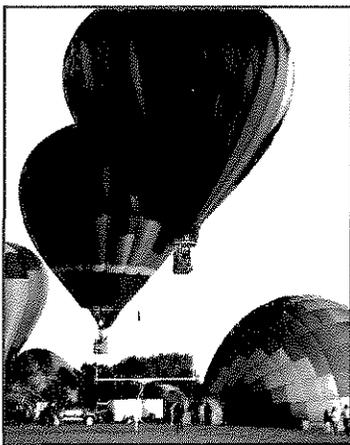


Section 1 PAD Amendment Justification

The primary purpose for this amendment is to preserve the pristine 352 acres of spectacular natural open space that is scarce in most Arizona communities. With the convergence of three major natural washes, the green from this property can be seen from miles away (see aerial photo). The lush trees and vast open spaces that surround this area provide shelter and serve as a wildlife habitat. These unique and beautiful features need to be preserved, and will serve as the focal point for the new community. All residents may then enjoy this gorgeous landscape for years to come.



This amendment creates a true community, one redesigned to orient around open space and natural settings. In the previously approved PAD, open space was only planned specifically within the golf course and the natural washes. In this amended PAD, the design team has intentionally planned additional open spaces within the village boundary. This amendment creates a community designed with a neo-traditional layout using open space as the central core. Neighborhoods are designed to surround and meander among the site's natural washes. Homes are planned in open ended cul-de-sacs that back to the views of open space, as opposed to another backyard. The central wash corridor will become part of the regional trail system. The corridor is designed to direct residents to the heart of the community where they can walk, bike or relax with a view of the natural washes and the spectacular White Tank Mountains.



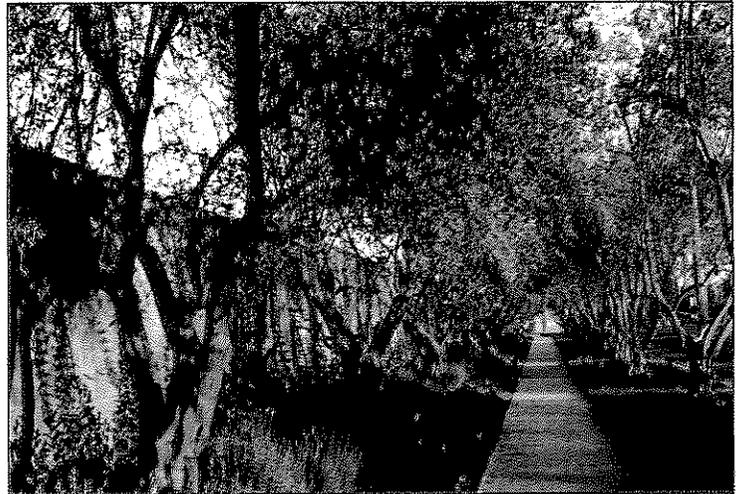
Preserving the wash corridors as a critical focus for the City of Surprise. As such, maintaining the environmental sensitivity of the White Tank Mountain foothills area and other natural open spaces plays a pivotal role in this amendment to the Fox Trail PAD. The City's General Plan calls for 2.7% of the total acreage in Special Planning Area (SPA) 3 to be devoted to open space. Fox Trail is required to account for 2.4% of the total acreage in the SPA 3, and provides as much as 34% of the total open space desired by the City for this planning area. The site's natural washes will be enhanced, allowing residents more opportunity to enjoy this limited resource. Bank and enhanced landscaped vegetation in the washes will create support amenities, such as a Regional Trail System, for residents to enjoy.

Within Fox Trail, each Neighborhood has been designed with the variety of residents- all ages, interests, and socioeconomic backgrounds-as the primary focus. Amenities and facilities are also designed for a diverse range of residents to enjoy. The parks and open space will include lush green grass and panoramic views. Residents of every age will be served with an immense range of possibilities – everything from soccer tournaments and hot-air balloon races to picnics and family gatherings. The design also includes room for a Regional Sports Park that can be enjoyed by those from nearby

communities. The size and flexibility of this space was thoughtfully designed to maximize enjoyment for all city residents, not just a few. The previously approved PAD included a golf course which, as a single limited use amenity, was only designed for use by a few. Eliminating the golf course from the PAD returns 275 acres of open space, to be enjoyed by the entire community and be preserved and enhanced for the native flora and fauna.

The redesigned PAD eliminates originally planned resort and commercial parcels in favor of mixed use areas that will better serve community residents. The Fox Trail area is not a suitable location for a planned resort with its close proximity to the auxillary field of LAFBC ("Aux 1"). Additionally, due to the naturally occurring washes that traverse the site, there is minimal opportunity for adequate visibility and exposure from Deer Valley Road and Sun Valley Parkway. The 2020 General Plan identifies a significantly stronger location for a resort use at the north slope foothills of the White Tank Mountains, adjacent to Sun Valley Parkway. The General Plan location affords guests and visitors clear, intimate views of this spectacular mountain range.

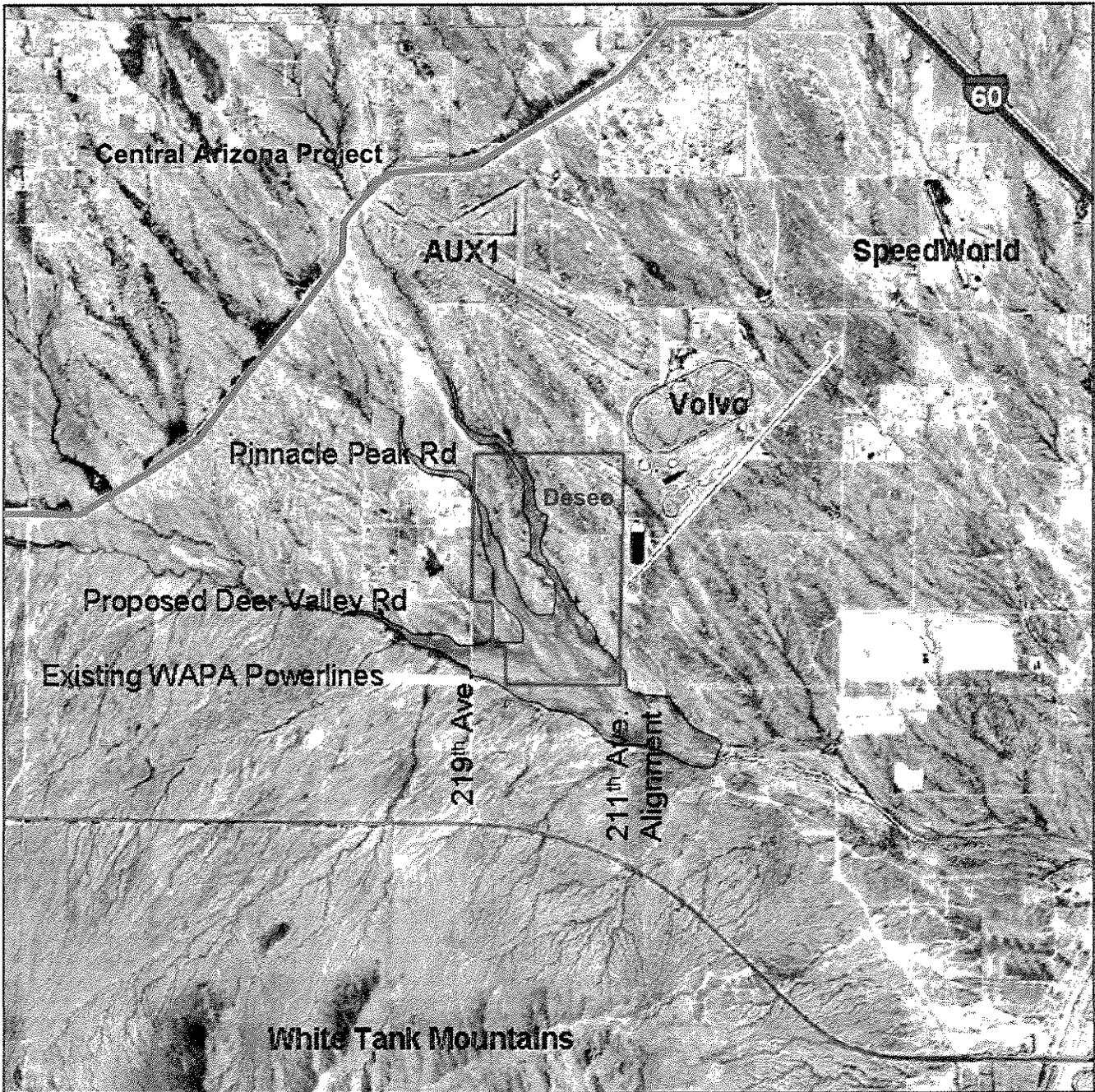
Rezoning the commercial parcel for mixed use creates a more pedestrian-friendly and environmentally-sensitive plan, one that meets the needs of local residents now and well in to the future. It could take many years to develop enough residential demand to support a commercial site at this location. The redesigned mixed use area allows smaller retail establishments to enter the community at an earlier stage of development. Larger commercial sites would be better situated in another development with better access.



This Vision creates a framework for a vibrant community that balances the beauty of the environment with a diverse mix of residents, bringing vitality to this part of Surprise. Recent research shows that open space, mountain views, and amenities useable by all residents are what the citizens of Surprise desire for a place they call "home."



Exhibit 1 - Aerial Context Map



1.1 Vision for Fox Trail

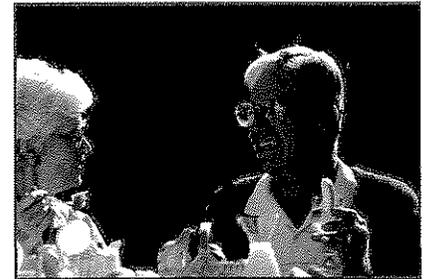
Surprise's Community Vision:

"Surprise defines vibrant Southwest living, a place of educational excellence where community, family, and traditions are built. Surprise is a collection of distinctive neighborhoods with a small town feel and big city amenities."

-- City of Surprise General Plan 2020

The Fox Trail development plan presented in this PAD Amendment reflects the vision of a carefully and thoughtfully planned community that emphasizes how neighborhoods live in harmony with the natural environment. The development plan has been designed with the vision of the City of Surprise in mind.

At the heart of Fox Trail is the pedestrian-friendly Village Core, where residents can enjoy a walk in the park or gather for a concert. The Core includes the Elementary School, Active Park, Recreation Club, and Village Green. Branching outward, one will find intimate Neighborhoods with tree-shaded sidewalks, outdoor living areas, and an appealing sense of place. A series of Linear Parks and shaded trails connects neighbors to the Village amenities and the natural greenbelt, as well as to regional amenities.



The Fox Trail Vision sets the framework for a high quality, well-planned residential community that will create a distinct character for this community in Surprise. This PAD Amendment provides a detailed description of the proposed land uses, design themes, open space concepts, and infrastructure criteria that meet the requirements of the City of Surprise General Plan and other guiding documents. Open Space and parks will also be designed to enhance the amount and variety of recreational activities that will be available to all residents. While the City guidelines call for six acres of park land per 1,000 residents, the Village at Fox Trail will provide 14.4 acres of park land per 1,000 residents (as described in Exhibit 11) to ensure a sense of openness within the community and to enhance the transition of the Neighborhoods to the natural desert environment.

The Surprise Citywide Design Guidelines emphasize well-conceived, connected Neighborhoods and strong architectural execution. The concepts presented in this amendment provide a return to the more traditional design solutions in community development. Centex's development team focused on the Key Guiding Principles of Traditional Neighborhood Development listed below to create a functional, sustainable and pedestrian-friendly community.

- ***Community size should be designed so that housing, education, recreation, daily needs and other activities are within easy walking distance of each other.***

This was accomplished with the central Village Core, which brings the meeting places together at the center of the community.



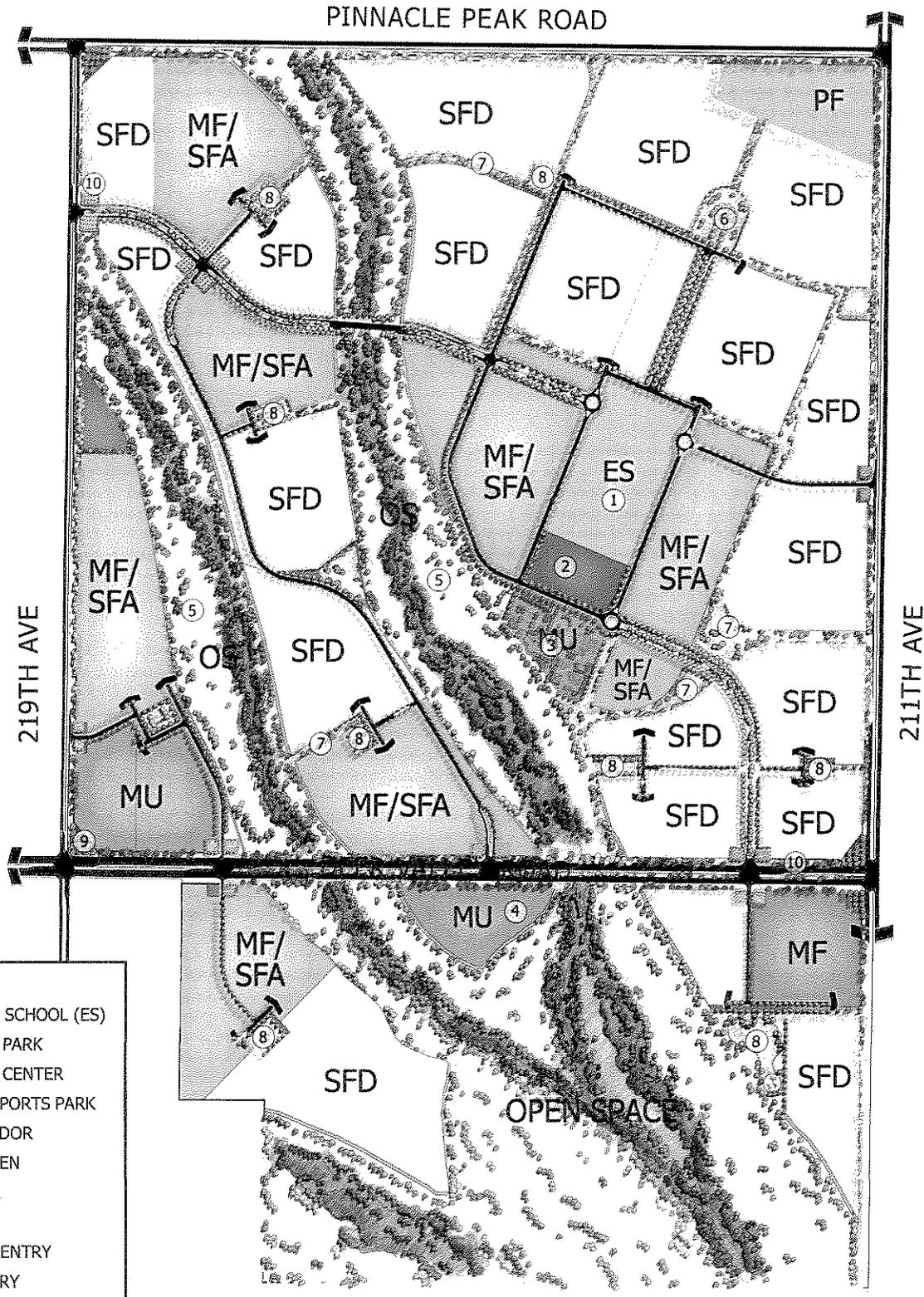
- ***As many activities as possible should be located within easy walking distance.***
The School, Recreation Club, and Active Park will be connected by a walking trail system to all points within the community, allowing residents easy access from the Neighborhoods to all community functions.
- ***A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.***
This Village will contain a wide range of home styles and sizes to meet the needs of all residents.
- ***The character of the community should blend harmoniously within the context of the site.***
Fox Trail is designed to blend with and incorporate the natural elements of the environment throughout the community. The general orientation of the Village is designed to incorporate views of the mountains and washes, provide convenient access to nature by way of paseos and walkways, and incorporate elements native to the site in the architectural design.
- ***The community should contain an ample supply of specialized open space in the form of squares, greens, and parks whose frequent use is encouraged through placement and design.***
The layout of Fox Trail is designed to direct activity to the central Village Core by placing the School, Recreation Club, and Active Park all within this central Core. Each Focal Park is designed to bring elements of nature into the Village, as well as to encourage use of the greens and parks as gathering spaces for residents to enjoy.
- ***Streets, pedestrian paths and bike paths should contribute to a system of fully connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting, and by discouraging high speed traffic.***
Traffic flow within the community is designed to reduce automobile speed, while the tree-lined streets, curb-separated sidewalks, and an extensive trail system are designed to encourage walking and biking throughout the community.
- ***Wherever possible, the natural terrain, drainage and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.***
The large amount of improved desert washes will exceed the requirements established by the City. In addition, vegetation native to the site will be incorporated throughout the improved wash system and throughout the Linear Parks.
- ***The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.***
The east-west orientation of the community, as well as the extensive use of shade trees within Neighborhoods and throughout the Central Core, will create a passive cooling effect, contributing to the overall energy efficiency of the community.



The above community characteristics are consistent with the City's vision for a mix of recreational uses, and a broad range of housing types connected to parks and schools, as well as to the established regional trail and vehicular circulation networks. The project meets the City's goal of encouraging, and providing the appropriate infrastructure for pedestrian and bicycle connectivity, as well as for a well-distributed hierarchy of parks.



Exhibit 2 - Conceptual Illustrative Master Plan



- LEGEND**
- ① ELEMENTARY SCHOOL (ES)
 - ② RECREATION PARK
 - ③ RECREATION CENTER
 - ④ POTENTIAL SPORTS PARK
 - ⑤ WASH CORRIDOR
 - ⑥ VILLAGE GREEN
 - ⑦ LINEAR PARK
 - ⑧ FOCAL PARK
 - ⑨ COMMUNITY ENTRY
 - ⑩ VILLAGE ENTRY

Section 2 PAD Overview

2.1 Project History and Background

The existing and historical use of the site has been natural desert and agricultural uses. The 877-acre property is currently zoned by the Fox Trail PAD adopted in January of 2001.

This PAD Amendment includes an additional 20 acres of land located at the southwest corner of the site. Those 20 acres provide an opportunity for increased access to the natural wash corridor and to the additional planned single family homes. This land would otherwise be undevelopable due to site access.

This PAD Amendment includes a total of 897 acres.

The Fox Trail conceptual land use plan is currently planned with a total of 2,320 single family and high density units, or approximately 2.6 dwelling units per acre (du/ac). The Land Use Plan shows that open space will occupy approximately 35% of the site.

The surrounding uses are predominantly low density housing, automobile proving ground activities, Luke AFB Auxiliary Field, and natural desert open space. The Trilby Wash and Iona Washes traverse and converge through the property from the north.

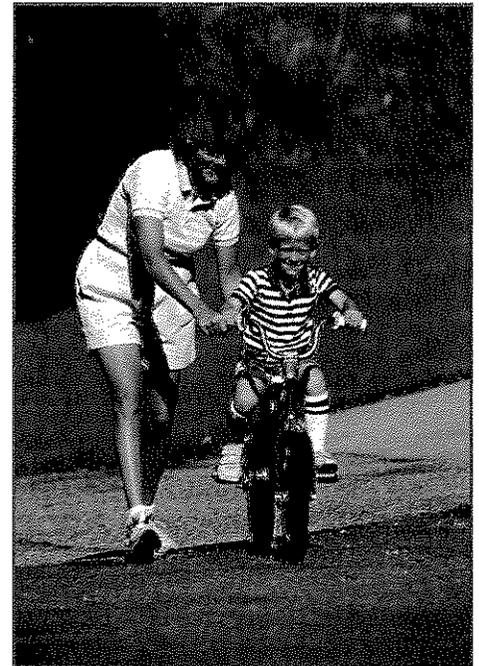
2.2 Relationship to General Plan

The City's Adopted General Plan designates the Site as Suburban Residential. The following are goals and policies of the City of Surprise General Plan, followed by a brief description of how the Fox Trail plan achieves those goals and policies.

City of Surprise Planning & Design Guidelines Manual:

"The pedestrian network in all new developments should be designed and located to provide continuous direct routes and convenient connections to adjacent developments and the overall pedestrian and open space system, as well as to places people want to go."

The Fox Trail Master Plan addresses pedestrian accessibility through the deliberate use of sidewalks separated by landscaped parkways, trails through linear parks, and bikeways that provide connectivity between residential neighborhoods, the Village Core and recreational facilities.



Surprise General Plan 2020 “Imagine the Possibilities”:

“Large planning areas will be difficult to manage over time; the need for a “Village” concept will be critical to the future success of the City.”

Fox Trail introduces an inclusive “Village” concept with neighborhoods surrounding a centrally located school, which is adjacent to active recreational facilities, open space and a mixed use area. This promotes the City’s vision of creating successful neighborhoods with a balance of community needs.

General Plan Overall Community Goals

Goal: ***“Encourage the development and/or revitalization of sound and stable neighborhoods.”***

- In creating the Master Plan for Fox Trail, the focus was on the key guiding principles of traditional neighborhood design. The ultimate vision was born from a belief that a return to traditional compact, mixed-use neighborhoods is vital to the creation of a functional, livable and sustainable community. The “blending” of these concepts with the natural beauty of natural wash corridors will create a truly unique living environment. Shaded open spaces in the form of squares, greens and parks and a system of walkways and bike trails encourage neighbors to gather and to walk to school, recreational activities and other open space uses.

Goal: ***“Create and maintain a high quality of life through the provision of adequate open space, and recreational opportunities (e.g. ball fields, libraries, cultural centers).”***

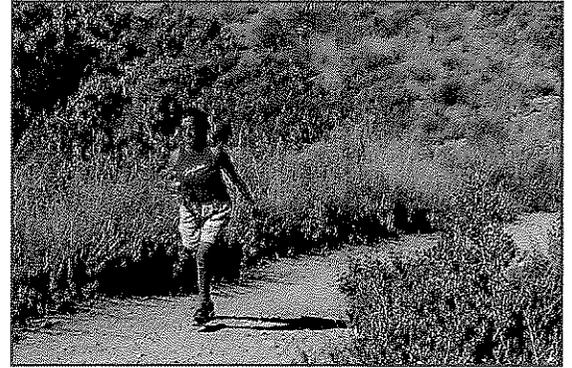
- The Fox Trail Village open space system is the “soul” of the community. This extensive, dynamic open space system connects the Neighborhoods, allowing the residents and other users of community elements to connect via the system of Linear Parks and pathways. The Linear Parks, Focal Parks, Active Park, and Village Green and other open space combine passive and active recreational uses to serve the entire Village. Focal Parks are the formative open space elements for each of the Neighborhoods, incorporating tot lots, open play, and picnic areas, and can also be smaller, strategically located parks.



General Plan Land Use Goals, Objectives, and Policies

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

Objective: “Preserve the natural environment and scenic resources within the planning area by ensuring compatible development that protects environmentally sensitive areas.”



Policies: ***“Evaluate environmentally constrained areas of appropriateness as open space.”***

- Three significant natural washes converge within Fox Trail. These wash areas are going to be set aside and enhanced to provide useable and accessible open space that can be enjoyed by every resident of Surprise.

“Encourage clustering...in areas for the preservation of natural open space within residential neighborhoods. The integration of natural open space within clustered developments should promote openness within housing developments (i.e. Special Planning Areas 1, 2, and 3).”

- The Village of Fox Trail is also designed primarily around its carefully designed open spaces. Open space is the key design element. The remainder of the uses provided within this Village are actually woven around the open space system.

“Preserve the vistas of the White Tank Mountains.”

- Fox Trail is thoughtfully designed with views of the White Tank Mountains as the dominant orientation of its design. Streets, neighborhoods and open spaces are designed to take advantage of this natural mountain range.

General Plan Housing Element Goals, Objectives, and Policies

Community Goal: ***“Encourage the development of sound and stable neighborhoods.”***

Objective: ***“Ensure sound and stable neighborhoods throughout the city.”***

Policies: ***“Neighborhoods should improve over time, not deteriorate...”***

- The Village of Fox Trail is actually emulating the traditional neighborhood designs that were intimate and simple and have stood the test of time. By doing this, the sustainability of this community will continue to thrive well into the future.



“Locate residential areas that are appropriately sited and...integrated through both pedestrian and vehicular linkages.”

- The vision of Fox Trail will set the new standard for pedestrian and vehicular linkages within the SPA3 area. Its natural corridors and vast pedestrian connections within the boundaries that can tie future adjacent land uses together. The internal street network will be compatible with the existing Surprise roadway system and will safely and efficiently convey automobile, bicycle, and pedestrian traffic around the Village, while discouraging cut-through vehicular traffic across the Site.

“Locate residential areas that are appropriately sited with minimal adverse impact on the natural environment.”

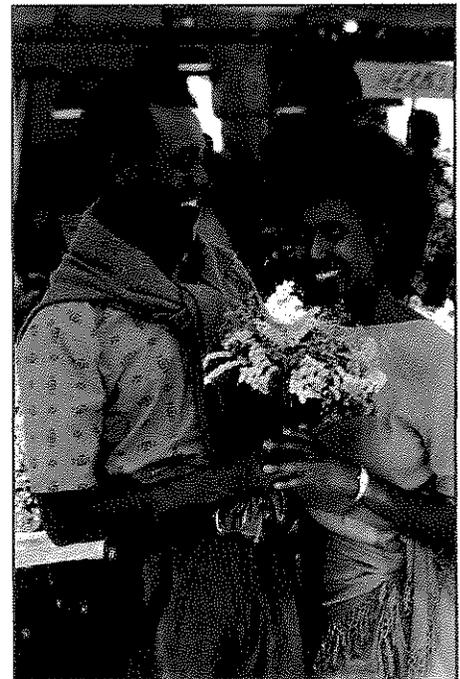
- This amendment creates a community redesigned so that it is oriented around the open space and natural settings. Neighborhoods are designed to surround and meander among the site's natural washes.

“New developments within or next to existing residential areas should enhance or contribute to the character or qualities of that area.”

- This amended PAD provides for the preservation of the existing natural areas as open space and also provides pedestrian linkages to adjacent developments so every citizen of the City of Surprise could traverse along these washes on a regional Trail System. Additionally, the creation of a multi-use Sports Park will allow recreation “close to home”.

“Housing developments should be adequately provided with community facilities and services. Desirable community facilities and services include: parks with tot-lots, benches, larger retention areas with ramadas, shade trees, a safe place for spontaneous games, and multi-purpose trails for passive recreation and neighborhood interaction.”

- This extensive, dynamic open space system connects the Neighborhoods, allowing the residents and other users of community elements to connect via the system of linear parks and pathways. The proposed open spaces combine passive and active recreational uses to serve the entire Village. Focal Parks are the formative open space elements for each of the Neighborhoods, incorporating tot lots, open play, and picnic areas, and can also be smaller, strategically located parks.



- The Linear Park system provides the pedestrian and bicycle pathways necessary to connect each of the Village parks and the Wash park system. It is envisioned that the Village Green will become a public gathering space allowing for a multitude of activities. The Active Park is a dynamic and functional linear park that is designed to encourage gathering and pedestrian travel to and from The Core.

2.3 Existing PAD and General Plan Summary

The General Plan designates the site as the Fox Trail PAD area. The approved PAD provided for a variety of land uses over 877 gross acres that included neighborhood commercial, resort clubhouse, open space, school, low density single-family homes, and medium density and high density residential.

A total of 2,320 units were allowed with a gross density of 2.74 dwelling units per acre and a variety of residential lots with widths ranging from 48' to 85' were proposed. The commercial component consisted of 12.4 and 8.1 acre sites for a total of 20.5 acres of commercial uses. The open space component included 35% open space (315 acres), which included a golf course.



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Section 3 Existing Conditions

3.1 Property Ownership

Centex Homes, on behalf of the property owner Barclay Capital Real Estate Finance Inc. is requesting that the City of Surprise amend the zoning for approximately 897 acres of real property (the "Site" or "Village") as an independent Planned Area Development district ("PAD") to be developed as Fox Trail. The property is currently zoned under the Fox Trail PAD approved. This PAD Amendment approval is sought for the entire property. Centex Homes has an exclusive option to purchase the property from the owner.

Parcel legal description - 877 acre portion

Parcel no. 1:

Section 13, township 4 north, range 3 west of the Gila and Salt River base and meridian, Maricopa County, Arizona.

Except that portion as conveyed to the City of Surprise, an Arizona municipal corporation in instrument recorded as 2005-0146651 of official records.

Parcel no. 2:

The northeast quarter of section 24, township 4 north, range 3 west of the Gila and Salt River base and meridian, Maricopa County, Arizona;

Excepting and reserving to the United States all the coal and other minerals in the land as set forth in patent recorded in book 382 of deeds, page 86.

Parcel no. 3

The east half of the northwest quarter of section 24, township 4 north, range 3 west of the Gila and Salt River base and meridian, Maricopa County, Arizona;

Excepting and reserving to the United States all the coal and other minerals in the land as set forth in patent recorded in book 382 of deeds, page 86.



Exhibit 3 - ALTA/ACSM Land Survey - 877 Acre Portion

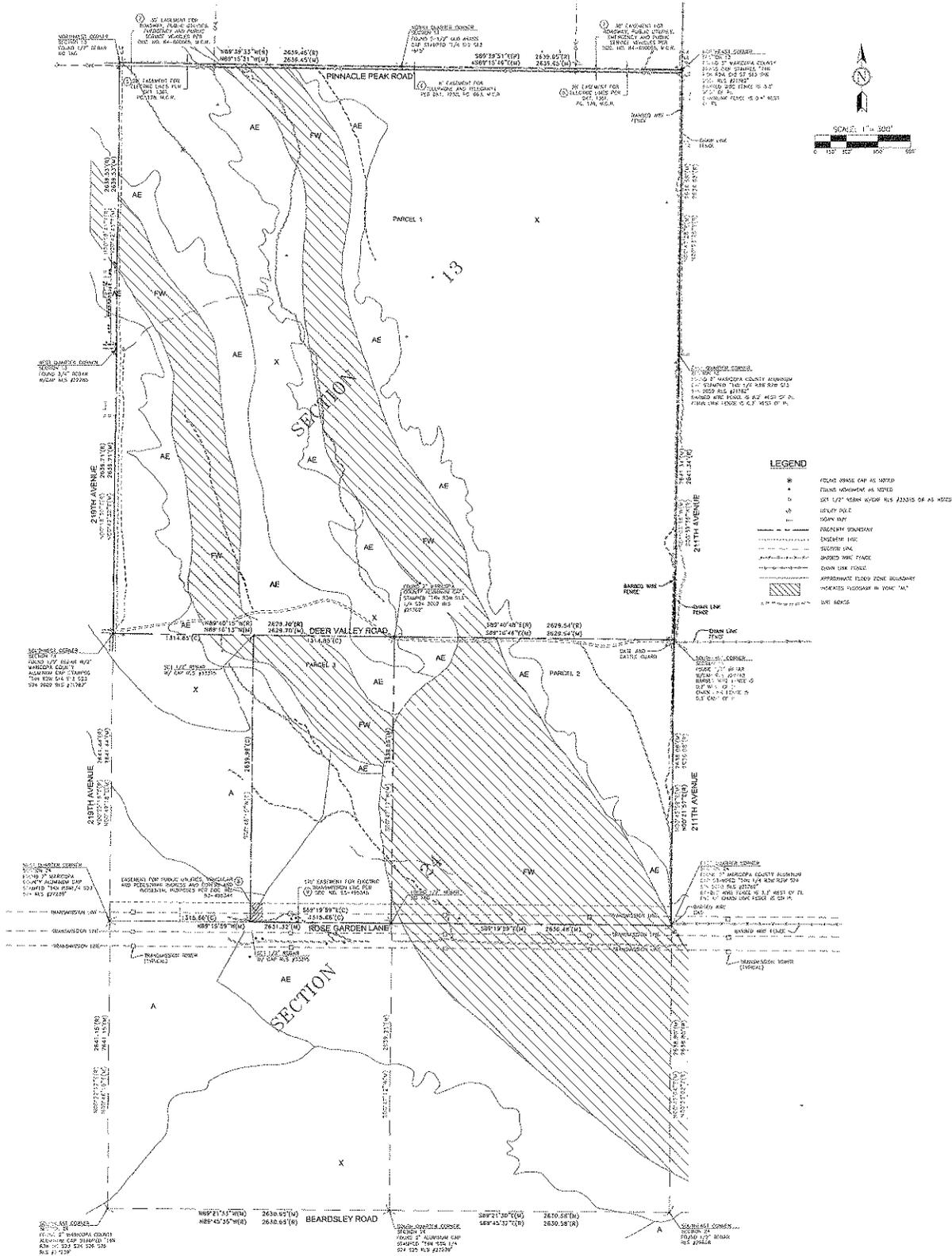


Exhibit 5 - Regional Location



3.2 Existing Site Conditions

3.2.1 Topography

The Property rises in elevation from 1,445 feet above sea level at the southeast corner of the site to approximately 1,500 feet at the northwest corner of the site. From the low point of the Property, the topography rises gently in a northwesterly direction. The majority of the Property drains southeasterly through the Trilby Wash, and the east and west tributaries of the Iona Wash. Slopes on the site vary from approximately one-half (½) to one (1) percent.

3.2.2 Hydrology

The Property is situated in lowland Sonoran desert, downstream of the Central Arizona Project (CAP). Three significant washes, Trilby Wash, East Iona Wash, and West Iona Wash, converge at the southern limit of the Property. The Trilby Wash enters the site along its north property line. The East Iona Wash enters the site along the west property line, approximately ¼-mile south of Pinnacle Peak Road. The West Iona Wash enters the site at approximately the southern limit of the project. All of these washes have recently been re-evaluated as part of the Wittman Area Drainage Master Study (ADMS), 2004.

3.2.3 Existing Land Uses

The Fox Trail development site is currently undeveloped land with powerlines and natural washes throughout, with the Volvo Proving Grounds located directly to the east.

Residential development, consistent with the Luke AFB Auxiliary Field graduated density concept, is currently proposed by Centex Homes in the Fox Trail Planned Area Development zoning request. The site is not located within the Luke AFB flight path.

3.3 Existing Circulation

The existing roadway network is currently unimproved within the study area, which includes Deer Valley Road, Pinnacle Peak Road, 219th Avenue, and 211th Avenue. The following is a brief description of each.

- Deer Valley Road is an east-west roadway beginning in the east at 59th Avenue, and continuing westbound to become 95th Avenue. Deer Valley Road currently does not provide access to any major highways or freeways along its route through the vicinity of the project.
- Pinnacle Peak Road is an east-west roadway beginning in the east at 219th Avenue and continuing westbound to become 223rd Avenue. Pinnacle Peak Road does not provide access to any major highways or freeways along its route through the vicinity of the project.
- 219th Avenue is a north-south roadway; beginning in the north, Crozier Road becomes 219th Avenue as it continues south past W. Patton Road, and terminates at Sun Valley Parkway. 219th Avenue provides access to Sun Valley Parkway to the south of the site.



- 211th Avenue is a north-south roadway beginning in the north at the US 60 – W. Grand Avenue, Phoenix-Wickenburg Highway, and continuing southbound until its termination at W. Patton Road. 211th Avenue provides access to the US 60 – W. Grand Avenue, Phoenix- Wickenburg Highway, along its route through the vicinity of the project.

3.4 Existing Infrastructure and Utilities

3.4.1 Potable Water

The subject Property is located within the City of Surprise Special Planning Area (SPA) 3 designation. The Property currently does not have water facilities available for connection. A potable water well has been drilled onsite as one of several wells required to supply the site with adequate potable water.

The West Surprise Landowners Group (WSLG) has prepared a Master Potable Water Study for the SPA 3 area which contains the WSLG. Fox Trail falls within the central water service area within SPA 3.

3.4.2 Wastewater

The subject Property currently does not have wastewater facilities available for connection. A regional solution for wastewater collection, treatment, and disposal is being developed by the WSLG and the City of Surprise. Fox Trail is part of the SPA 3 wastewater treatment plant.

3.4.3 Stormwater

The subject site is bisected by the Trilby and East Iona Washes, with Federal Emergency Management Agency (FEMA) designated floodplains and floodways. Subsequent to the FEMA Flood Insurance Rate Map (FIRM) mapping of the Trilby Wash, the Flood Control District of Maricopa County (FCDMC) has had prepared an update for the Trilby Wash hydrology. The 100-year, 6-hour resulting flows from the update are higher than previously estimated. FEMA is currently reviewing the updated hydrology for the Trilby Wash.

3.4.4 Solid Waste

Solid waste for this area of Surprise is collected by the City of Surprise Waste Management Services on Tuesdays and Fridays.



3.4.5 Dry Utilities

An existing 500,000-volt transmission line owned by the United States Department of Energy, Western Area Power Administration (WAPA) exists 242.5 feet south of the south property line. A 12kV Arizona Public Service (APS) exists north of the WAPA transmission line within the project site. APS is currently planning a 230,000-volt transmission line to be located parallel of the alignment of the existing WAPA power line.

There are no existing power lines along Deer Valley Road, 211th Avenue, and Pinnacle Peak Road alignments. Limited service is available to the existing residences west of 219th Avenue.

Because of the limited development in the area, telephone, cable, and gas facilities are either not present or may not have adequate capacity.



Exhibit 6 - Site Analysis

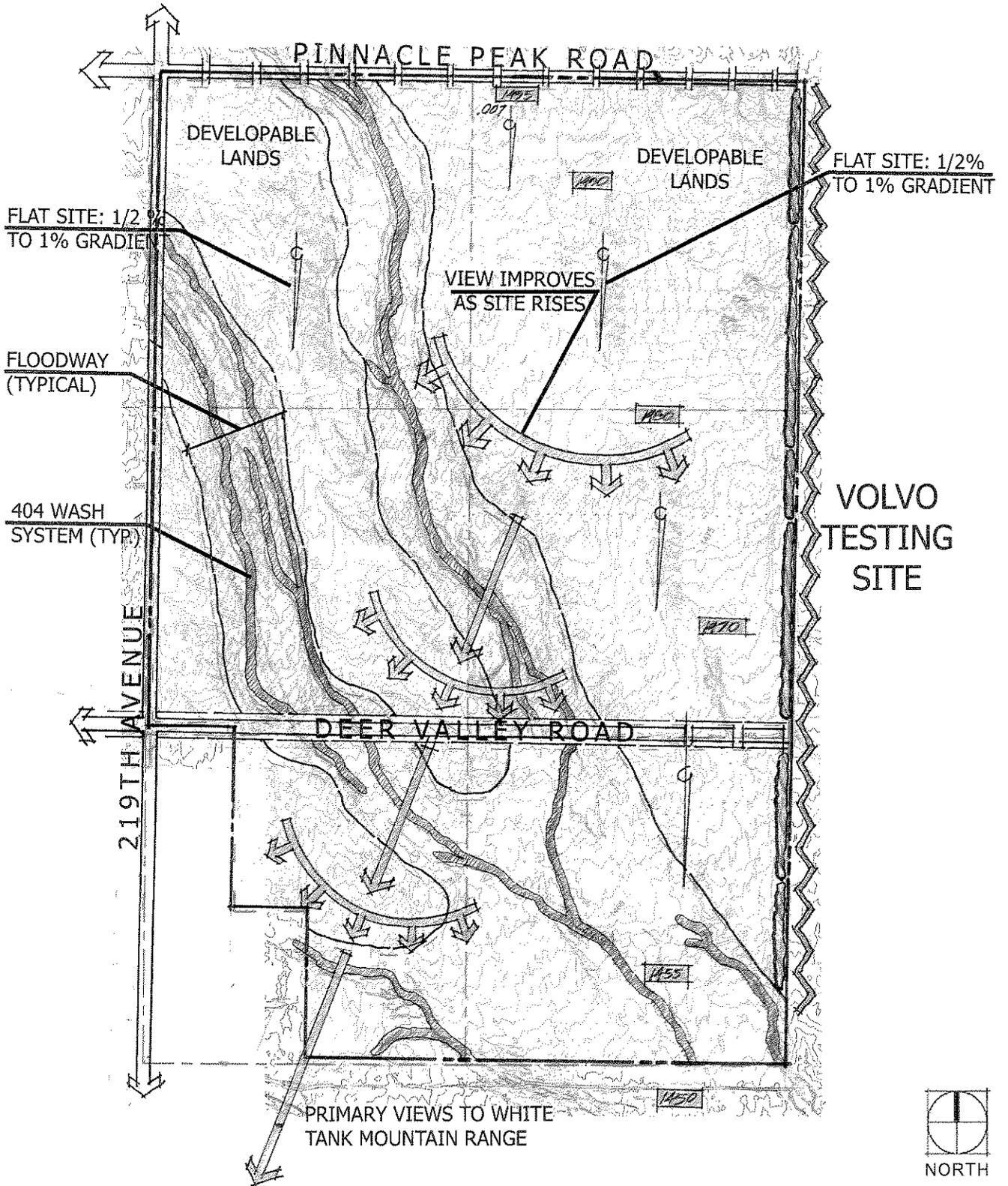


Exhibit 7 - Existing Topography

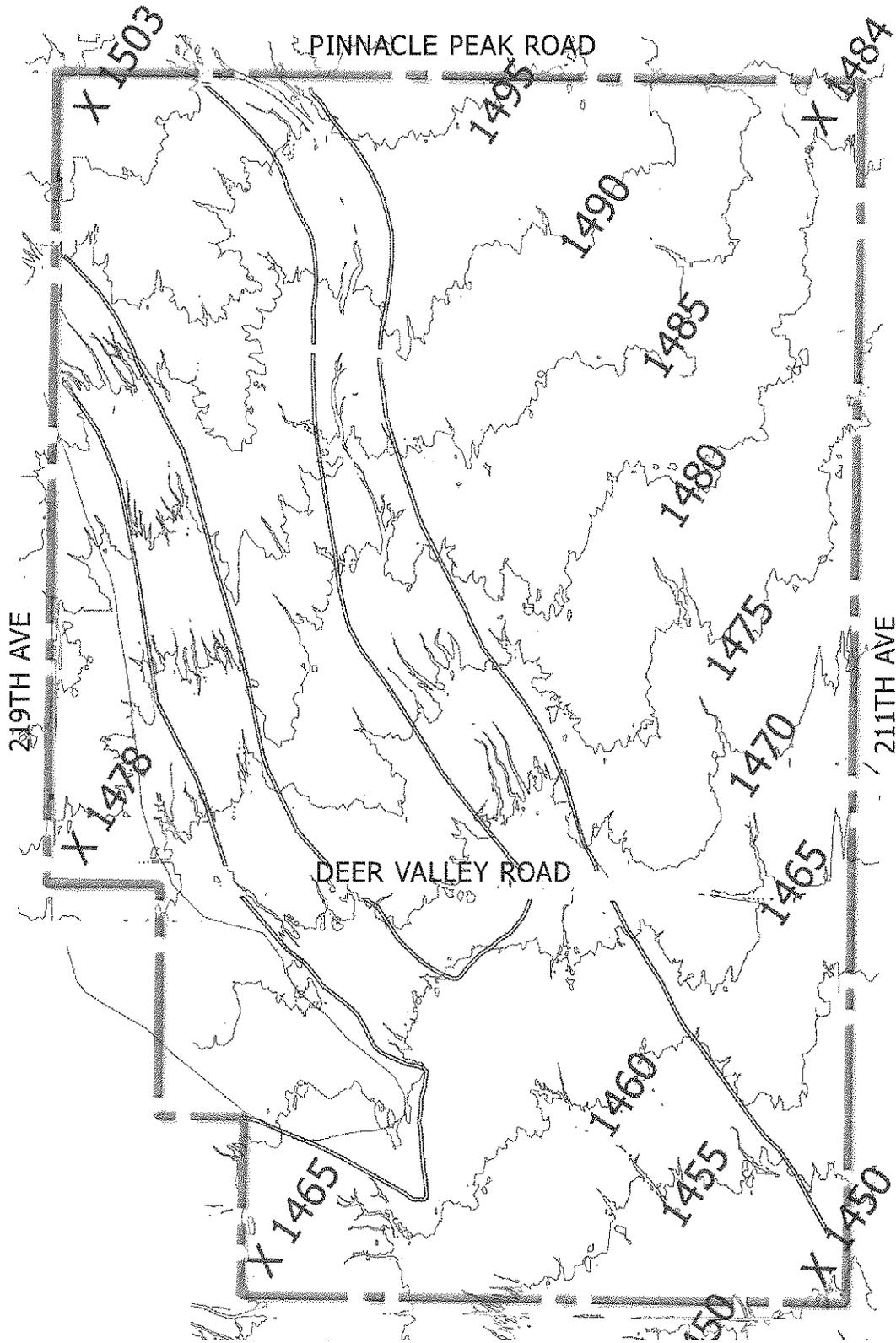
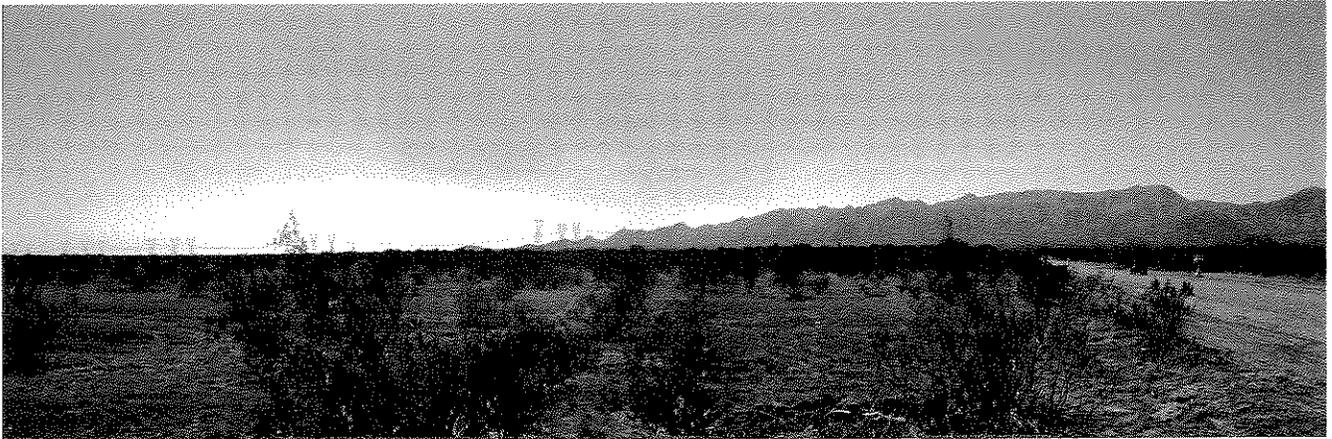
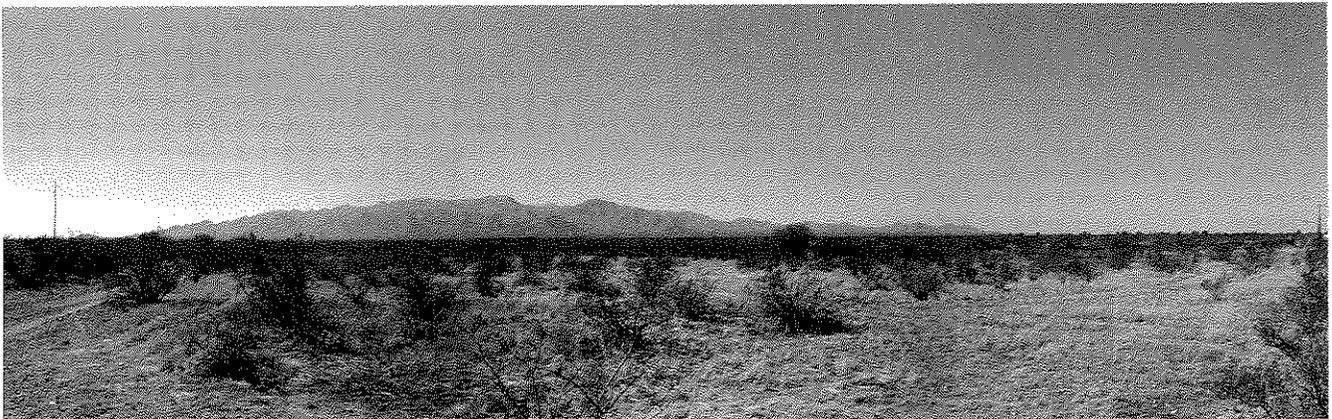


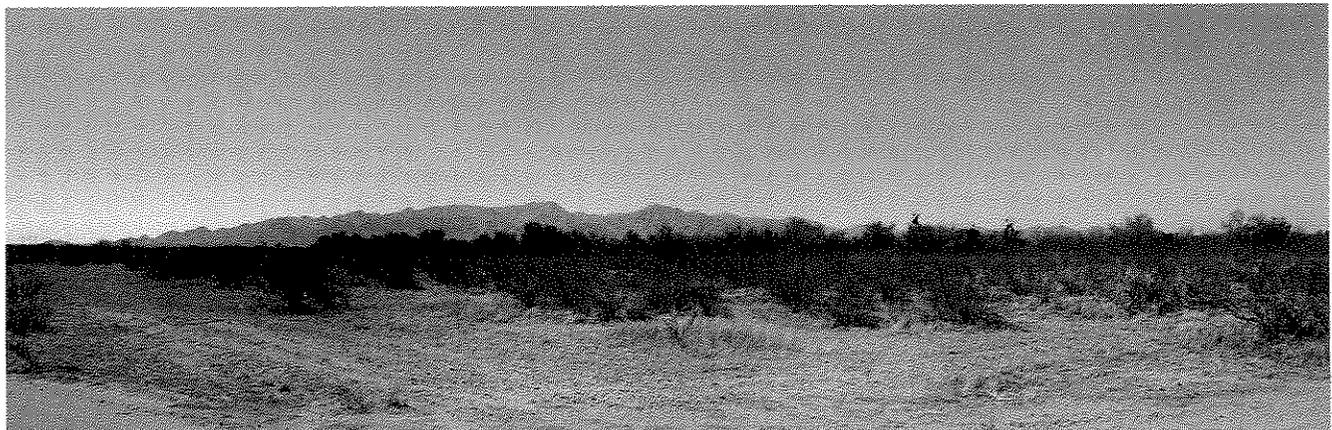
Exhibit 8 - Site Photos



View south on 219th Ave.



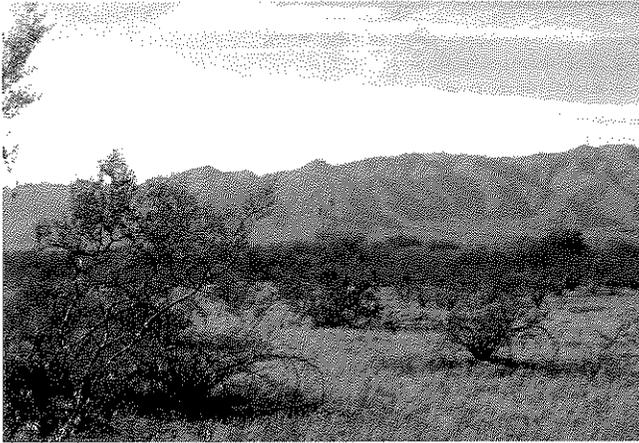
View south on 211th Ave.



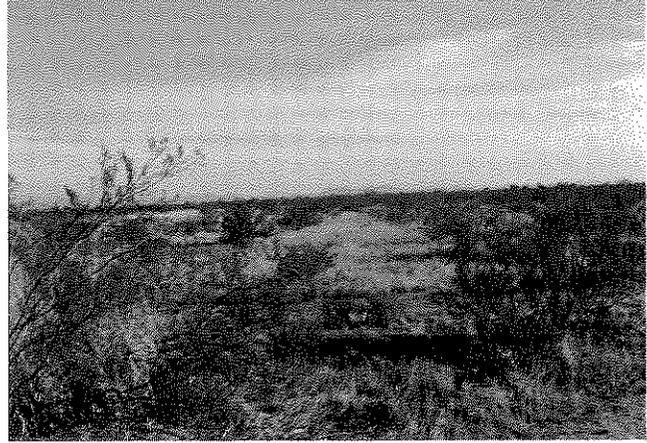
View southwest on 211th Ave./Pinnacle Peak alignment



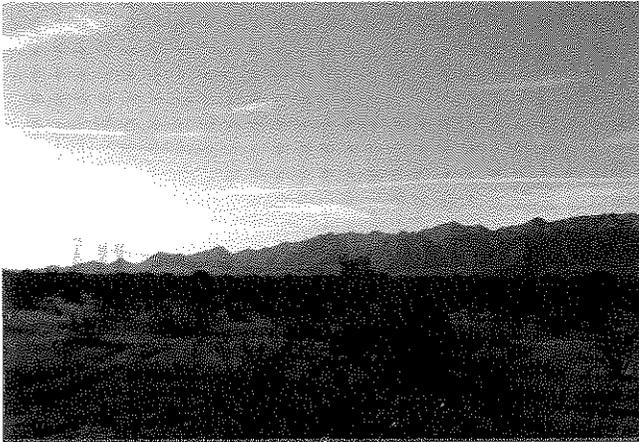
Exhibit 8 - Site Photos



Deer Valley Road looking south



Deer Valley Road and 211th Ave. looking northwest



Deer Valley Road and 219th Ave. looking southeast



Deer Valley Road and 219th Ave. looking east

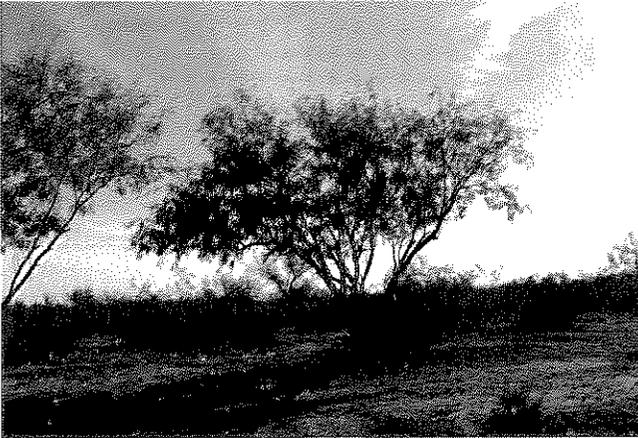


Deer Valley Road and 219th Ave. looking north



Deer Valley Road and 219th Ave. looking southwest

Exhibit 8 - Site Photos



Looking east from 219th Ave. south of Pinnacle Peak Rd.



Looking southwest along Pinnacle Peak Rd.



Looking south at the wash from Pinnacle Peak Rd.



Looking north at the wash from Pinnacle Peak Rd.



Looking south along 219th Ave. from Pinnacle Peak Rd.



Looking north along 219th Ave. from Deer Valley Rd.



Section 4 Land Use Plan

4.1 Introduction

The Village of Fox Trail is depicted in **Exhibit 9, Land Use Plan**, and **Exhibit 10, Zoning Parcel Plan**. The development plan for Fox Trail employs a hierarchy in which the Village, consisting of all of the uses within the Site, is comprised of the Neighborhoods. These Neighborhoods are formed by groupings of individual parcels. They are organized, in general, from greater density/intensity of use within the core of the Village to lesser density/intensity of use in the edge areas of the Village. This organizational structure is intended to emphasize diversity and variety and to provide a transition, which corresponds with the existing surrounding uses west and east of the Village. The Neighborhood concept fosters a sense of pedestrian scale with unique, distinctive characteristics and a strong sense of identity within the larger context of the Village. Connections between and circulation among the Village components are depicted in **Exhibit 21, Vehicular Circulation Plan** and in **Exhibit 30, Pedestrian Circulation and Trails Plan**.

4.2 Land Uses

The Village incorporates a full range of land uses, open space types, circulation, and recreational opportunities, woven together through a system of livable features, sharing common characteristics such as roads, parks, signage, public facilities, principle-based architectural design, etc. This Village development plan is in response to the regional growth needs, local market conditions, and the current plans for this area of Surprise, as described in the City of Surprise's General Plan.

Livable attributes that are emphasized in the Fox Trail PAD Amendment include:

1. Walkable, bike-able, accessible
2. Clearly defined centers and edges
3. Interconnectivity through active, safe, and attractive streets
4. Multi-purpose open space
5. A diversity of housing types, densities, and pricing
6. A balance of land uses within a residential community (living, learning, recreation)



Specifically, the Village is characterized by the following elements:

- The Core — Placing the Village Core in the “heart” of Fox Trail allows for a variety of possible land uses in order to create a dynamic mixed-use environment. The layout of the Core borrows from the grid patterns of traditional neighborhood design, focusing on buildable blocks and connectivity. The Core includes the Elementary School, Active Park, Recreation Club, and a variety of housing types and densities. Its relationship to the adjacent natural wash corridor, along with dramatic views of the mountains, create a strong sense of place.



- **Open Space System** — The Village open space system is the “soul” of the community. This extensive, dynamic open space system connects the Neighborhoods, allowing the residents and other users of community elements to connect via the system of Linear Parks and pathways. The Linear Parks, Focal Parks, Village Green and other open spaces combine both passive and active recreational uses to serve the entire Village. Focal Parks are the formative open space element for each of the Neighborhoods, incorporating tot lots, open play, and picnic areas and can also be smaller, strategically located parks. The Linear Park system provides the pedestrian and bicycle pathways necessary to connect each of the Village Parks and the Wash Park system. It is envisioned that the Village Green will become a public gathering space, allowing for a multitude of activities. The Active Park is a dynamic and functional linear park that is designed to encourage gathering and pedestrian travel to and from The Core.
- **Integrated Circulation Network** — The Village circulation concept accommodates and integrates a range of transportation systems. The internal street network is compatible with the existing Surprise roadway system and will safely and efficiently convey automobile, bicycle, and pedestrian traffic around the Village, while discouraging cut-through vehicular traffic across the Site.

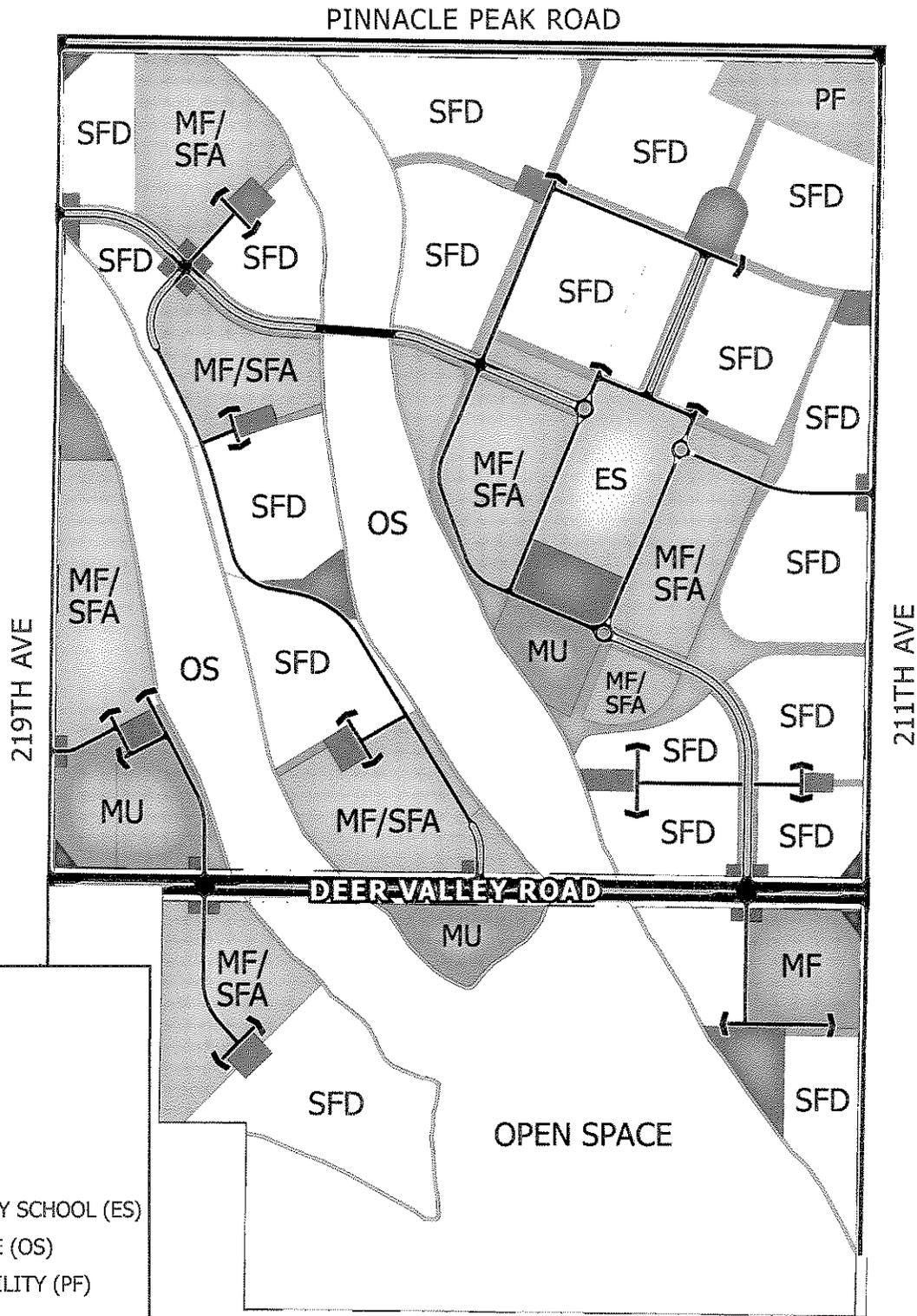
The Linear Parks provide additional bicycle and pedestrian connections between all the major elements, serving the Village and the greater community. The trails system that is within the Linear Parks provides links from the Neighborhoods to the core of the Village. These different transportation systems allow people to use a variety of modes to reach destinations within the Village, the Neighborhoods, and the surrounding areas and uses. Additionally, the circulation plan emphasizes a grid system that more evenly distributes the traffic patterns.

The plan balances the need to provide regional circulation through the community while creating vital links to the City of Surprise transportation system and providing safe, walkable and aesthetically pleasing streets.

- **Diversity of Housing Types** — This Village plan envisions a diverse range of housing options for a variety of needs and desires. This plan allows for product types beyond those shown in this document, provided they are consistent with the Vision and Design Guidelines and comply with the zoning standards in the *Zoning Classification Matrix*. This diversity of housing types affords greater opportunities for the residents of Surprise of all economic levels and housing interests to live in a dynamic residential environment.



Exhibit 9 - Land Use Plan



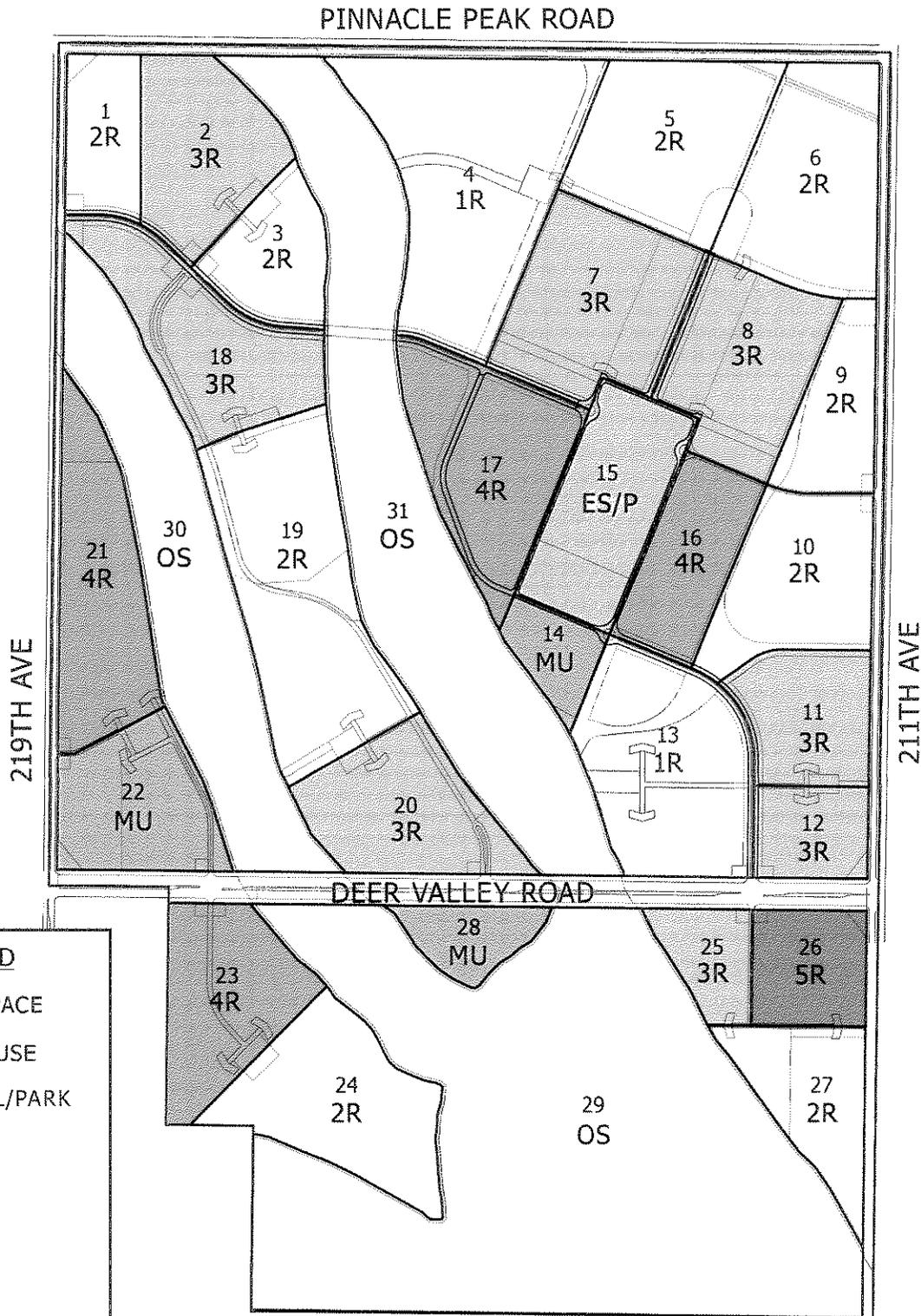
4.2.1 Zoning District Map

As identified in **Exhibit 10, Zoning Parcel Plan**, The proposed Fox Trail amendment consists of parcels zoned either residential, mixed-use, or open space recreation. Uses are defined within each of the Zoning Parcels. Up to 2,320 residential units will be permitted in the Fox Trail Amended PAD, consistent with the current PAD approval.

Density unit transfers will be allowed between parcels within the Fox Trail PAD Amendment area and residential designations may shift one designation up or down as long as the overall project unit total of 2,320 DU's is not exceeded. This gives the PAD Amendment flexibility in serving the City of Surprise and the surrounding areas as a new housing resource for people with a broad range of interests, needs, desires, and lifestyles.



Exhibit 10 - Zoning Parcel Plan



LEGEND

- OPENSOURCE
- MIXED USE
- SCHOOL/PARK
- 1R
- 2R
- 3R
- 4R
- 5R



Zoning Parcel Matrix

Parcel Label	Number of Acres	Zone District	Density Range	Land Use
1	11.0	2-R	3.0-6.0	SFD
2	20.5	3-R	11.0-18.0	MF
3	13.1	2-R	3.0-6.0	SFD
4	43.1	1-R	1.0-3.0	SFD
5*	26.1	2-R	3.0-6.0	SFD
6*	27.2	2-R	3.0-6.0	SFD
7	27.3	3-R	4.0-7.0	SFD
8	23.0	3-R	4.0-6.0	SFD
9	12.7	2-R	3.0-6.0	SFD
10	21.6	2-R	3.0-6.0	SFD
11	15.6	3-R	4.0-6.0	SFD
12	9.7	3-R	11.0-18.0	MF
13	30.5	1-R	1.0-3.0	SFD
14	7.0	MU	n/a	MU
15	20.0	ES-P	n/a	ES/OS
16	17.2	4-R	7.0-10.0	SFD/SFA
17	27.4	4-R	7.0-10.0	SFD/SFA
18	24.5	3-R	4.0-6.0	SFD
19	39.1	2-R	3.0-6.0	SFD
20	21.2	3-R	4.0-6.0	SFD
21	23.6	4-R	7.0-10.0	SFD/SFA
22	19.0	MU	n/a	MU
23	21.0	4-R	7.0-10.0	SFD/SFA
24	25.0	2-R	3.0-6.0	SFD
25	8.1	3-R	4.0-6.0	SFD
26	12.1	5-R	11.0-18.0	MF
27	15.3	2-R	3.0-6.0	SFD
28	7.2	MU	n/a	MU
29	155	OS	n/a	OS
30	48.1	OS	n/a	OS
31	76.2	OS	n/a	OS
Right-of-way	48.6	n/a	n/a	n/a
Total Acreage	897.0			

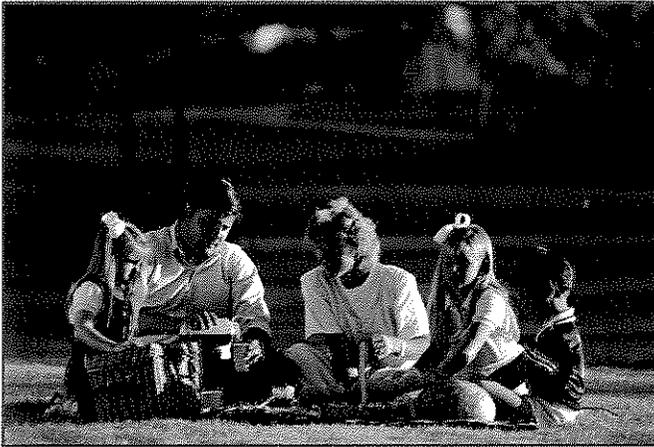
* Acreage includes 10.0 AC expansion of Public Facility use overlay. (water campus)



4.2.2 Residential Designations and Descriptions

Residential designations permitted within the Residential Zone:

- Residential (1-R): Single Family Detached Large Lots (Density Range 1-3 DU/AC)
- Residential (2-R): Single Family Detached Medium Lots (Density Range 3-6 DU/AC)
- Residential (3-R): Single Family Detached Courthomes (Density Range 4-6 DU/AC)
- Residential (4-R): Single Family Attached and Multi-Family (Density Range 7-10 DU/AC)
- Residential (5-R): Multi-Family Attached Residential (Density Range 11-18 DU/AC)



Community Facilities/Community Uses permitted within the Residential Zone:

- Open Space - Park space, focal parks, linear parks, landscape buffers
- Open Space - Community center, recreation facility, clubhouse
- Open Space - Detention and retention basins
- Open Space - Water features, pools, plazas, and courtyards
- Water campus facilities
- Community serving infrastructure
- Schools, day-care and places of worship

General residential attributes include:

- Variation in size and housing mix
- Contextual features such as open space associations, location, adjacencies, and boundary features
- An evolution over the life of the Village building process as new trends and techniques evolve
- Multiple builders and product types
- Diversity in style to avoid “mass produced” look and feel
- A “family” of architectural styles appropriate for the setting, density and array of product types and not a set of dramatically different “caricature” styles crowded onto a single street.

A more detailed description of the proposed residential programs will be included in the final PAD amendment.



Zoning Classification Development Standards

Product Type*	SFD	SFD	SFD	SFD/SFA	High Density
Zoning	1-R	2-R	3-R	4-R	5-R
Min. Lot Area in SF	7,875	6,670	5,280	2,112	N/A
Min. Lot Width	63'	58'	48'	n/a	n/a
Max. Lot Coverage ⁽¹⁾	60%	60%	60%	80%	80%
Max. Building Ht. ⁽²⁾	30' ⁽²⁾	30' ⁽²⁾	30' ⁽²⁾	30' ⁽²⁾	30' ⁽²⁾
Front Setbacks ⁽³⁾					
<i>livable and side entry garage</i>	12'	12'	12'	10'	15'
<i>front facing garage</i>	18' to 22' ⁽⁸⁾	18' to 22' ⁽⁸⁾	18' to 22' ⁽⁸⁾	<7'/18' ⁽⁸⁾	<7'/18' ⁽⁸⁾
Side Setbacks					
<i>interior</i>	5'/8'-13' ⁽⁶⁾	5'/8'-13' ⁽⁶⁾	5'/8'-13' ⁽⁶⁾	5'/5'-10' ⁽⁶⁾	15'
<i>corner livable</i>	13' ⁽⁷⁾	13' ⁽⁷⁾	13' ⁽⁷⁾	10' ⁽⁷⁾	20'
<i>garage</i>	5' ⁽⁴⁾	5' ⁽⁴⁾	5' ⁽⁴⁾	5' ⁽⁴⁾	5' ⁽⁴⁾
Rear Setbacks					
<i>livable</i>	20' ⁽⁴⁾	15' ⁽⁴⁾	15' ⁽⁴⁾	10' ⁽⁴⁾	20' ⁽⁴⁾
<i>garage</i>	4'	4'	4'	4'	4'

* These products are conceptual typical product types. Others may be implemented provided they meet the development standards as outlined in *Zoning Classification Matrix*.

(1) Maximum Lot Coverage including garage, not including porches, patios, stoops, balconies, etc.

(2) Maximum building height measured to top of roof not including mechanical equipment.

(3) Front setbacks measured from back of walk

(4) Setback to property line

(5) 0' building to building for attached products and 0' to P/L for Z-lot conditions

(6) Variable setbacks from 10' to 16' to allow for improved street scene and improved garage to dwelling offsets.

(7) Corner lots adjacent to tracts are treated as an interior lot

(8) Minimum stagger 2'



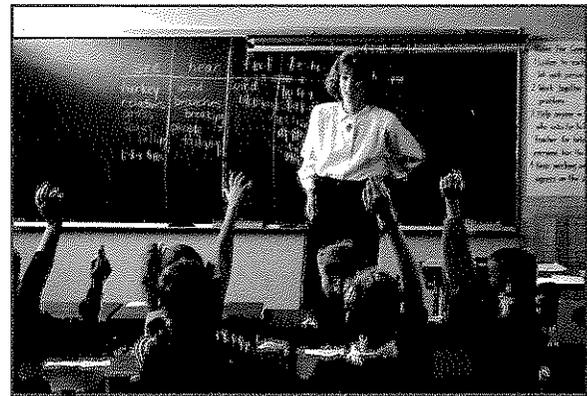
4.2.3 Mixed-Use Areas

The Fox Trail PAD amendment encourages a mix of land use within the overall community plan. Additionally, this PAD amendment allows for a variety of land uses to occur within a single parcel. These “mixed-use” parcels allow for strong relationships and connectivity, and creates opportunities for activity clusters. Allowed land uses within the mixed-use zones include commercial, public facilities, recreation club, office, residential, and open space. The inherent adaptability of this zone allows for a wide variety of uses, unique use relationships, and less conventional physical form.

In order to have appropriate land use relationships, a list of allowed and prohibited uses are provided in **Exhibit 10, Zoning Parcel Plan**. Additionally, the mixed-use development standards are provided in the Zoning Classification Development Standards.

The specific land uses permitted in the mixed-use zoning classification are:

- Retail/commercial
- Retail kiosks
- Office
- Community facilities
- Institutional
- Residential
- Open space



Typical community uses permitted in the mixed-use zone include:

- Single and multi-story anchors and mini-anchors
- Inline and PAD retail and services
- Restaurants
- Vertical and/or horizontal mixed-use
- Single and multi-story office
- Office condos

Typical residential uses permitted within the mixed-use zone:

- Residential 4-R: Single family attached residential (7-10 DU/AC)
- Residential 5-R: Multi-family attached residential (11-18 DU/AC)
- Vertical and/or horizontal mix-use residential over commercial or office

Typical community facilities permitted within mixed-use zone:

- Community center, recreation facility, clubhouse, meeting hall
- Public facilities such as library, post office, school, childcare facility, or place of worship
- Open space: Park space, landscape buffers, linear parks, detention and retention basins, water features, plazas, courtyards, and greens



Mixed Use District

Allowed Retail and Service Uses	
1.	Supermarkets, drugstores, gift shops, coffee shops, clothing, electronics, furniture, newsstand, pet store, sporting goods, wholesale, specialty markets, etc.
2.	Service uses such as, but not limited to, barber and hair styling shops, beauty salons, clothing alterations, dry cleaning shops, furniture and appliance repair, copying shops, self-service laundry, shoe repair shops, carpet and rug cleaning services, key and lock services, travel bureaus, equipment rental, business machine sales and repair
3.	Restaurants and entertainment establishments, general uses including: athletic facilities, bowling alleys, electronic game centers and arcades, ice and roller rinks, miniature golf, performing arts centers, billiards and theatres, (any of which shall be of high quality and/or combined with other entertainment uses
4.	Drive-thru for banks, dry cleaning, coffee shop, café, bakery, pharmacy and similar uses
5.	Banks and financial institutions
6.	Health club
7.	Trade Schools
8.	Bar/Cocktail lounge
Allowed Institutional Uses	
1.	Libraries, auditoriums, museums, and amphitheaters
2.	Institutions of a religious, educational or philanthropic nature; private clubs, lodges or fraternal organizations
3.	Cultural facilities for the arts, such as dance, theatre, art, music
4.	Private schools, universities and colleges, trade schools
5.	Post office
6.	Hospital or urgent care facility
7.	Day care (youth or elderly)
Allowed Office Uses	
1.	Business and professional offices which uses may be, but are not limited to, law, architect, engineer, insurance, travel bureau, governmental, public relations consultant, real estate, brokerage, title insurance
2.	Medical and dental offices
3.	Trade schools
4.	Private schools and colleges
5.	Messenger service
6.	Laboratories when incidental to medical, dental and similar uses
7.	Banks, savings and loan associations and other financial institutions



Mixed Use District (continued)

Allowed Community Facilities	
1.	Community center, recreation facility, clubhouse, meeting hall
2.	Public facilities such as library, post office, school, childcare facility, or place of worship
3.	Open space: Park space, landscape buffers, linear parks, detention and retention basins, water features, plazas, courtyards, and greens

Allowed Residential Uses	
1.	Residential (4-R): Single Family Attached (7-10 du/acre)
2.	Residential (5-R): Multi-Family Attached Residential (11-18 du/acre)
3.	Vertical mixed use – commercial building types, such as office or retail, that permit residential units above the ground floor
4.	Mid-rise or high-rise for-sale and/or for-rent residential
5.	Live/work

Prohibited Uses	
1.	Adult bookstore, novelty store or theatre
2.	Pawn shop
3.	Second hand store
4.	Discotheque or dance hall unless included within an entertainment venue that houses a variety of entertainment uses
5.	Amusement arcade unless included within an entertainment venue that houses a variety of entertainment uses
6.	Flea market
7.	Massage parlor (except a licensed massage therapist, day spa or salon)
8.	Junkyard
9.	Mortuary
10.	Funeral parlor
11.	"Close-out", "liquidator" or "deep discount retailer"
12.	Check cashing establishments
13.	Auto sales and leasing
14.	Crematory
15.	Manufactured home sales
16.	Automotive repair and upholstery



Prohibited Uses (cont.)	
17.	Employment agency
18.	Public utility facilities and offices
19.	Gas Station
20.	Car Wash
21.	Convenience Store
22.	Drive-thru facilities for "fast-food" restaurants or "quick-service" restaurants

Proposed District Development Standards	
Standard	Proposed Min.
Min. Lot Area	0
Min. Lot Width	0
Max. Lot Coverage	0
Min. Parking Ratio	1/400
Max. Building Height	45'
Building Setbacks	
<i>Adjacent to Arterials</i>	15'
<i>Min. Side or Other ROW</i>	0'
Landscape Setbacks	
<i>Adjacent to Arterials</i>	15'
<i>Adjacent to Collector</i>	10'
<i>Min. Side or Other ROW</i>	0'
Landscape Coverage	
<i>Minimum</i>	20%



4.2.4 Parks, Open Space, and Amenities

Village Entry

Framed by four pedestrian gateways on either side of the main Village Entry drive, the entry tower announces the arrival into the community. Further enhancing this dramatic entry sequence, multiple rows of large shade trees colonnade both drive aisles and the center median.

Located behind the entry feature components, open space gathering areas offer shaded seating areas overlooking passive turf areas that serve to activate the Village entry with more than architecture and landscape, but with people.

Neighborhood Entry

The neighborhood entry monuments incorporate a smaller scaled architectural element that compliments the Village Entry by utilizing similar materials and a formal landscape design. The asymmetrical layout provides both signage visibility and grand sense of scale by incorporating flanking turf panels, low annual planting beds to add depth and color, and a backdrop of accent trees to add depth and complete the vertical scale of the architectural elements.

Recreation Club

Adjacent to the major wash that bisects the community, the private Recreation Club site offers a spacious recreation clubhouse, private pool facility, and outdoor play courts. The tree-lined entry drive and perimeter streetscape mimic the formality of the surrounding streetscape theme, while the south and west perimeters will begin to break from the formal planting as the landscape and activities begin to interact with the wash features. All the site elements are carefully planned to enhance the direct views to the White Tank Mountains.

Village Green

Located north of the Village Core, the Village Green's centrally located focal point incorporates a shaded trellis and spacious planting beds for flowering plant species. Three points of entry not only provide pedestrian access, but are also located on sight lines from the approaching roadways and adjacent open spaces. The Village Green provides both passive and active recreation.

Active Park

Adjacent to the Recreation Club, the Active Park provides the community with large gathering areas. Tree lined walkways provide a sense of embrace and release as one enters into each gathering space while large turf panels surrounding the park amenities allow residents ample areas for large and small groups to recreate both passively and actively.

Focal Parks

Located at the forefront of each neighborhood, these parks provide residents with a strong sense of arrival. Large formal rows of trees enhance sight lines while providing a visual terminus for the centrally located amenities with the focal parks. Surrounding turf panels provide ample play areas and further enhance the formal layout of the park.



Potential uses permitted within the Open Space Zone:

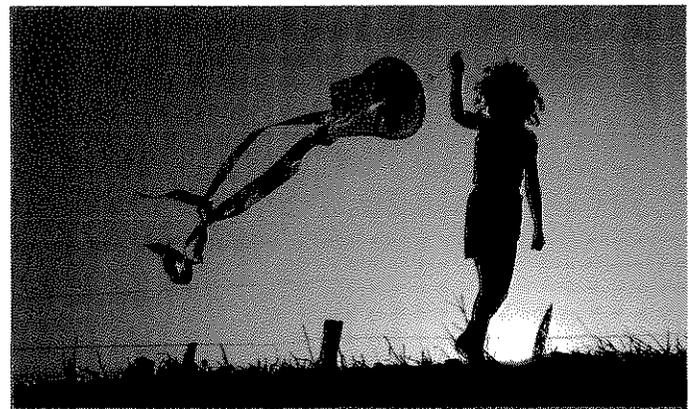
- Trails, trailheads and ancillary structures including, “but not limited to”, shade structures, interpretive exhibits, seating areas, picnic tables
- Lake, retention or detention areas
- Athletic fields
- Interpretive Center or Clubhouse/Parking

4.2.5 Landscape Themes

This Fox Trail PAD Amendment is comprised of a series of dynamic neighborhoods that are connected both physically and by thematic design. The Fox Trail Village identity and theme are conceptually expressed in **Exhibit 12, Conceptual Landscape Plan**. A sense of Neighborhood arrival results from the entry sequence at the primary entrance from Deer Valley “with windows” to the Village. The Village Core, in turn, provides visual and vehicular linkages to the various Neighborhoods and to the wash via an open space hierarchy of Focal Parks, Linear Parks and pedestrian-friendly streetscapes. Primary Entry and Secondary Entries are set forth in **Exhibit 13, Conceptual Village Entry Concepts**, and **Exhibit 14, Conceptual Neighborhood Entry**.

The Village Concept theme is further depicted in the landscaping as set forth on the perspectives (Village Core, Village Green, and Focal Park) that are included in the Vision in Section 1. Open spaces will be developed to enhance the quality of life, to provide recreational opportunities, and to take advantage of the regional connection. Open spaces will also develop the future active and passive recreational amenities planned for the wash corridors.

Fox Trail includes approximately 352 acres of open space in a hierarchy that ranges from the natural open space of the three Wash Corridors in the westerly portions of the site to the Village Core, Village Green, Linear Parks and Focal Parks. This open space acreage is approximately 61% of the net residential acreage within the PAD area. The open space components of Fox Trail and the connection with the Wash Corridors are depicted in **Exhibit 12, Conceptual Landscape Plan** and in **Exhibit 30, Pedestrian Circulation and Trails Plan**.



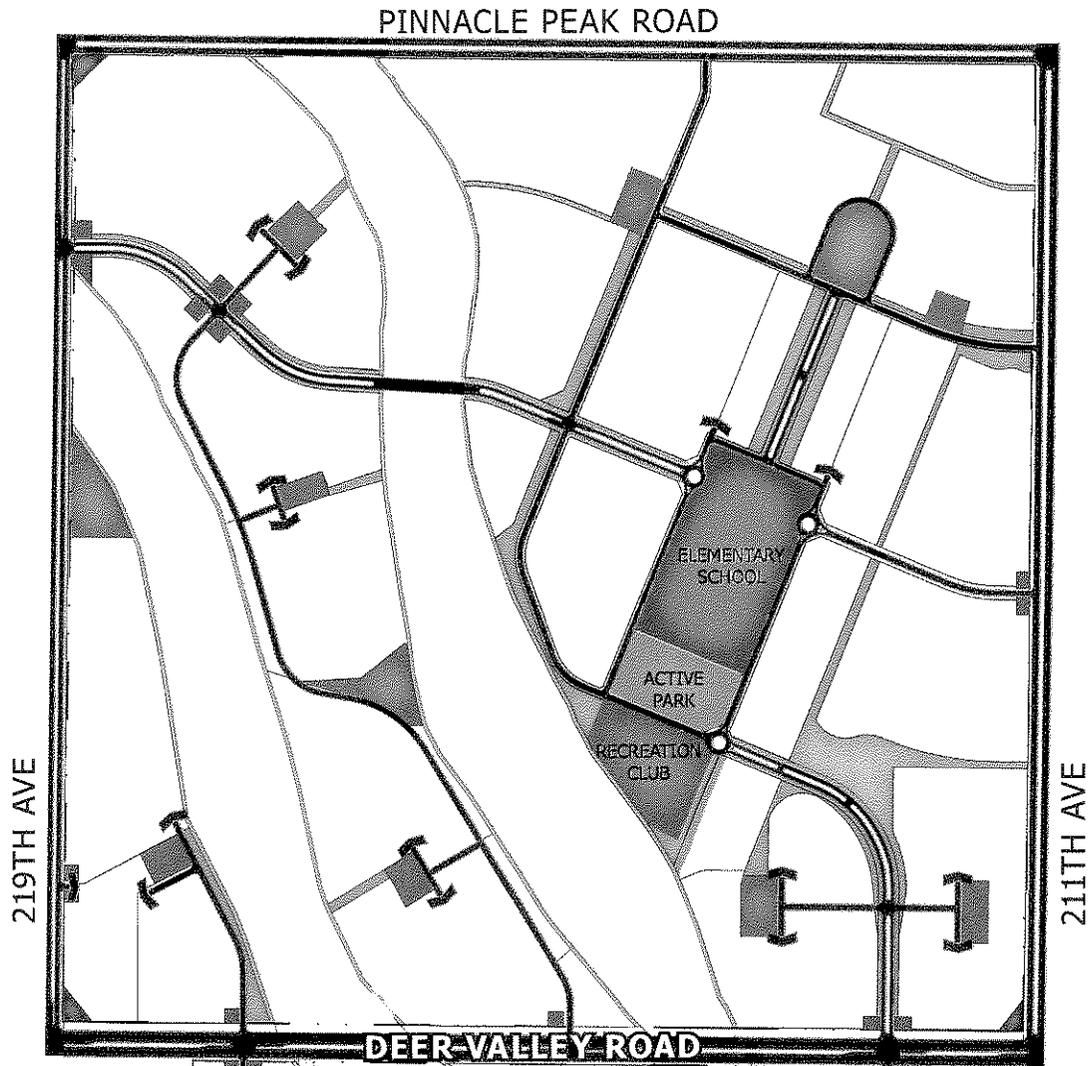
The design of the Village and the residential Neighborhoods provide for useable outdoor spaces such as squares, courts or paseos. Open space areas should be designed as “outdoor rooms” of equal importance to the enclosed commercial and residential spaces in order to serve a variety of uses as depicted in **Exhibits 17-20, Conceptual Park Perspectives**. Some of the characteristics of the Fox Trail open space system include:



- **Continuous Landscape Character**
Simple, bold tree palette
Legacy of trees
- **Pedestrian and Bicycle Friendly**
Continuous multi-use pathways
Minimal roadway crossings
Continuity of paving material, wayfinding, lighting, furnishings, etc.
- **Variety of Uses within the Park System**
Active and passive recreation
Preservation of natural features (wash transition)
Public and private
Civic and cultural
- **Gathering Areas**
Picnic, ramada, and/or other celebratory features
- **Architecture of the Park System**
Strong commonality
Paving, lighting, materials, furniture, signage, etc.
Allow for "special features" within the parks
- **Vistas**
Consider the view to parks and open spaces
Parks at terminating vistas



Exhibit 11 - Conceptual Open Space Plan

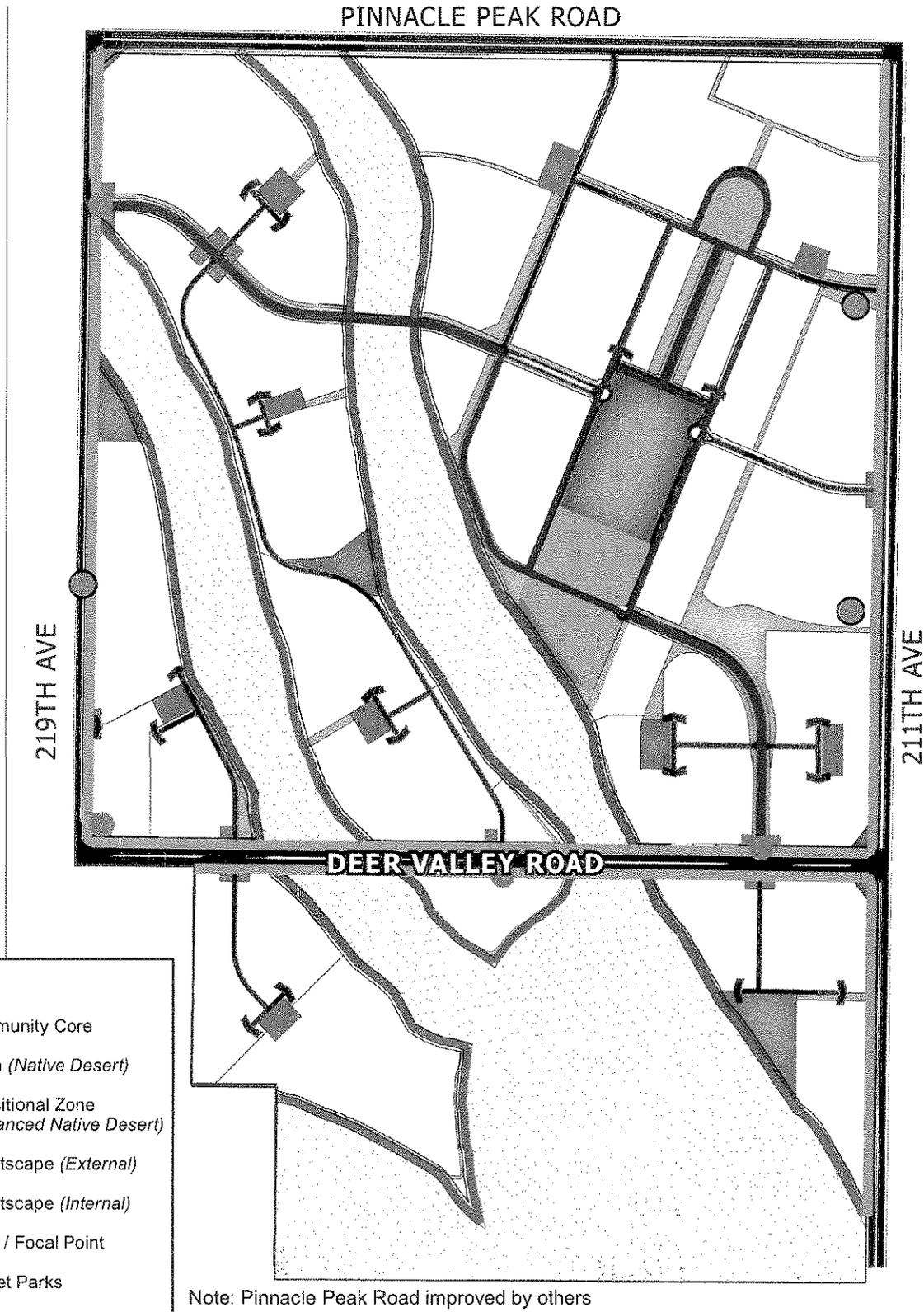


LEGEND	APPROX. AC
	6.0 AC
	5.0 AC
	21.4 AC
	34.2 AC
	10.7 AC
	3.5 AC
	1.3 AC
	275.1 AC
	15.0 AC

* OPEN SPACE ACREAGES MAY VARY WITH FINAL DESIGN



Exhibit 12 - Conceptual Landscape Plan



Note: Pinnacle Peak Road improved by others

LEGEND

- Community Core
- Wash (*Native Desert*)
- Transitional Zone (*Enhanced Native Desert*)
- Streetscape (*External*)
- Streetscape (*Internal*)
- Entry / Focal Point
- Pocket Parks

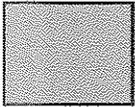


FOX TRAIL
PAD Amendment

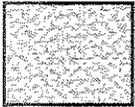
CENTEX HOMES

HADLEY DESIGN
GROUP

J Z M K
PARTNERS



Community Core



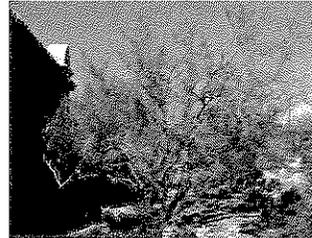
Wash (*Native Desert*)



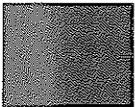
Native Mesquite



Blue Palo Verde



Foothill Palo Verde



Transitional Zone
(*Enhanced Native Desert*)



Texas Mesquite



Blue Palo Verde



Foothill Palo Verde



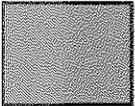
Pistache Tree



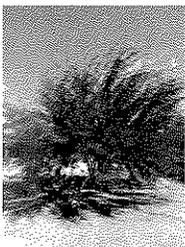
Desert Willow



Sweet Acacia



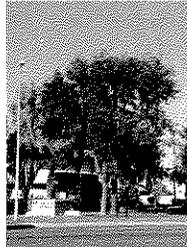
Streetscape (*External*)



Texas Mesquite



Sissoo Tree



Pistache Tree



African Sumac



Mondell Pine



Mexican Bird of Paradise

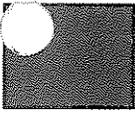


Mulga Tree



Live Oak

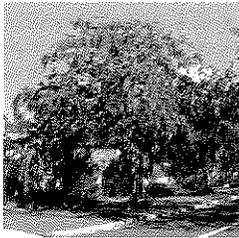




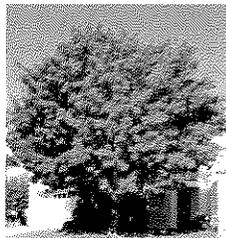
Streetscape (*Internal*)



Sissoo Tree



Evergreen Elm



Ash Tree



Mondell Pine



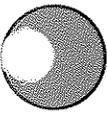
Mulga Tree



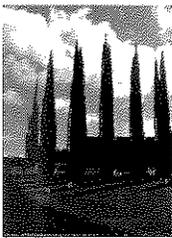
'Swan Hill' Olive



Live Oak



Entry / Focal Point



Italian Cypress



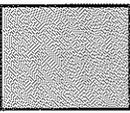
'Swan Hill' Olive



Ash Tree



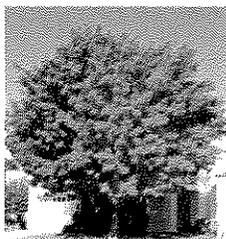
Blue Palo Verde



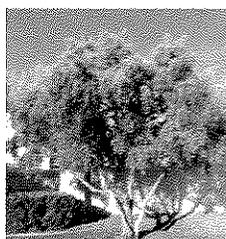
Pocket Parks



Evergreen Elm



Ash Tree



'Swan Hill' Olive



Mondell Pine



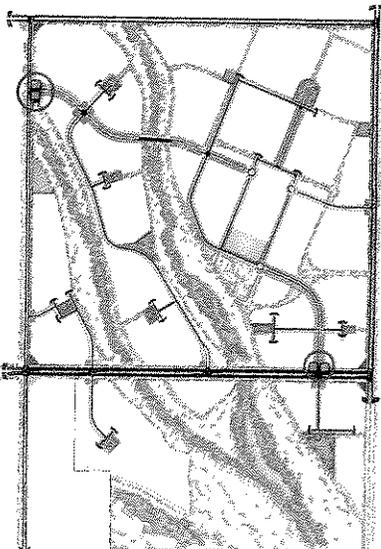
Sissoo Tree



Exhibit 13a - Conceptual Village Entry Concepts



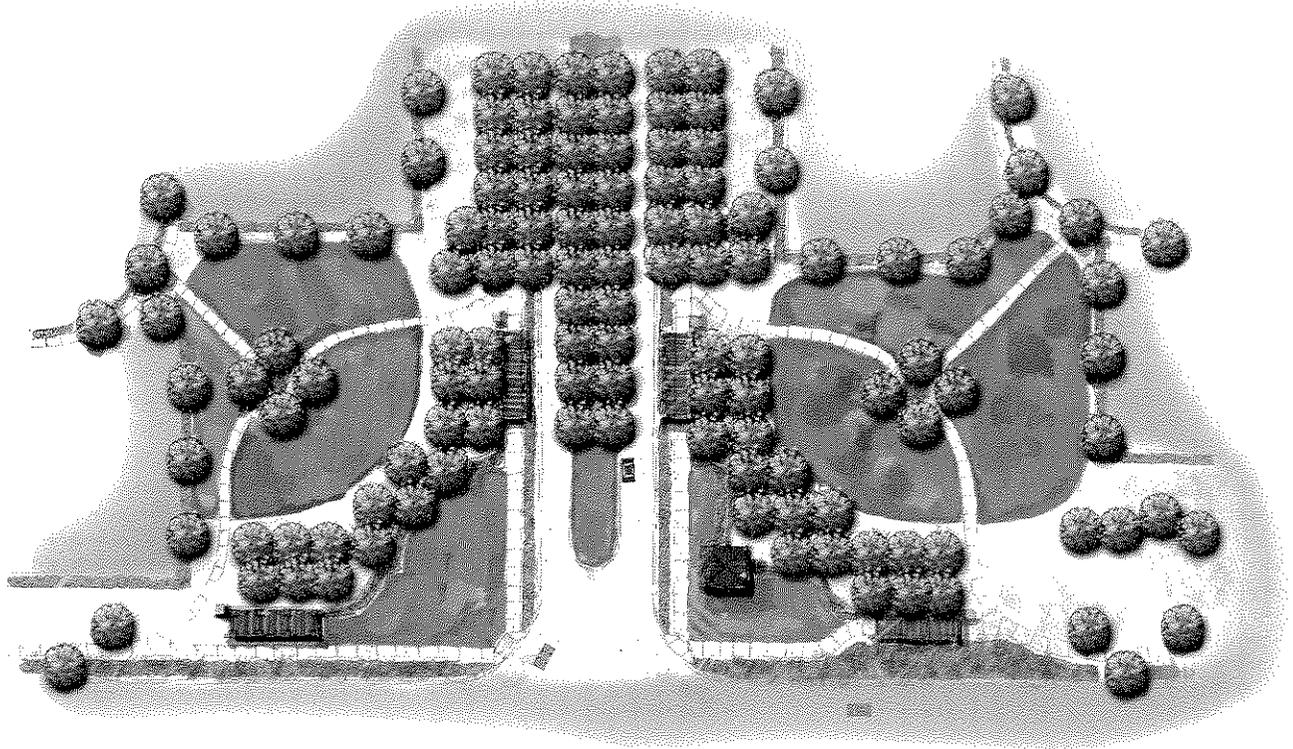
KEY MAP



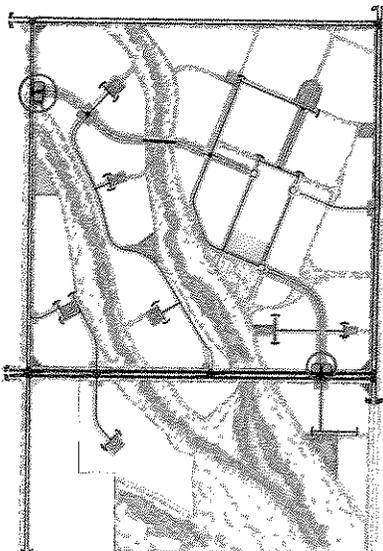
For illustrative purposes.



Exhibit 13b - Conceptual Village Entry Concepts



KEY MAP



For illustrative purposes.



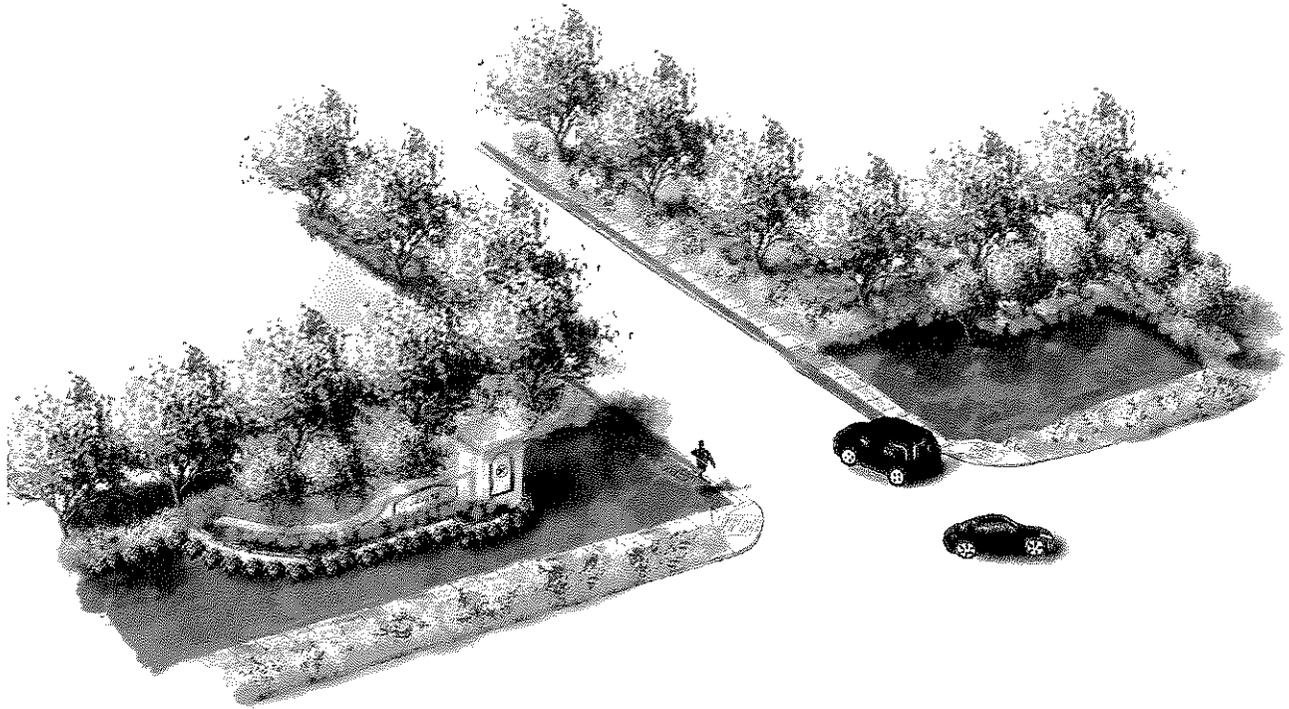
FOX TRAIL
PAD Amendment

CENTEX HOMES

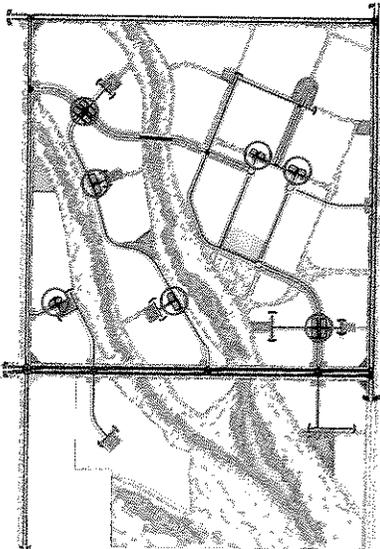
HADLEY DESIGN
GROUP

J Z M K
PARTNERS

Exhibit 14a - Conceptual Neighborhood Entry



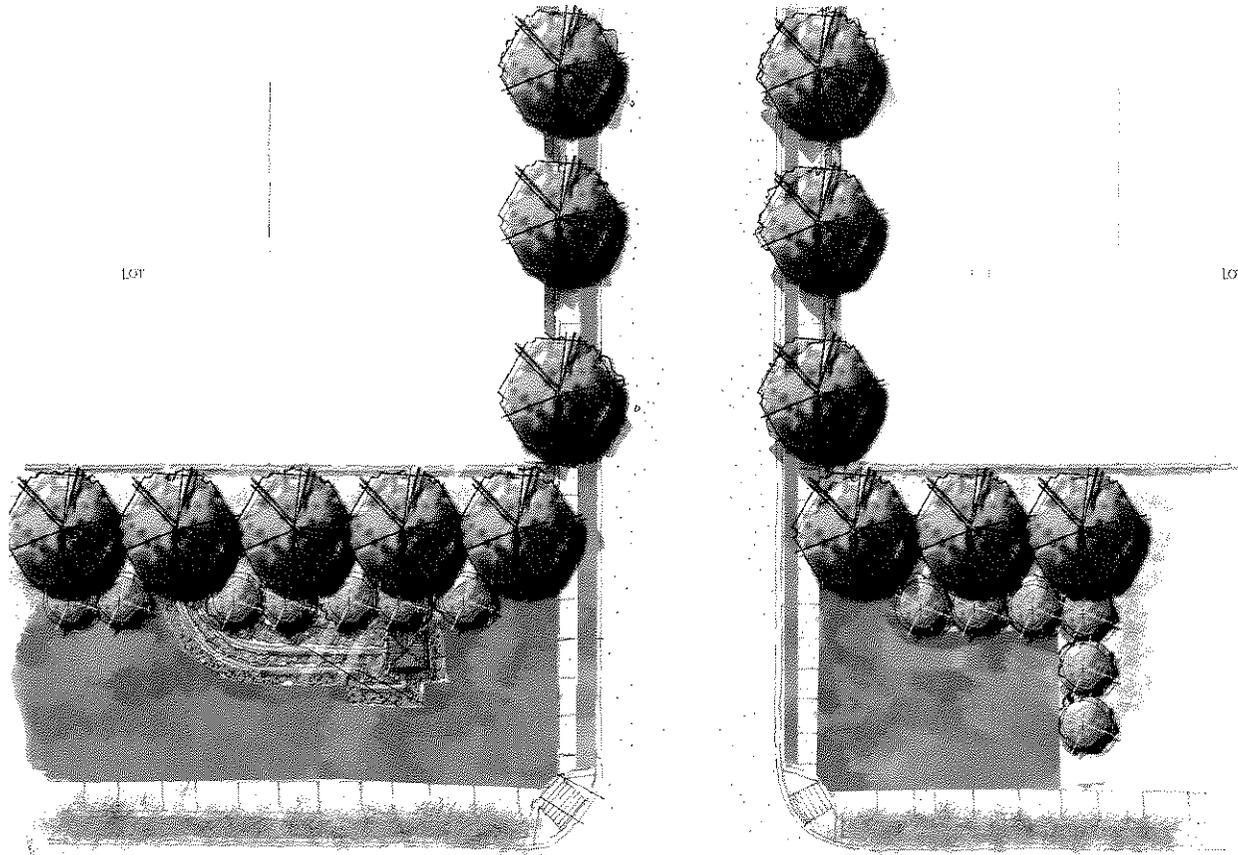
KEY MAP



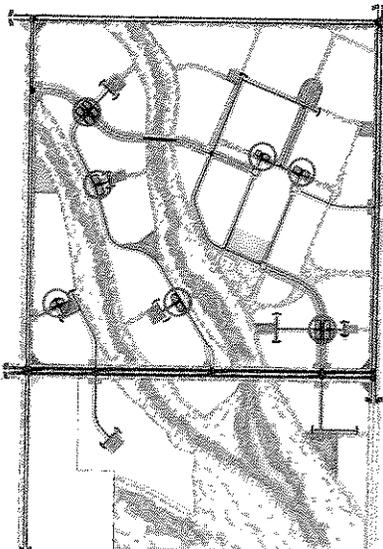
For illustrative purposes.



Exhibit 14b - Conceptual Neighborhood Entry



KEY MAP



For illustrative purposes.



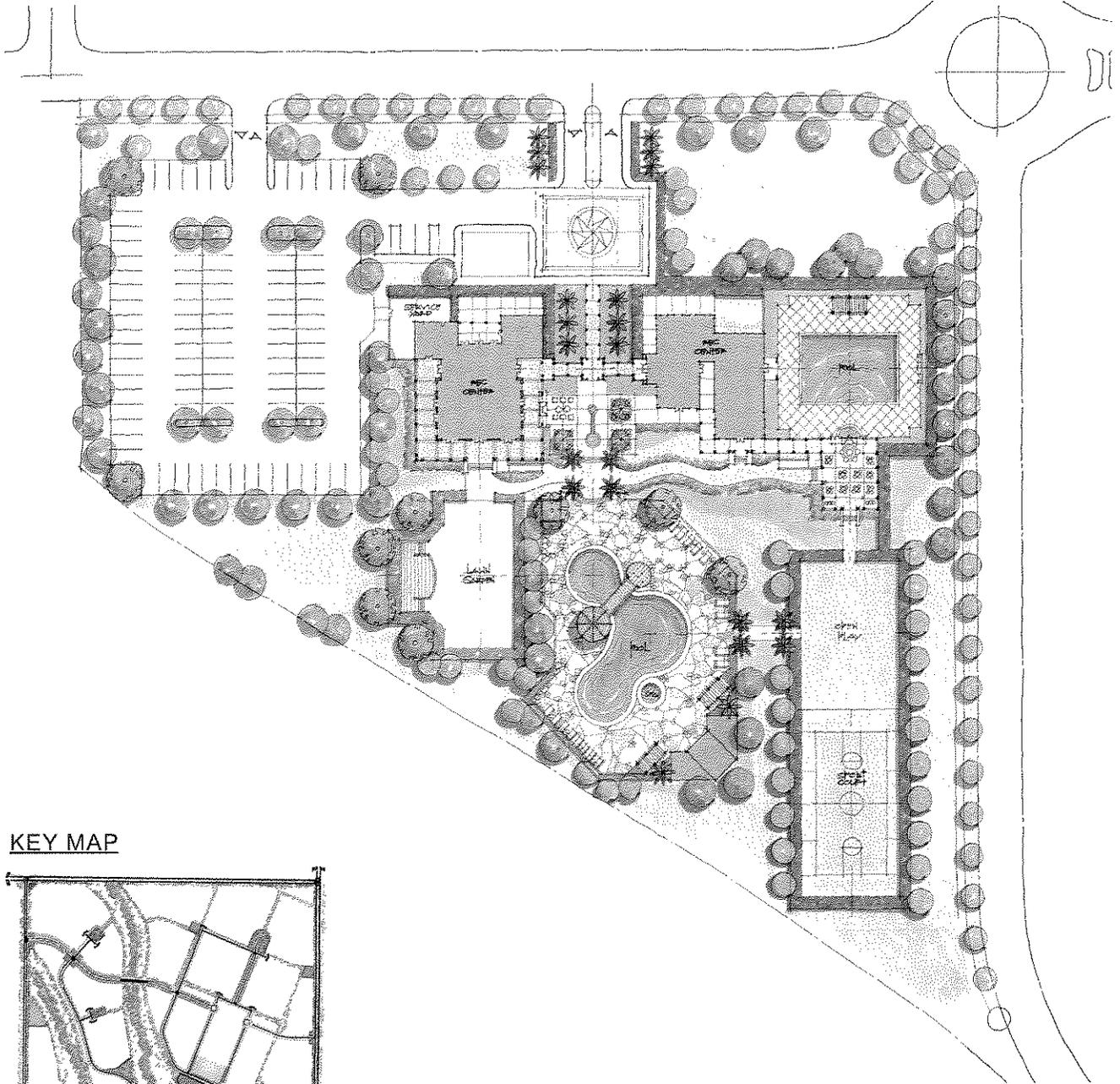
FOX TRAIL
PAD Amendment

CENTEX HOMES

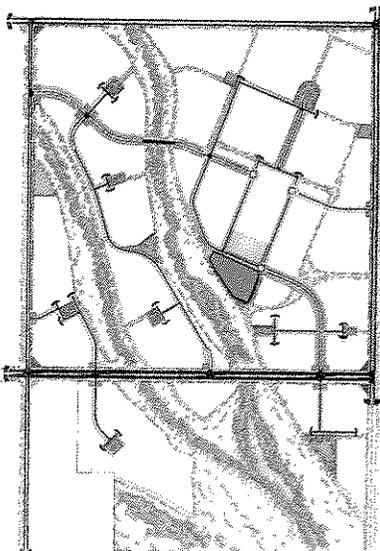
HADLEY DESIGN
GROUP

J Z M K
PARTNERS

Exhibit 15 - Conceptual Recreation Club



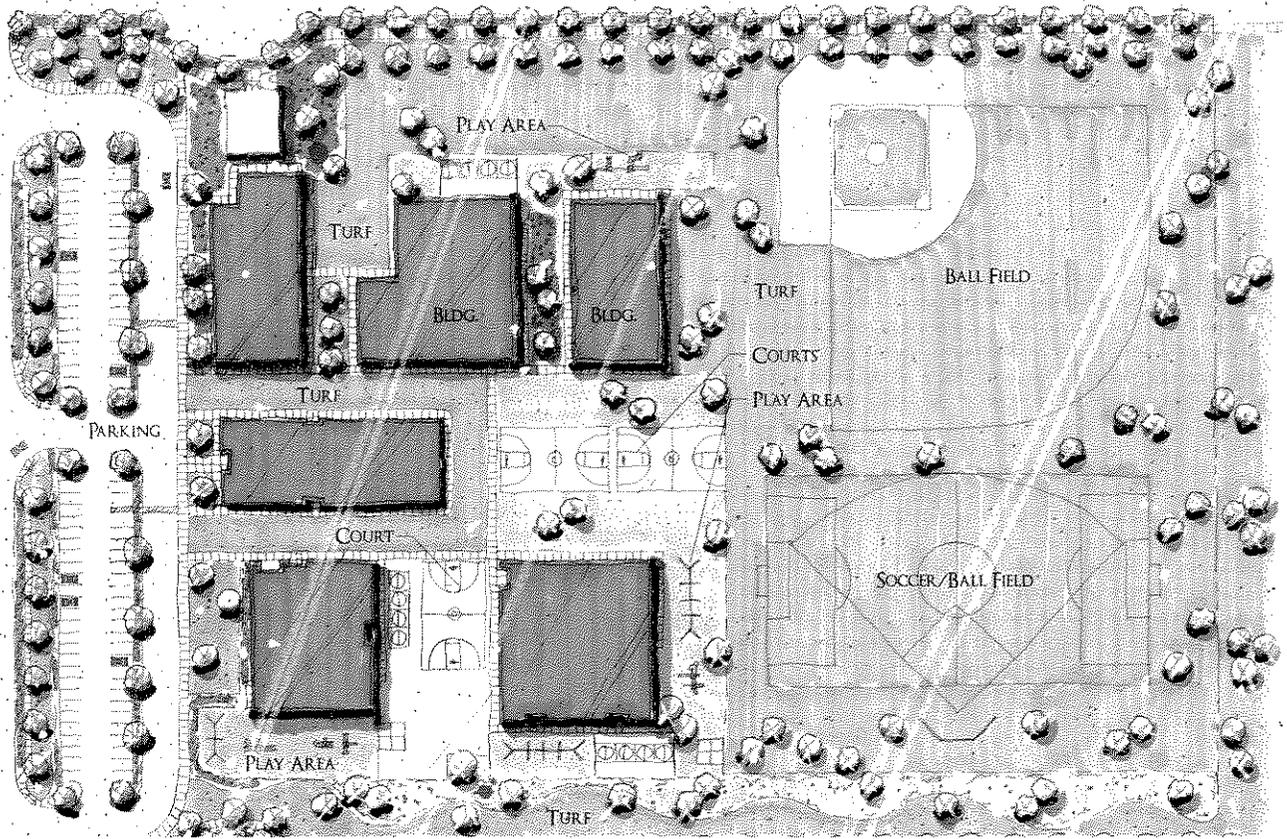
KEY MAP



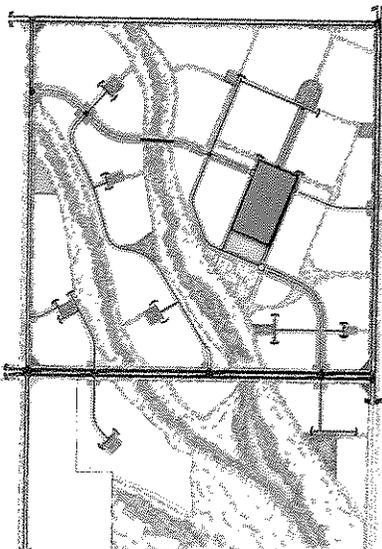
For illustrative purposes.



Exhibit 16 - Conceptual School

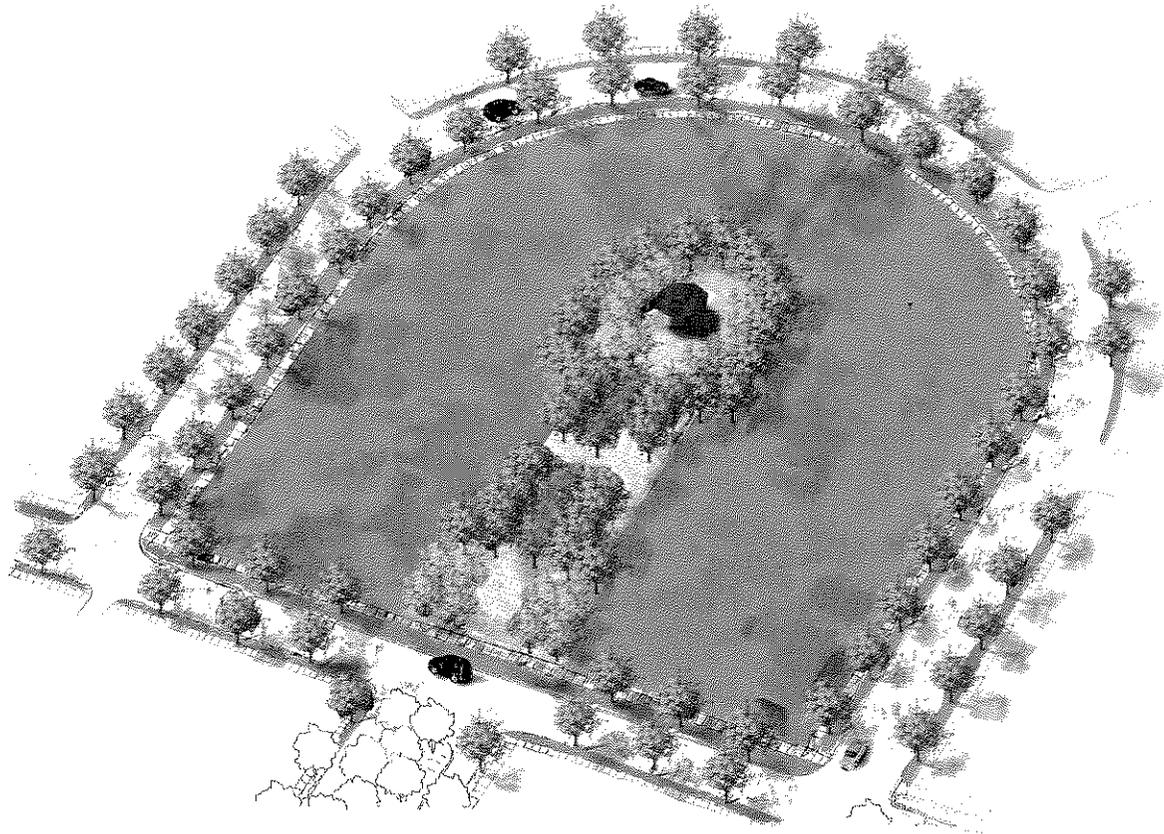


KEY MAP

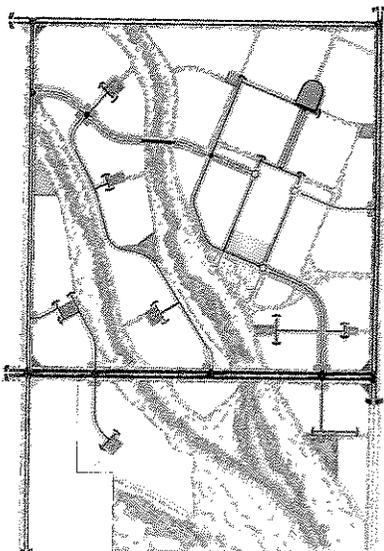


For illustrative purposes.

Exhibit 17 - Conceptual Village Green



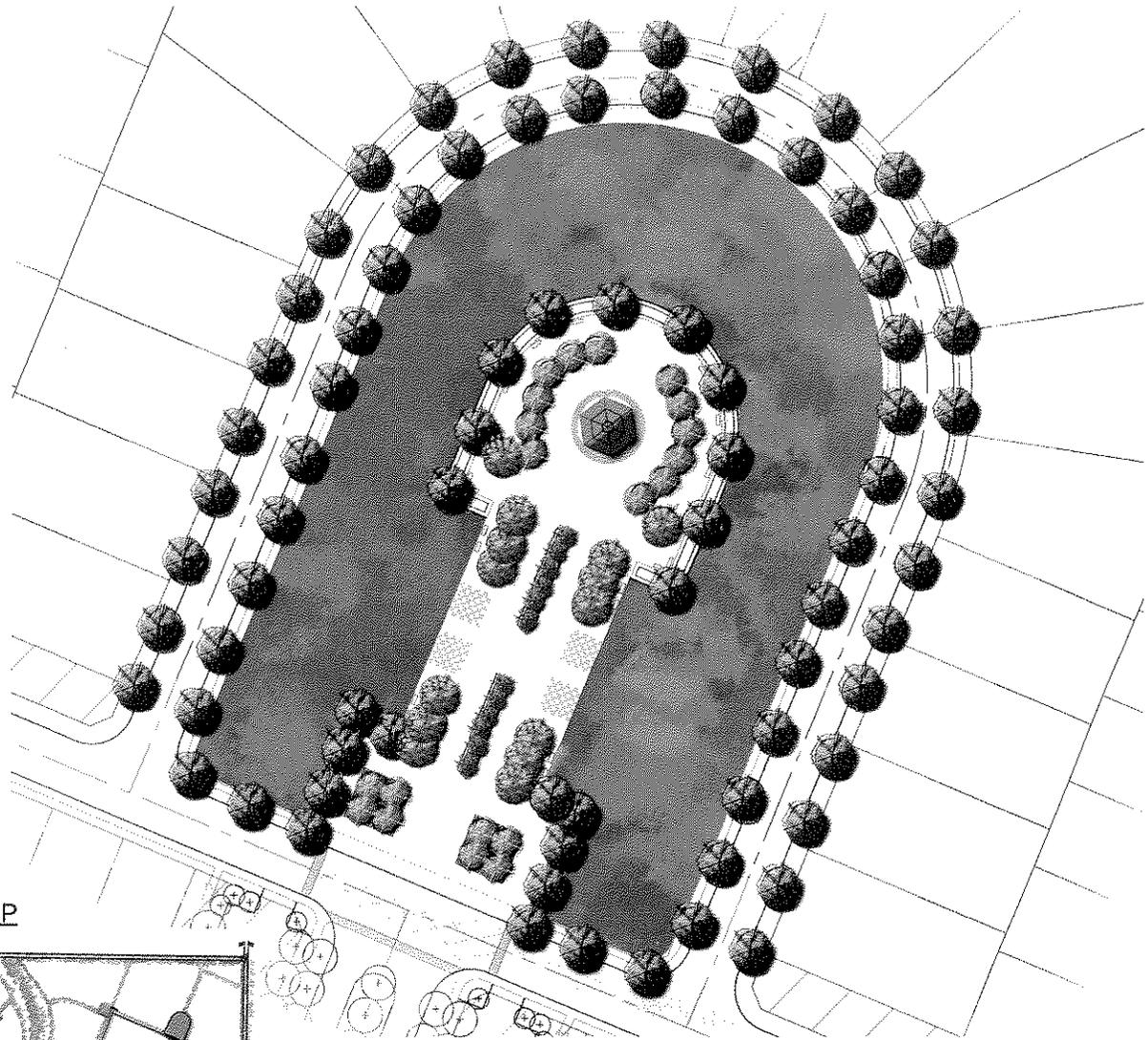
KEY MAP



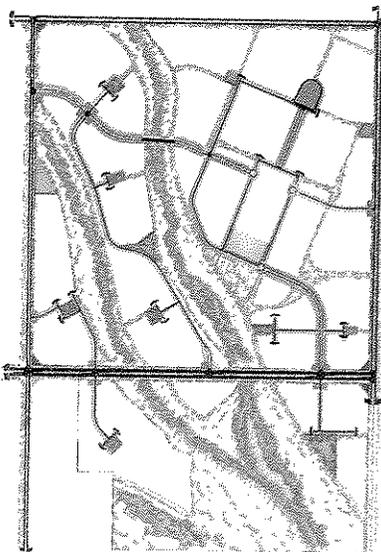
For illustrative purposes.



Exhibit 18 - Conceptual Village Green

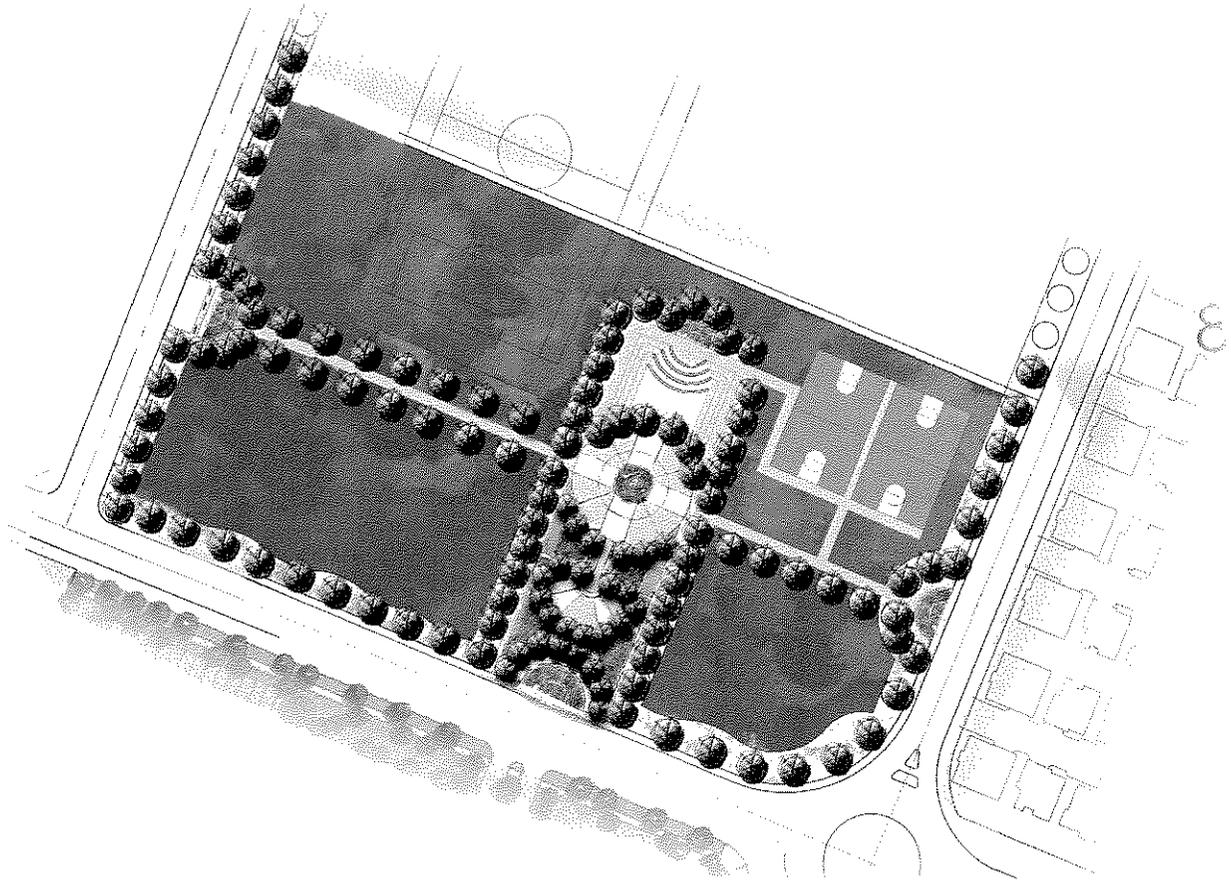


KEY MAP

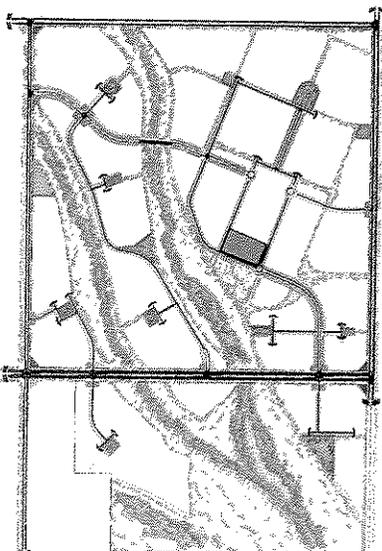


For illustrative purposes.

Exhibit 19 - Conceptual Active Park



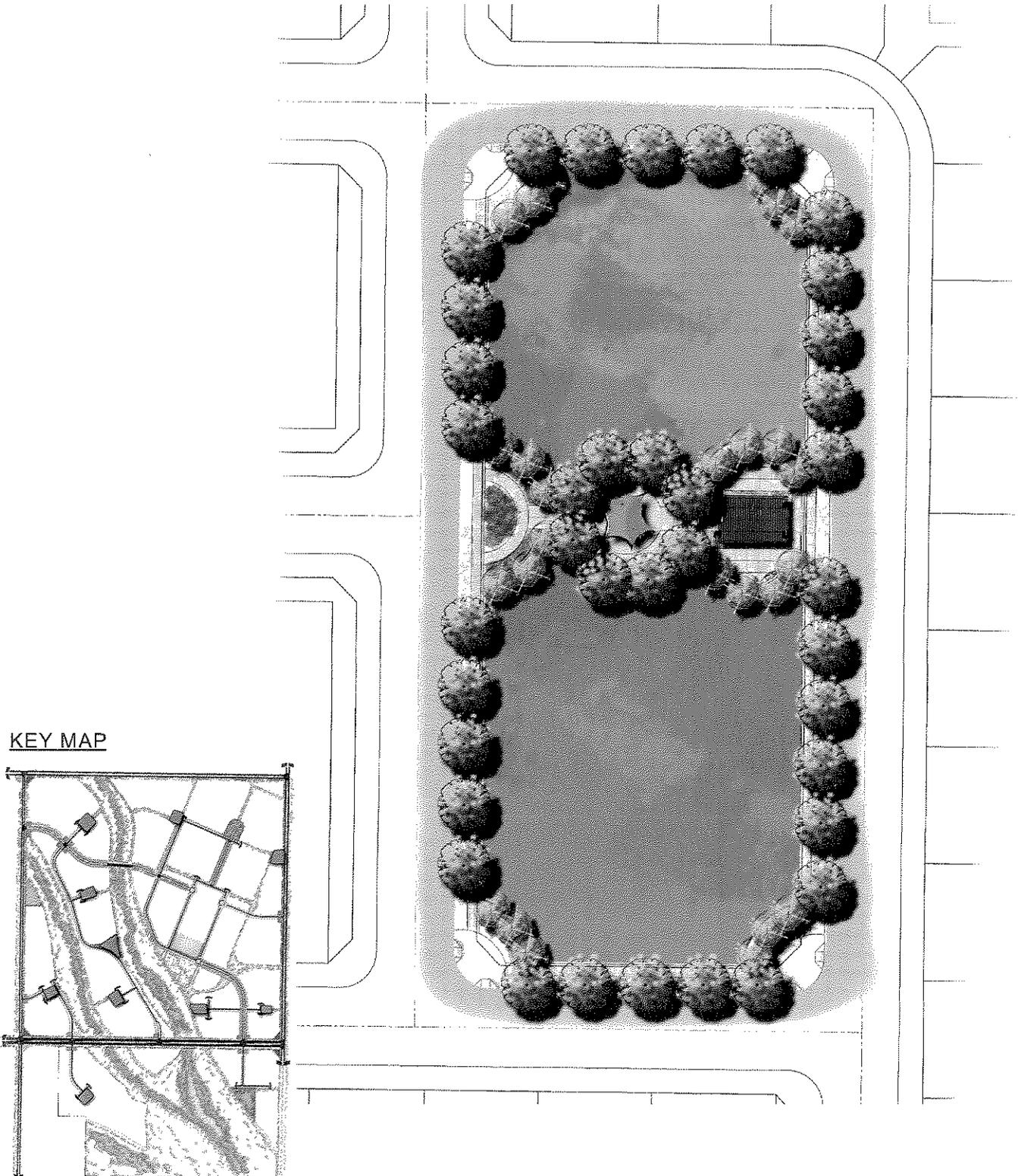
KEY MAP



For illustrative purposes.



Exhibit 20a - Conceptual Focal Park



For illustrative purposes.



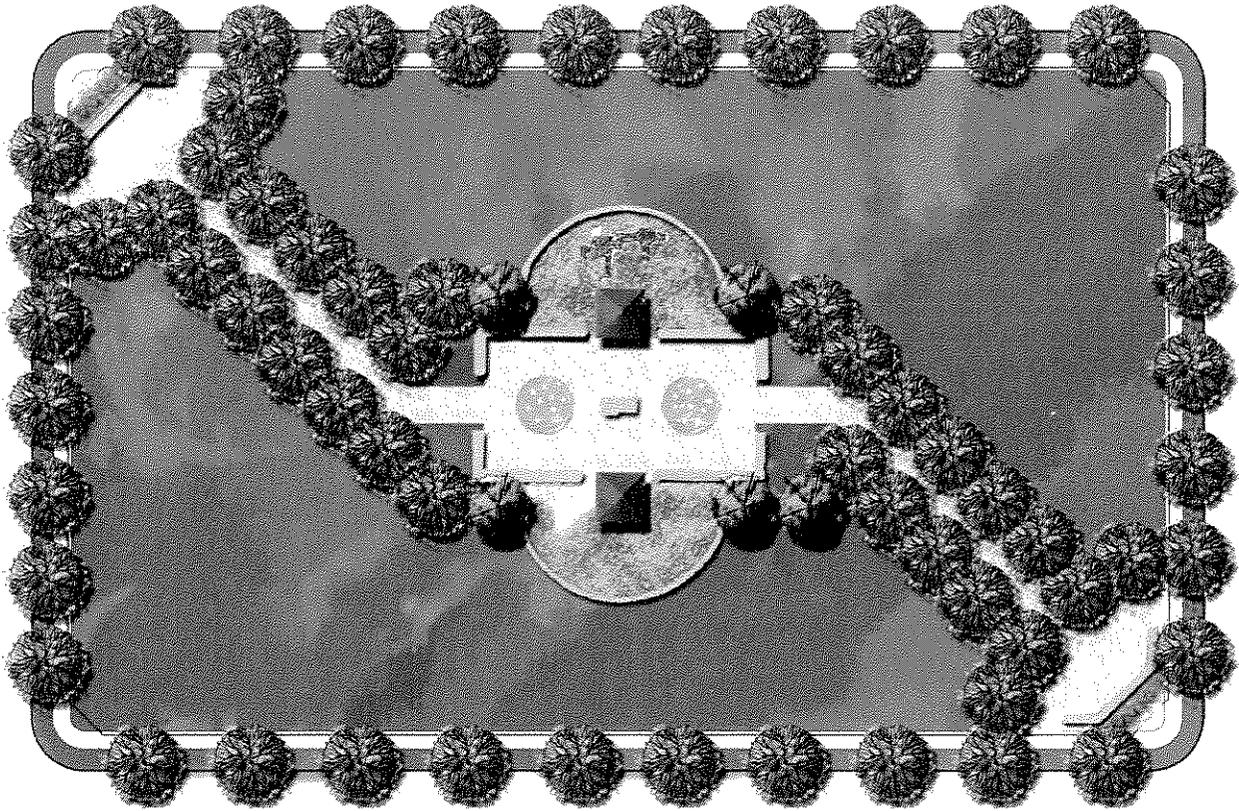
FOX TRAIL
PAD Amendment

CENTEX HOMES

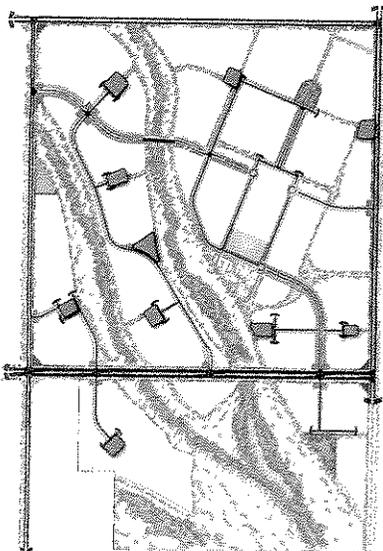
HADLEY DESIGN
GROUP

J Z M K
PARTNERS

Exhibit 20b - Conceptual Focal Park



KEY MAP



For illustrative purposes.



Section 5 Infrastructure and Public Service Plans

5.1 Circulation System

The east half of 219th Avenue will be improved with the development of Fox Trail. The Surprise General Plan 2020 establishes 211th Avenue as a major arterial; 219th Avenue as a minor arterial; and Deer Valley Road as a parkway. Each of these roads will provide direct access to Fox Trail.

The site can be accessed via Deer Valley Road, 219th Avenue and 211th Avenue. The proposed development will provide three access points for ingress/egress along Deer Valley Road, two access points along 219th Avenue, and one access point along 211th Avenue.

The internal circulation for Fox Trail will be served by a network of Village Collectors accessing Fox Trail from the south and west (Deer Valley Road and 219th Avenue respectively) and a network of Local Streets as shown in **Exhibit 21, Vehicular Circulation Plan**, and **Exhibits 23-29, Street Sections**.

5.1.1 Access

A secondary access will be provided when the community exceeds 50% completion. The alternative access point will be either Deer Valley Road to the east of 211th Avenue, 211th Avenue south to Bell Road / Sun Valley Parkway, or 219th Avenue north to Patton/Crozier or Deer Valley Road West of 219th Avenue to 227th Avenue.

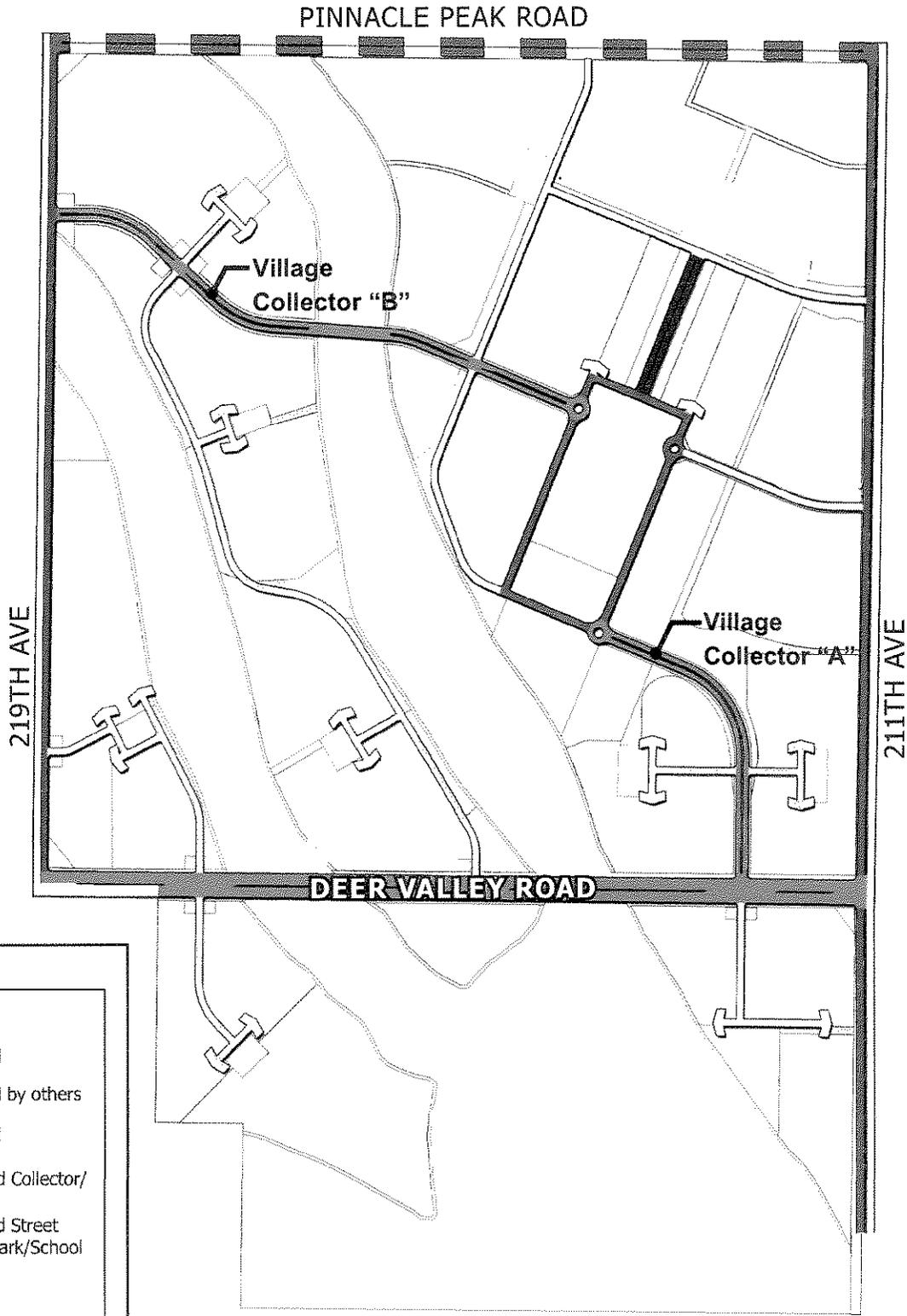
Access to the development shall be provided at ¼ mile intervals or in locations approved by the fire department.

5.2 Pedestrian / Bicycle Trails

The Pedestrian and Bicycle Trails plan includes a hierarchy of trails that comprehensively connect the elements of Fox Trail. The trails vary in width from 4' to 8' and are comprised of promenades, paseos, and walkways. The trails are paved with the exception of the River Walk, which will be constructed of the more natural material of decomposed granite, as it provides connectivity through and across the washes. Additionally, two grade-separated undercrossings are being provided for full, uninterrupted access across Deer Valley Road via the washes as shown in **Exhibit 30, Pedestrian Circulation and Trails Plan**.



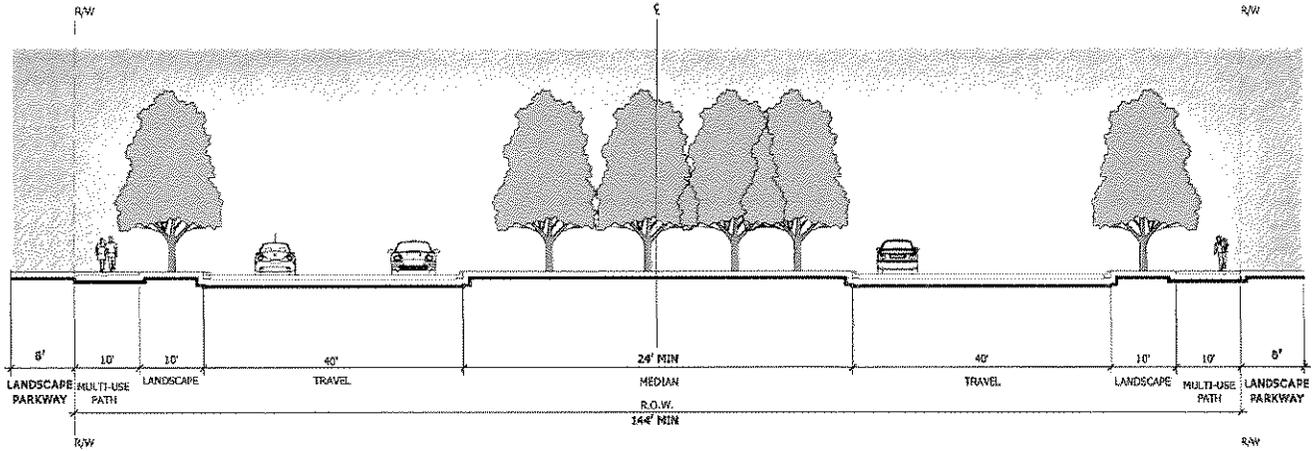
Exhibit 21 - Vehicular Circulation Plan



LEGEND

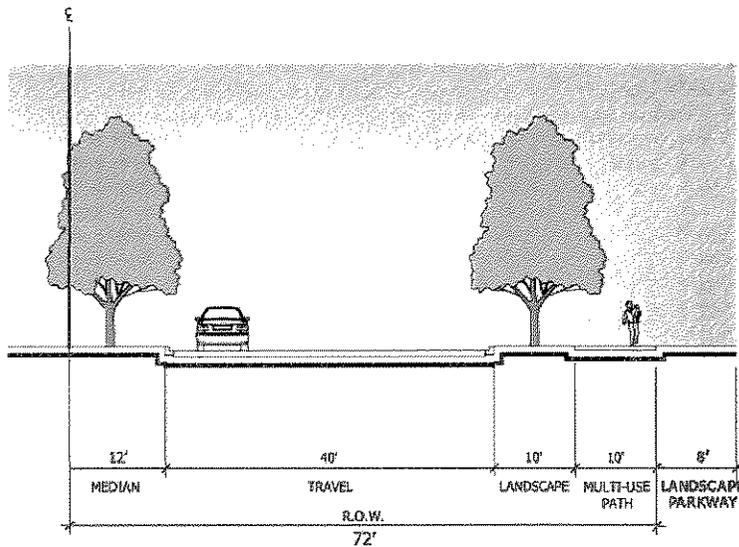
-  Parkway
-  Major Arterial
-  Major Arterial by others
-  Minor Arterial
-  Neighborhood Collector/Entry Road
-  Neighborhood Street adjacent to park/School
-  Local Street
-  Promenade

Exhibit 23a - Street Sections – Parkway



PARKWAY
DEER VALLEY ROAD

Exhibit 23b - Street Sections – Parkway



TYPICAL HALF PARKWAY AT ADJACENT PARCEL
DEER VALLEY ROAD



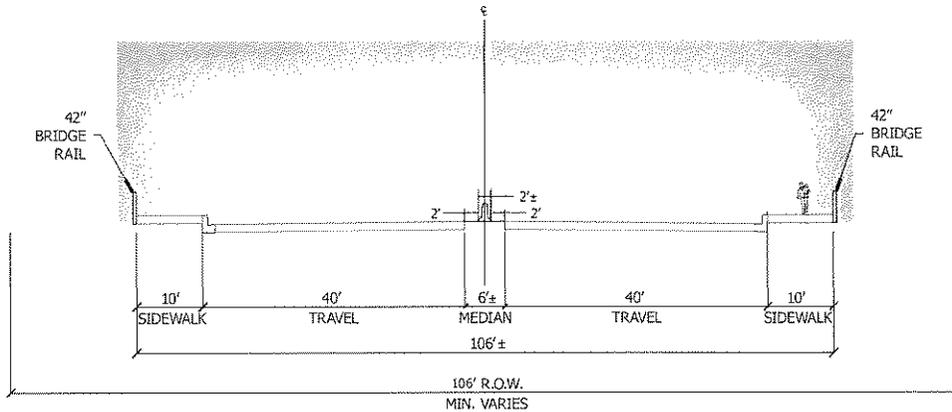
FOX TRAIL
PAD Amendment

CENTEX HOMES

HADLEY DESIGN
GROUP

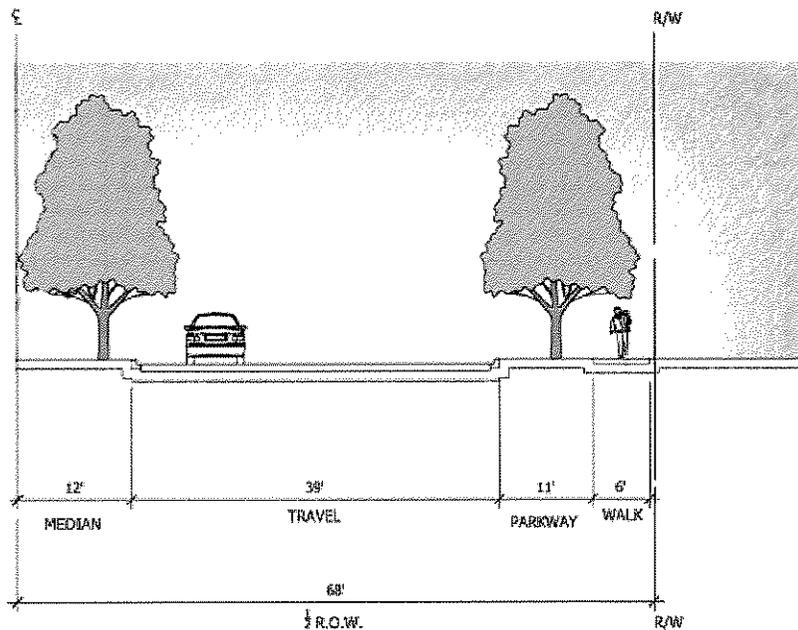
J Z M K
PARTNERS

Exhibit 23c - Street Sections – Parkway



TYPICAL PARKWAY WITH NARROWED MEDIAN AT BRIDGE

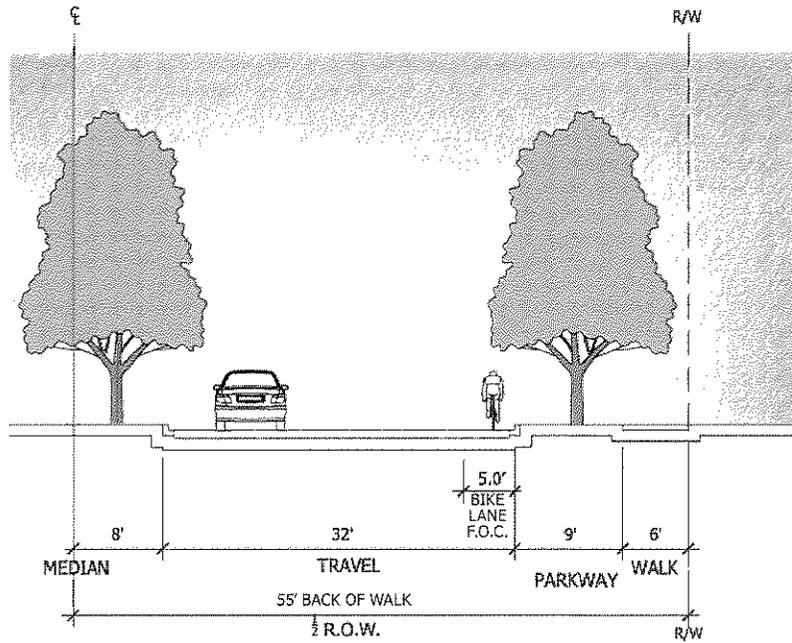
Exhibit 24 - Street Sections – Arterials



**MAJOR ARTERIAL
WEST HALF OF 211TH AVE FACING SOUTH
Between Pinnacle Peak Road and Deer Valley Road**

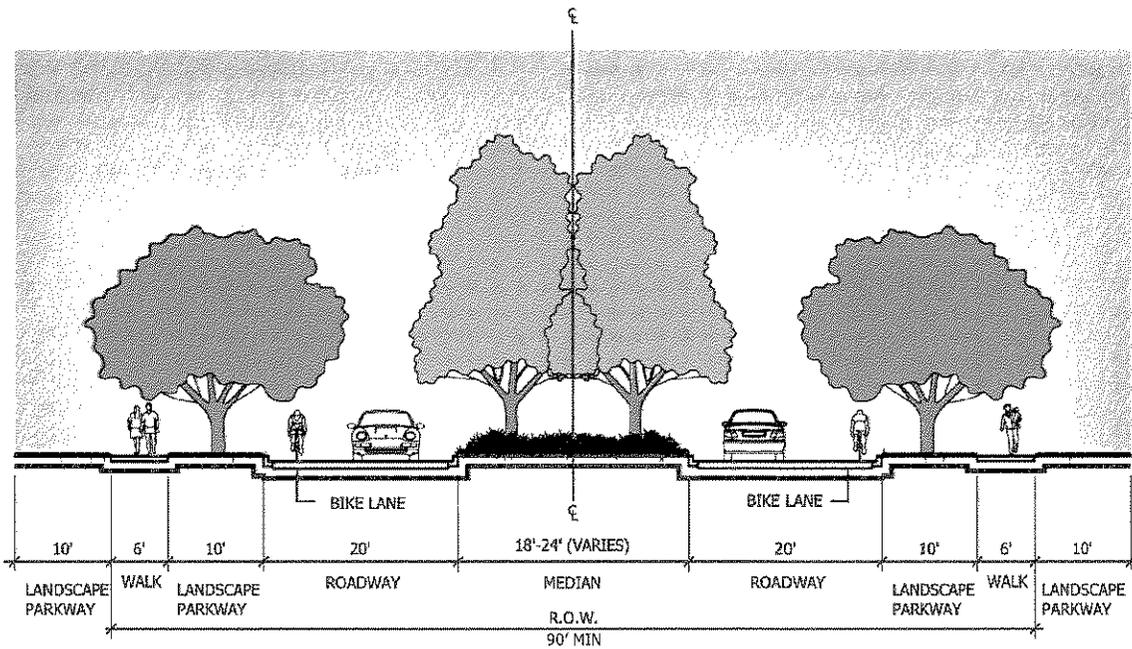


Exhibit 25 - Street Sections – Arterials



MINOR ARTERIAL
EAST HALF OF 219TH AVE
 Between Pinnacle Peak Rd and Deer Valley Rd

Exhibit 26 - Street Sections – Collectors



VILLAGE COLLECTOR "A"
 Off of Deer Valley Rd

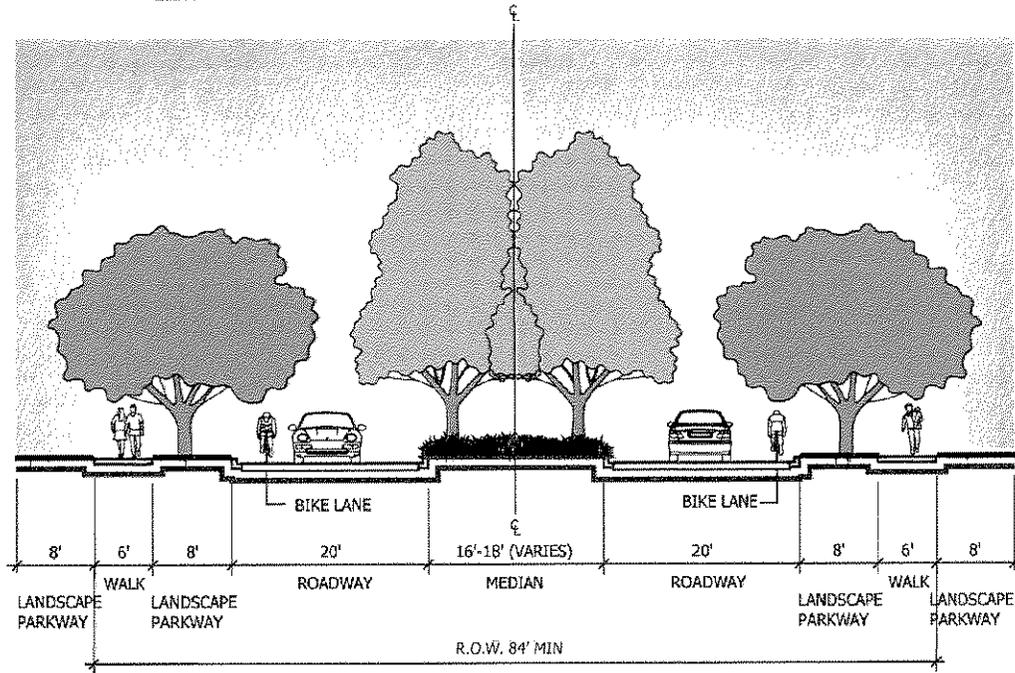
FOX TRAIL
 PAD Amendment

CENTEX HOMES

HADLEY DESIGN
 GROUP

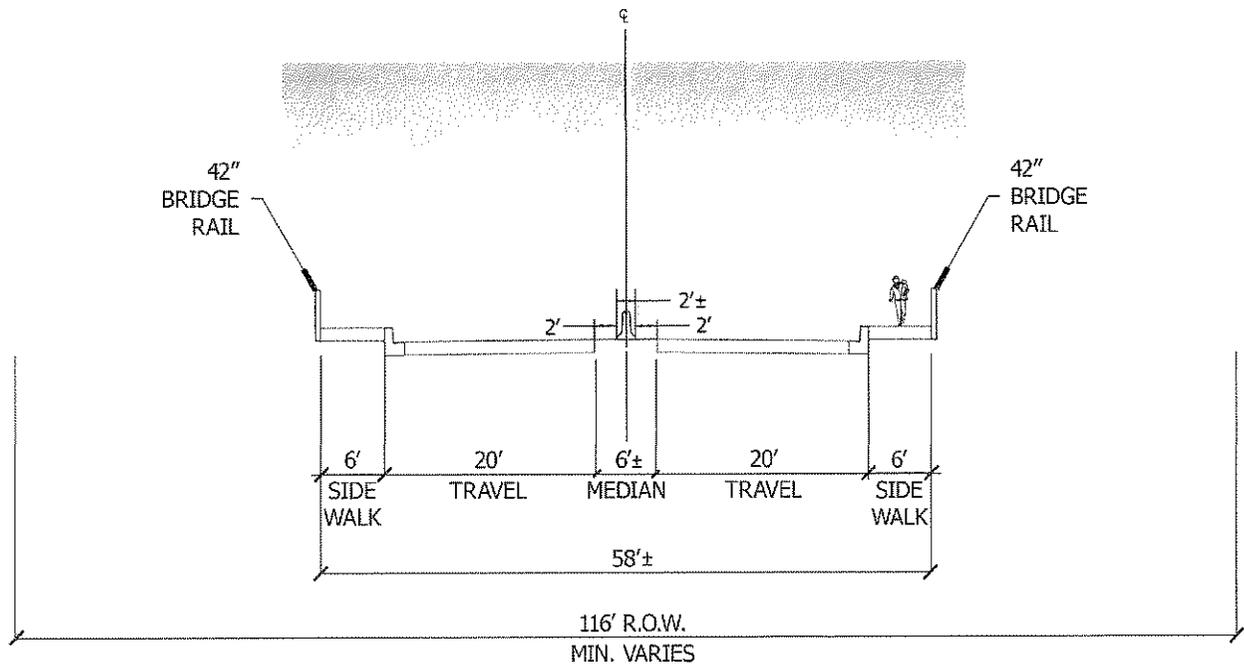
J Z M K
 PARTNERS

Exhibit 27a - Street Sections – Collectors



VILLAGE COLLECTOR "B"
Off of 219th Ave

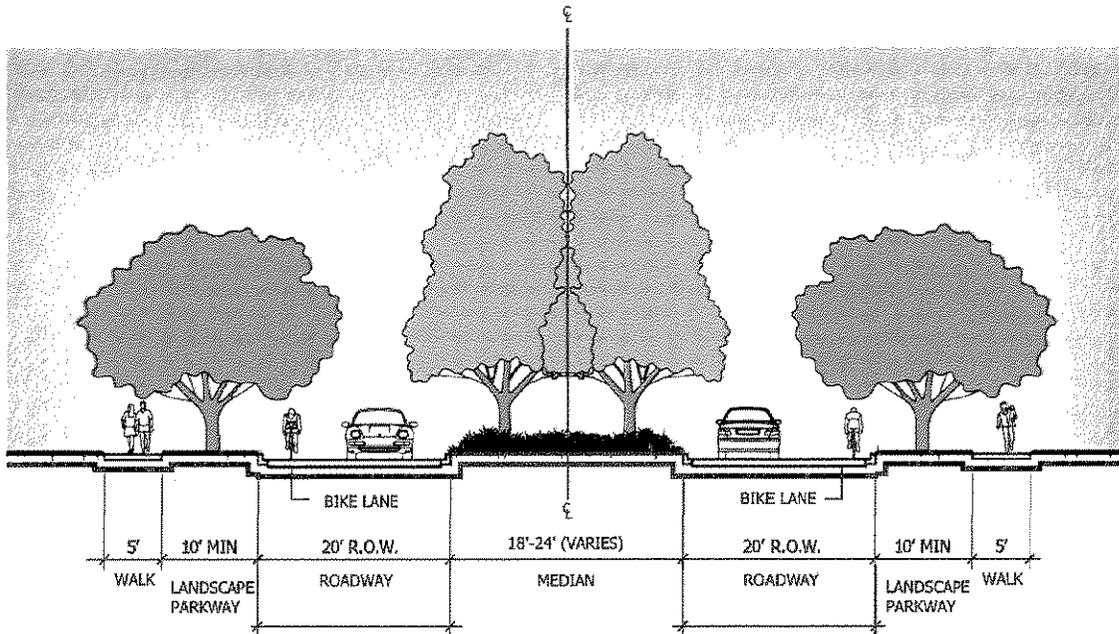
Exhibit 27b - Street Sections – Collectors



TYPICAL COLLECTOR B WITH NARROWED MEDIAN AT BRIDGE

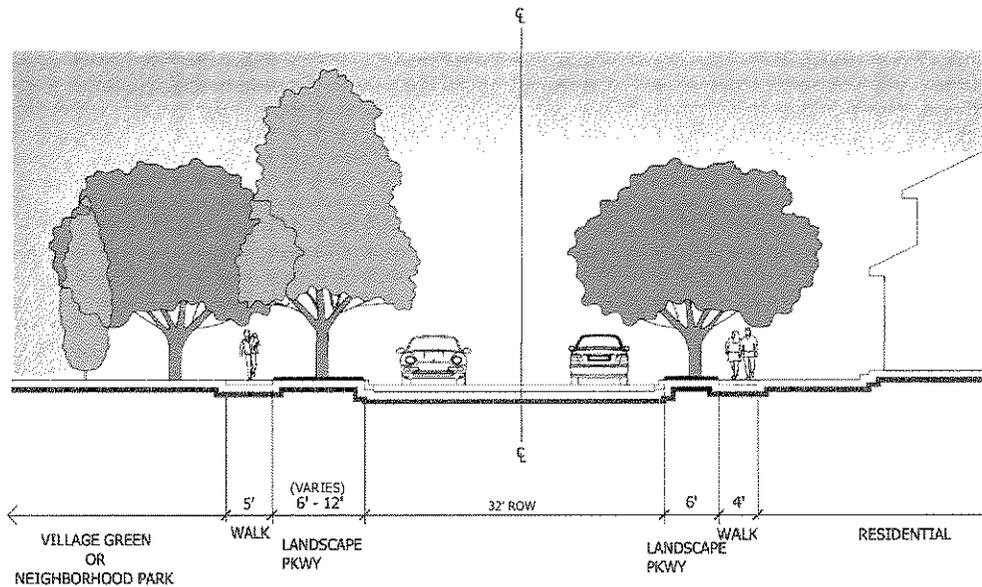


Exhibit 28 - Street Sections – Promenade



PROMENADE

Exhibit 29a - Street Sections – Local Streets



TYPICAL LOCAL STREET ADJACENT TO PARK/SCHOOL



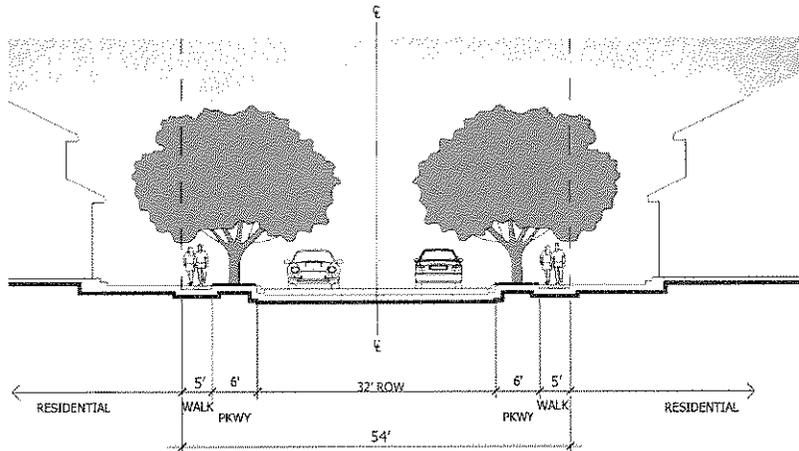
FOX TRAIL
PAD Amendment

CENTEX HOMES

HADLEY DESIGN
GROUP

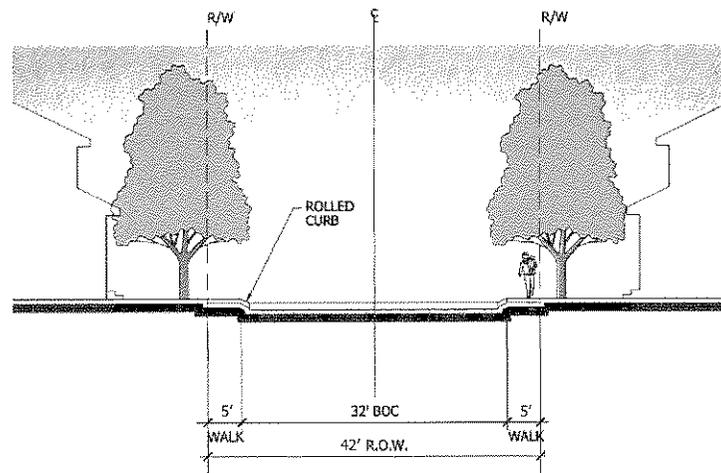
J Z M K
PARTNERS

Exhibit 29b - Street Sections – Local Streets



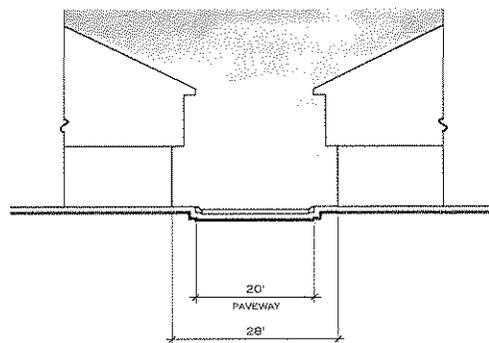
TYPICAL LOCAL STREET (SECTION LOCATION HIGHLIGHTED IN EXHIBIT 21)

Exhibit 29c - Street Sections – Local Streets



TYPICAL LOCAL STREET

Exhibit 29d - Street Sections – Private Drive

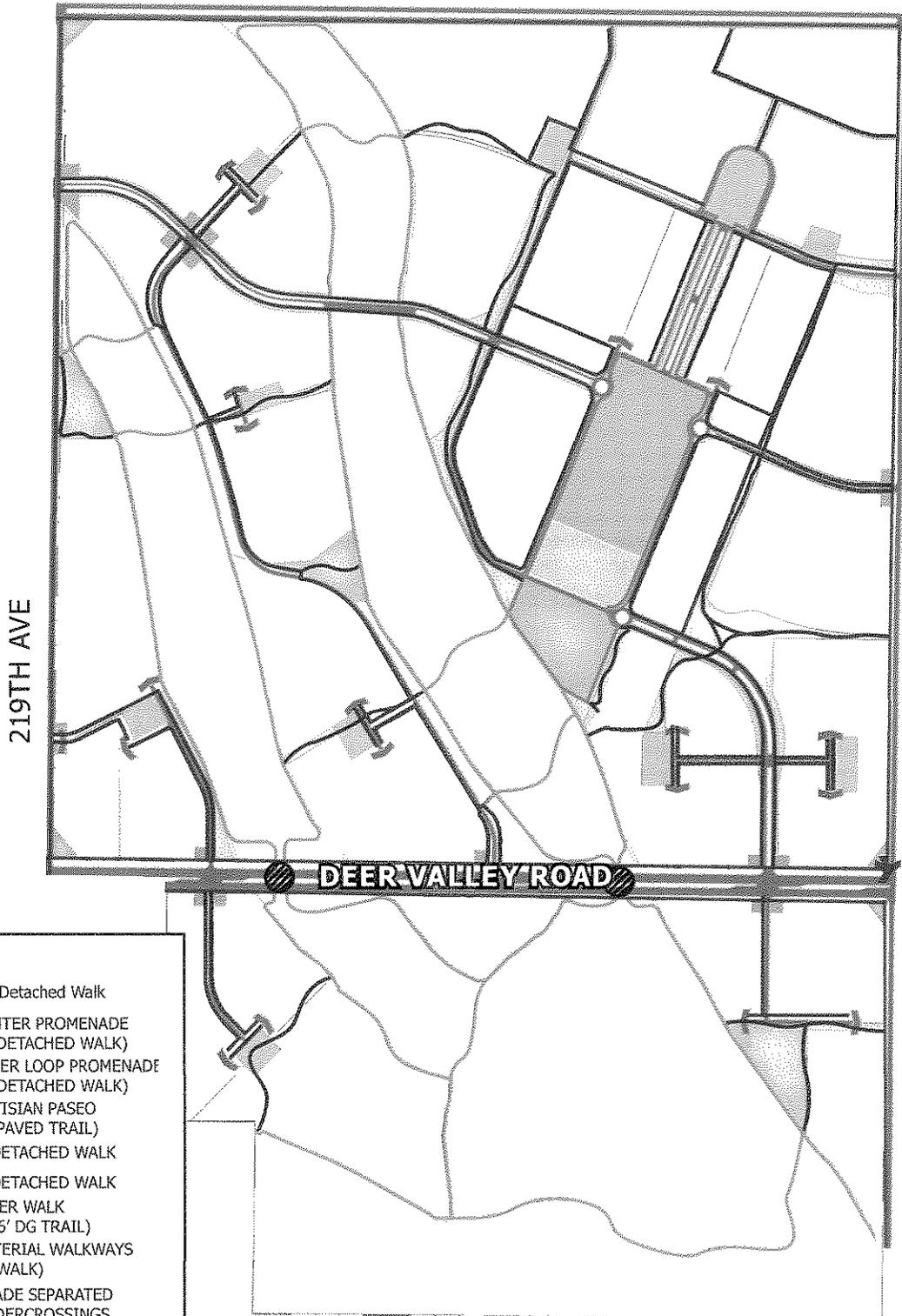


PRIVATE DRIVE



Exhibit 30 - Pedestrian Circulation and Trails Plan

PINNACLE PEAK ROAD



LEGEND

-  10' Detached Walk
-  CENTER PROMENADE (5' DETACHED WALK)
-  INNER LOOP PROMENADE (6' DETACHED WALK)
-  ARTISIAN PASEO (5' PAVED TRAIL)
-  4' DETACHED WALK
-  5' DETACHED WALK
-  RIVER WALK (4'-6' DG TRAIL)
-  ARTERIAL WALKWAYS (6' WALK)
-  GRADE SEPARATED UNDERCROSSINGS

Note: Pinnacle Peak Road improved by others

5.3 Infrastructure Plans

5.3.1 Potable Water

Exhibit 31. Master Water Plan, shows the conceptual locations and sizes of the major water distribution lines, booster pump station, and water storage tanks. The Master Water Plan for the Property, prepared by Wood, Patel & Associates, Inc. will be submitted under separate cover and is incorporated by this reference as if fully set forth herein. The Master Potable Water Plan meets the City's requirements and provides general locations and sizes of the major water infrastructure needed to provide potable water service to the Property, with potential to be expanded to service the central water area within SPA 3.

This infrastructure includes the development of domestic wells, water transmission mains, water distribution lines, a booster pumping station, and water storage tanks. The potable water system will be developed in phases, based on the potential location of domestic wells and the development density projected for the project, which is consistent with the zoning application. Actual onsite phasing will dictate the timing of the water distribution line construction.

5.3.2 Wastewater

Exhibit 32. Sewer Master Plan, shows the conceptual locations and sizes of the major wastewater lines. The Sewer Master Plan for the Property, prepared by Wood, Patel & Associates, Inc. and will be submitted under separate cover and is incorporated by this reference as if fully set forth herein. The Sewer Master Plan meets the City's requirements and provides general locations and sizes of the major wastewater infrastructure needed to provide service for the Property.

This infrastructure includes the development of major sewer lines that will connect to a proposed wastewater trunk sewer located in Deer Valley Road. The onsite wastewater sewer system will be developed in phases, based on the development density projected for the project, which is consistent with the zoning application.

5.3.3 Stormwater

Exhibit 33. Storm Drain Master Plan / Drainage Plan, shows the conceptual locations and sizes of the major drainage features. The Storm Drain Master Plan / Drainage Plan for the Property, prepared by Wood, Patel & Associates, Inc. will be submitted under separate cover and is incorporated by this reference as if fully set forth herein. The Storm Drain Master Plan / Drainage Plan provides a conceptual hydrologic and hydraulic analysis of the project's existing and proposed drainage system and sets drainage requirements for development of the Property.

The majority of the Property drains southeasterly through two major washes that traverse the project site, the Trilby Wash and the East Iona Wash. These washes have a combined watershed area of approximately 112 square miles and are considered to be regional washes.

Both the Flood Control District of Maricopa County and the City of Surprise have previously agreed that, due to the extreme difference in times of concentration for the local flows versus the major wash flows, the retention requirements can be waived for areas of the site which drain to these major washes. Onsite drainage areas that cannot drain to these major washes will be required to provide 100-year, two-hour retention per City of Surprise requirements.



The drainage system has been designed to utilize the existing washes for stormwater conveyance. This is to be done by a combination of dedicating drainage easements and leaving them in their natural state by developing around them; or, altering them slightly and enhancing the routes for dual use as drainage, open space, and recreational amenities. While not intended, any alterations to the floodplain, as regulated by the Federal Emergency Management Administration (FEMA), will require processing in the form of Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) submittals. 100-year stormwater flows leaving the Property are to be maintained at or below the existing peak flow rates.

When intended grading activities are within a U.S. Army Corps of Engineers jurisdictional Waters of the U.S., Section 404 permit will be required, and jurisdictional wash corridors will remain as natural as possible.

5.3.4 Solid Waste

The City of Surprise currently serves this area of the City on Tuesdays and Fridays. Once development occurs, solid waste collection will be extended into the project.

5.3.5 Dry Utilities

Arizona Public Service (APS) has current plans for an offsite substation site that would serve the Property. Primary distribution will need to be extended to the site from the substation. Telephone, cable television, and natural gas services will be extended to the Property to provide these services.

5.3.6 Police and Fire Facilities

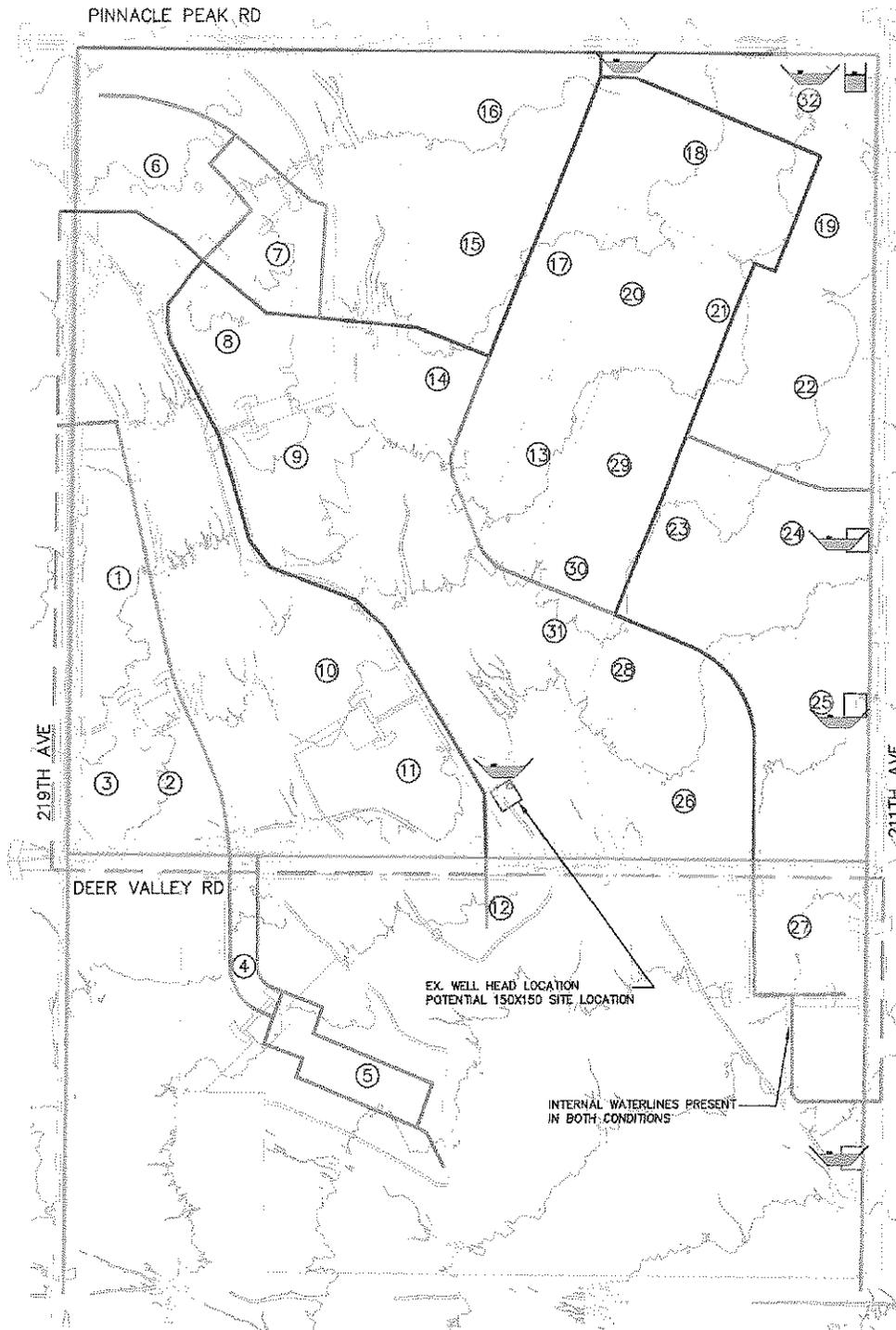
The current Development Agreement recorded in December of 2000 requested a 200 square foot storefront facility for use by the City Police Department. If required, Centex will work with the City to determine the best location for the facilities to be used by the City Police Department.

The Development Agreement also requested a 800 square foot facility for City Fire Department for paramedic service. The WSLG (West Side Land Owners Group) is currently working on a location for the fire station sites within SPA 3. The current proposed site locations are not located within Fox Trail. The proposed fire station locations are located in Buena Vista Ranch, Mesquite Mountain Ranch, and Surprise Foothills. The temporary fire location will be located east of 219th Ave. and Beardsley.

5.3.7 School Site

Fox Trail is located within the Wickenburg School District. In October 2000, a School Agreement was executed providing for the dedication of fifteen acres of land and the payment of fees to the District. The agreement reserves the land for a period of eight years an additional five acres of land adjacent to the school site for dedication to the School District for purposes of creating joint recreation use opportunities between the School District and the City. If the School District has not requested dedication of the reserved acres within the eight-year period, then the acreage may be reassigned to an SFD/MF category as described in this PAD Amendment. If dedication is requested, the Developer shall dedicate the additional five acres concurrently with the dedication of the fifteen-acre School.

Exhibit 31 - Water Master Plan



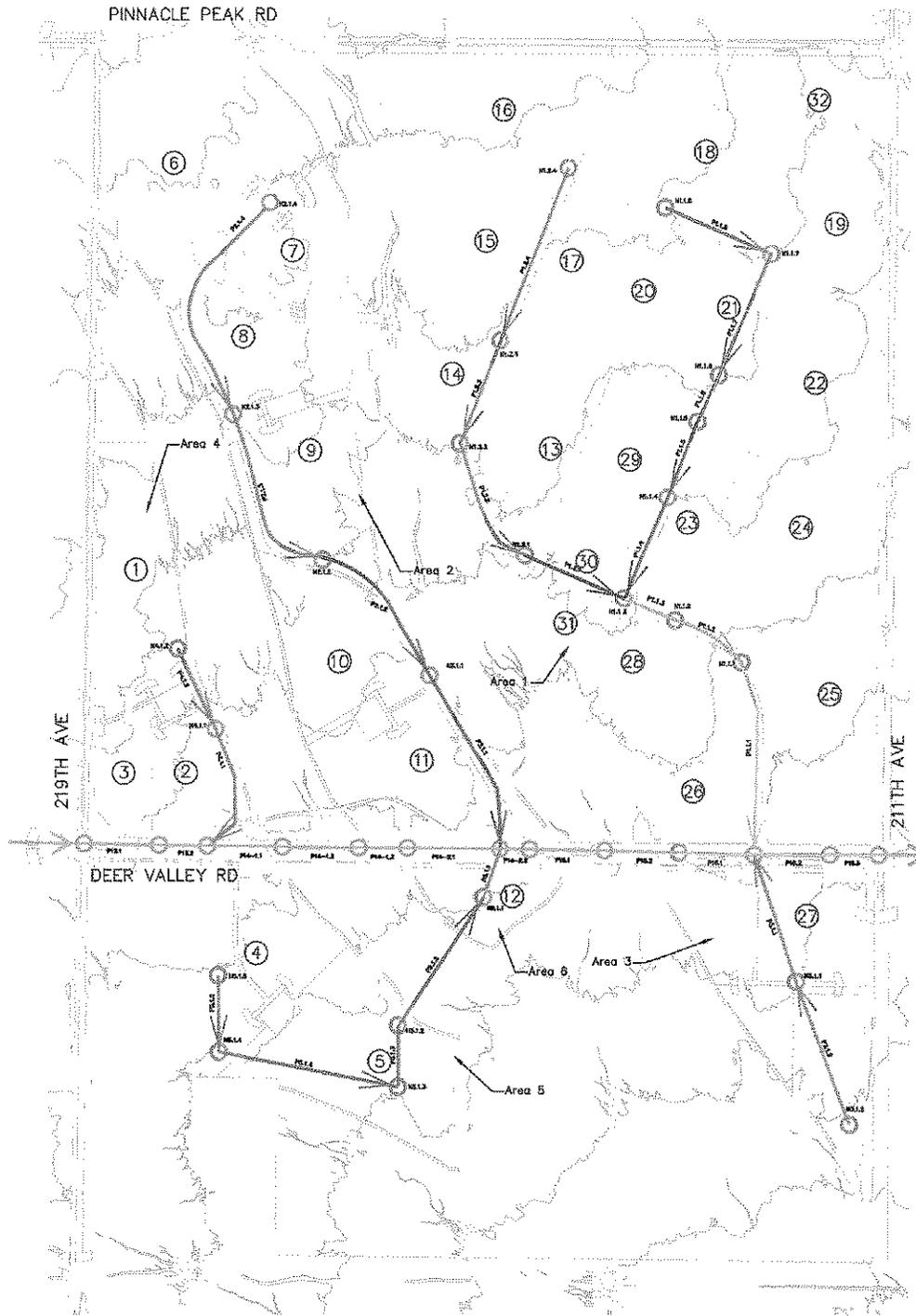
LEGEND

ULTIMATE MODEL	INTERIM MODEL	⑤	PARCEL
— 24"	--- 16"	☐	STORAGE TANK
— 20"	--- 12"	⊕	WELL AND BOOSTER PUMP
— 16"	--- 8"		
— 12"			
— 8"			

Possible alternate location for storage tank on the Northwest corner of the site



Exhibit 32 - Sewer Master Plan



LEGEND

SEWER PIPE SIZES

- 30"
- 12"
- 10"
- 8"

- ⑤ PARCEL
- NODE
- SUBBASIN
- ← FLOW ARROW



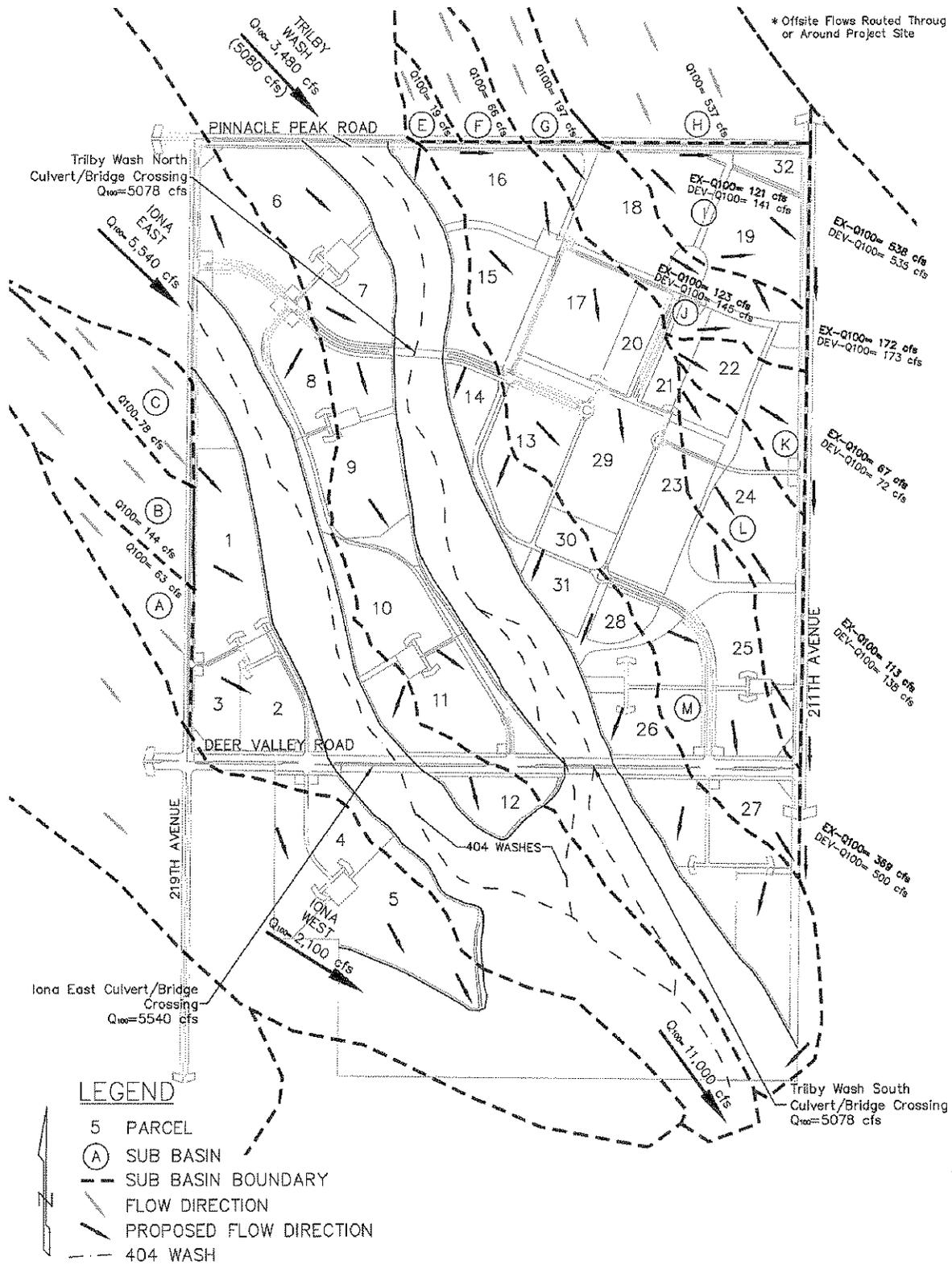
FOX TRAIL
PAD Amendment

CENTEX HOMES

HADLEY DESIGN
GROUP

J Z M K
PARTNERS

Exhibit 33 - Storm Drain Master Plan / Drainage Plan



Section 6 Implementation and Administration

6.1 General Provisions

Development of Fox Trail will be implemented in conformance with the regulations and guidance contained in this Fox Trail PAD Amendment. This section outlines the procedures for administration of the provisions contained herein for the development of the proposed project. Other information covered in this chapter pertains to general administration, subdivision, administration procedures, and the linkage between these elements.

6.2 Development Review Process

Site plan/preliminary plat review shall be implemented through the subdivision process. The subdivision process will allow for the creation of lots within the preliminary plat which will allow for implementation of the project phasing. A public hearing shall be held on all site plan/preliminary plat applications in accordance with the provisions of the Fox Trail PAD Amendment. The Planning and Zoning Commission may approve, conditionally approve, modify, or deny such applications.

Procedures:

Site plan/preliminary plats that contain plans, drawings, illustrations, designs, reports, and other detailed information, as required herein, shall be submitted to the City for review and comment.

Applicants are encouraged to submit preliminary plans for review and comment by the Planning Department prior to final preparation of a site plan/preliminary plat.

Applicants should ensure that they have consulted the design guidelines and development standards within the Fox Trail PAD Amendment. This will assist the developer in achieving a quality project consistent with the Fox Trail PAD Amendment.

When the Planning Director determines that a plan complies with the provisions of the Fox Trail PAD Amendment and the review factors described in the design guidelines, City staff shall prepare a staff report to be submitted, along with the Fox Trail PAD Amendment site plan/preliminary plat, to the Planning and Zoning Commission for consideration.

This plan may be amended as necessary in the same manner it was adopted, by ordinance. Said amendment(s) shall not require a concurrent City General Plan amendment unless it is determined by City staff that the proposed item would substantially affect the General Plan goals, objectives, policies or programs. Site plan/preliminary plat review applies to residential uses and mixed uses.

Transfers:

Density unit transfers will be allowed between parcels within the Fox Trail PAD Amendment area and residential designations may shift one designation up or down as long as the overall project unit total of 2,320 DU's is not exceeded. This gives the PAD Amendment flexibility in serving the City of Surprise and the surrounding areas as a new housing resource for people with a broad range of interests, needs, desires, and lifestyles.

6.3 Maintenance Responsibilities

The streets within the Fox Trail PAD Amendment are both public and private. Public streets will be constructed in accordance with the City of Surprise minimum standards with the right-of-way dedicated to the public. Upon acceptance by the City of Surprise, the City will be responsible for maintenance of the public streets. Private streets will be constructed in accordance with design standards established by the City of Surprise and this PAD Amendment and will be maintained by the Fox Trail Master Community Association (DMCA). The trails are private common areas to be dedicated to and maintained by DMCA. Public parks within the PAD Amendment shall be built and maintained by the DMCA until such time that the parks are dedicated and accepted by the City of Surprise.

6.4 Development Regulations

The development regulations serve as the primary mechanism for implementation of the land use for the Fox Trail PAD Amendment. The regulations contained herein provide an appropriate degree of flexibility to anticipate future needs and afford compatibility among land uses.

General Provisions

All construction and development within the PAD Amendment area shall comply with applicable provisions of the City of Surprise Building Code and the various related mechanical codes, electrical codes, plumbing codes, fire codes, grading and excavation codes, and the subdivision codes, as currently adopted by the City of Surprise and the State of Arizona.

If specific development standards are not established or if an issue, condition, or situation arises or occurs that is not clearly addressed or understandable in the PAD Amendment, then those regulations and standards of the City of Surprise Development Code that are applicable for the most similar issue, condition, or situation shall apply as determined by the City of Surprise Planning Director.

This PAD Amendment may be amended by the same procedure as it was adopted, by ordinance. Each amendment shall include all sections or portions of the PAD Amendment that are affected by the change.

Any person, firm or corporation, whether a principal, agent, employee, or otherwise, violating any provision of these regulations shall be prosecuted under the City of Surprise Development Code pertaining to misdemeanors and compelled to comply with same.

Whenever a use has not specifically been listed as being a permitted use in a particular zone classification within the PAD Amendment, it shall be the duty of the City of Surprise Planning Director to determine if said use is: 1) consistent with the intent of the zone; and 2) compatible with other listed permitted uses. Any person aggrieved by the determination may appeal that decision with the City of Surprise Town Council.



Non-Conforming Uses of Land – Where, at the time of passage of this PAD Amendment, a lawful use of land exists which would not be permitted by the regulations imposed by this PAD Amendment, such use may continue so long as it remains otherwise lawful, provided:

- No such non-conforming use shall be enlarged, increased or extended to occupy a greater area of land than was occupied at the effective date of adoption or amendment of this PAD Amendment.
- No such non-conforming use shall be moved, in whole or in part, to any portion of the lot or parcel other than that occupied by such use at the effective date of adoption or amendment of this PAD Amendment.
- If any such non-conforming use of land ceases for any reason for a period of more than 180 days, any subsequent use of such land shall conform to the regulations specified by this PAD Amendment for the district in which such land is located, with the exception of the copper mining operations.
- No additional structure not conforming to the requirements of this PAD Amendment shall be erected in connection with such non-conforming use of land.

Non-Conforming Structures - Where a lawful structure exists at the effective date of adoption or amendment of this PAD Amendment that could not be built under the terms of these regulations by reason of restrictions on area, height, yards, its location on the lot, or other requirements concerning the structure, such structure may be continued so long as it remains otherwise lawful, provided:

- No such non-conforming structure may be enlarged or altered in a way which increases its non-conformity, but any structure or portion thereof may be altered to decrease or have no effect on its non-conformity.
- Should such non-conforming structure or non-conforming portion of structure be destroyed by any means to an extent of more than 50 percent of its replacement cost at time of destruction, it shall not be reconstructed except in conformity with the provisions of this PAD Amendment.
- Should such structure be moved for any reason for any distance whatsoever, it shall thereafter conform to the regulations for the district in which it is located after it is moved.

At the time of site plan review, all developments shall submit a plan detailing fencing, walls, landscaping, building placement, and other details, which must be in conformance with the PAD Amendment design guidelines for residential and commercial structures.

Land Use Plan Provisions - Land use designations have been assigned to each area identified on the PAD Amendment. Land use provisions for the areas designated for development include planning area and land use designation, and proposed product type area in gross acres.

As designed for this project, gross acres means gross developable acres, which may include some slope banks and interior streets, but excludes major highways and secondary highways.

To ensure the orderly growth of the community, designated planning areas within the PAD Amendment shall be developed at densities consistent with the dwelling counts allowed for each land use

designation, except as provided in a density transfer. Minor modifications in the boundaries and acreage of planning areas or adjustments because of final road alignments, grading or hydrology hazards specified by the City of Surprise will occur during technical refinements in the tentative map process and shall not require an amendment to the PAD Amendment. Maximum dwelling units per cumulative planning area counts will not thereby be affected. The PAD Amendment residential dwelling unit maximum shall be 2,320 dwelling units (2.5 du/ac).

A transfer of residential dwelling units from one residential planning area to another residential area shall be permitted in the PAD Amendment area in accordance with the following provisions:

In no case shall transfers of dwelling units result in:

- Exceeding the overall plan capacity of 2,320 dwelling units;
- Density transfers will be allowed between parcels within the Fox Trail PAD Amendment area, either up or down as long as the overall project unit total of 2,320 DU's is not exceeded.
- Exceeding the capacity of the circulation system or other public infrastructure systems as established for the PAD Amendment area.

At the time of approval of the respective plats by the Planning and Zoning Commission, a revised PAD Amendment Map and Planning Area Summary shall be submitted for all transfers of dwelling units. Said map and table shall also indicate the remaining number of units, if any, that may be accommodated. Said exhibit and table shall be dated accordingly. Transfers of density will be reviewed by the Planning Director for conformance with this PAD Amendment.

Fox Trail Architectural Control Committee (DACC) - The developer will establish the DACC to be implemented through the project's Covenants, Conditions and Restrictions (CC&R's).

All proposed land uses requiring a Special Use Permit shall be subject to review and approval by the DACC. The Committee's purpose shall be to ensure conformance to the PAD Amendment Development Standards, Design Guidelines and General Objectives.



Section 7 Conceptual Residential Product and Design Guidelines

Document Purpose

One of the most important elements in creating community is the design of the residential neighborhood. Great care has gone into the layout and organization of these neighborhoods, emphasizing connectivity with the community, village, open space, and future neighbors. The design of homes is expected to receive that same level of care.

Residential architectural design is key to creating the sustainable, vital neighborhoods within this community. In keeping with the overall community theme, the homes will be of high quality and contribute positively to the character of the streetscene and neighborhoods. These guidelines describe the intent of the architectural design requirements. The guidelines are general in nature, meant to inspire rather than dictate, but outline criteria by which site plans and architecture will be evaluated and approved. The emphasis is placed on diversity of home type, lot size, building orientation, setbacks, massing, and, most importantly, architectural style. This ultimately will create greater value for all.

This document is organized into four sections:

- Style
- Massing
- Details
- Implementation

Each of these sections describes the general intent and specific criteria for the residential design for each of the home types included within Fox Trail.



Guiding Principles

Guiding Principles for residential design at Fox Trail:

Buildings should be appropriate to a desert climate and context.

- Shading and shaded areas should be provided to protect from intense sun.
- Protection from adverse weather should be considered, using a variety of techniques in designs.
- Buildings should complement and reflect the surrounding environment.

Buildings should have an enduring quality.

- Design should draw inspiration from the rich and diverse southwest architectural heritage.
- Native materials and colors should be used.
- Authentic details and ornamentation should be emphasized.

Buildings should contribute to a qualitative nature of neighborhood.

- Proper scale and proportions in massing and details should be used.
- Transitional spaces between public and private spaces (courtyards, porches, low walls, etc.) should be implemented.
- Building setbacks at front and rear should be varied.
- Massing and articulation should be varied.
- Garage placement should vary from lot to lot.

Buildings should be designed of materials and techniques appropriate to achieving realistic hard cost objectives (see simple home design).

- Efficient structural systems should be considered.
- Consistent window and door sizes are encouraged.
- Use of standard modules and sizes are encouraged.

Buildings should be designed with architectural sensitivity to human scale.

- Doors, windows, indoor, and outdoor spaces should be intimate and secure.
- Designs should not overpower the overall streetscape.



Regulatory Requirements

Introduction

The following regulatory requirements will be implemented:

Elevation & Color Packages

- No elevation and/or color packages shall be replicated in either a side-by-side configuration or duplicated across the street from each other.

Setbacks

- All setback requirements will conform with the PAD Amendment, preliminary and final plats for the respective subdivisions.



Style

Intent

The residential architectural intent for Fox Trail is to emphasize the diversity of styles, floorplans, garage placement, materials, and color. In keeping with the overall community theme, the homes will be of the highest quality and contribute positively to the character of the immediate and surrounding community. Overall, the design concept is to blend the traditional architectural styles found in the southwest with contemporary lifestyles, building methods and technologies. Additionally, these styles incorporate detailing appropriate to the setting.

Architectural styles including Spanish Mission, Territorial Ranch, Monterey, and Hacienda. These styles are appropriate to the region, addressing the needs and lifestyles of the residents, and support the community theme as a town developed over a long period of time.

All architectural styles and themes outlined in these guidelines should be interpreted with authenticity. Simple forms and well-detailed elements are crucial to the success of the community. All architectural elements consist of details that represent the best interpretations of that style. Homes should be designed with a few particular styles in mind prior to beginning the design process. A home designed to a particular set of compatible styles is always stronger than a home that has a style applied after the floorplan has been designed.

Diversity is a fundamental guiding principle at Fox Trail. This ensures that neighborhoods are varied and that blanket uniformity is avoided.



Style:

Architectural Styles

The styles selected share similar design attributes. Specifically, these styles:

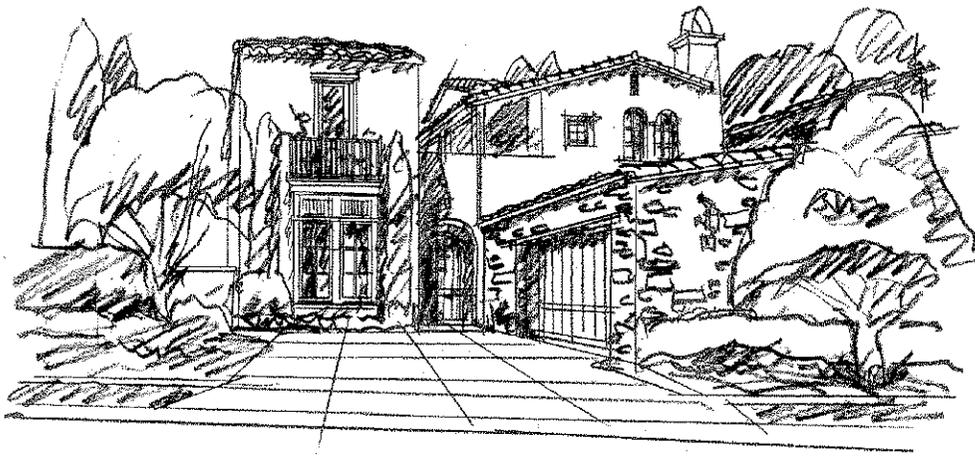
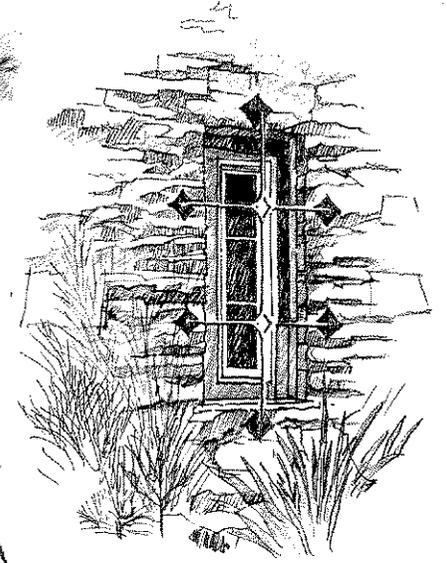
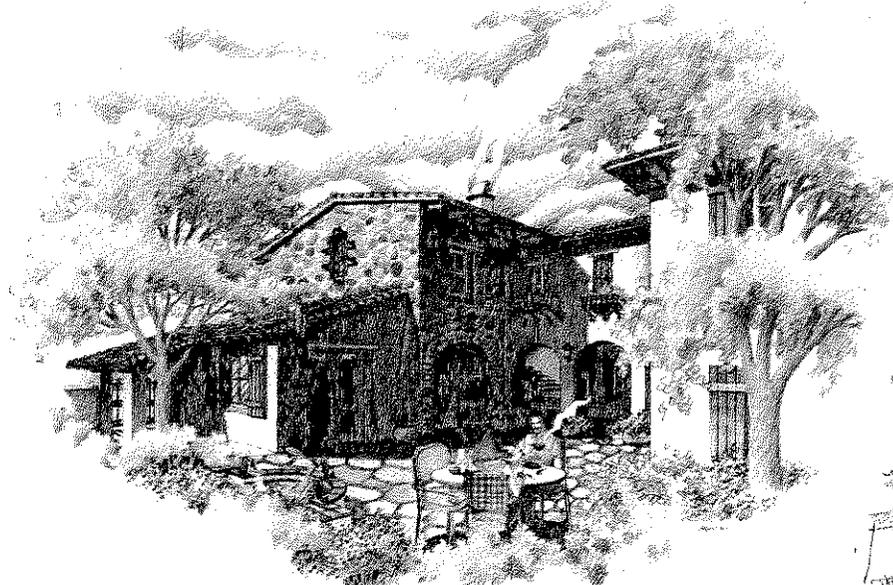
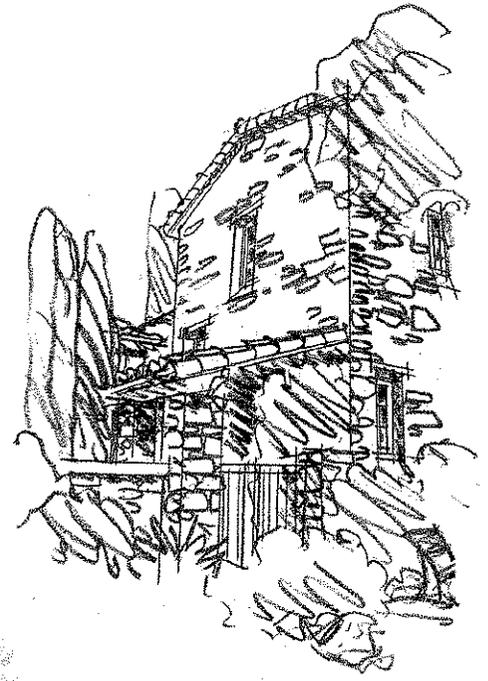
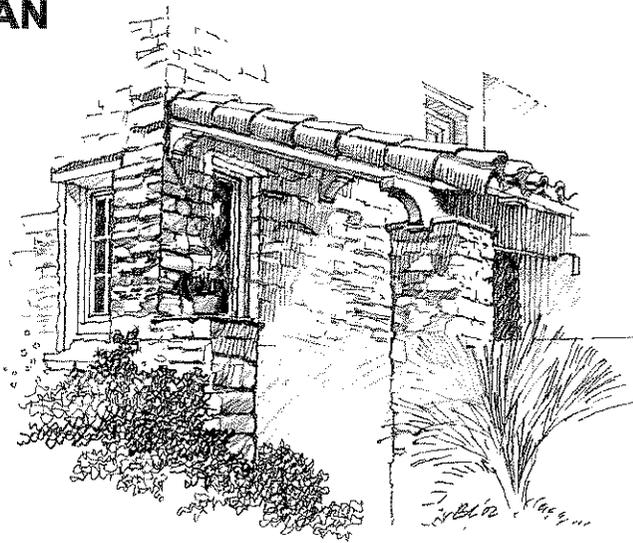
- Are compatible and complementary
- Are generally accepted by market (actually desired)
- Can be implemented using current building methodologies and techniques
- Can be interpreted in a number of ways (creativity, diversity)
- Have a historic relevance to the region (timeless in nature)
- Can be interpreted in contemporary and/or regional adaptations

Criteria:

A minimum of two styles for a 3-plan package, three styles for a 4-plan or more package will be created.



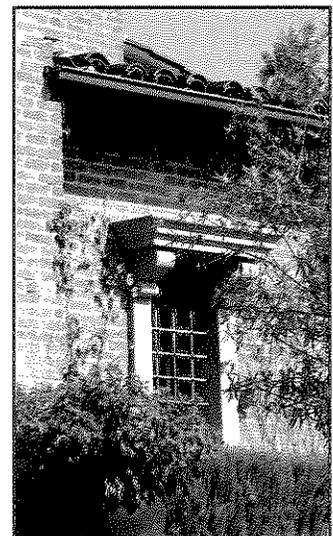
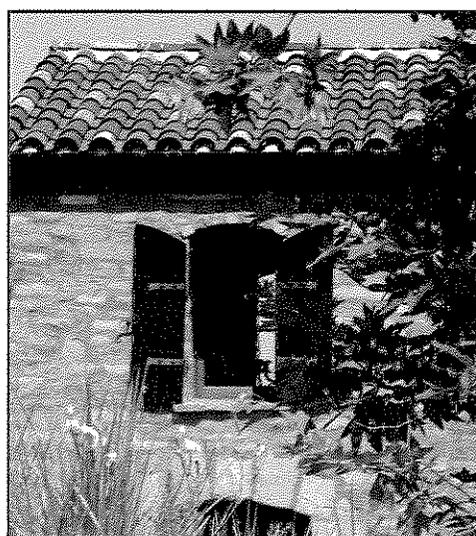
TUSCAN



Representative Images



TUSCAN



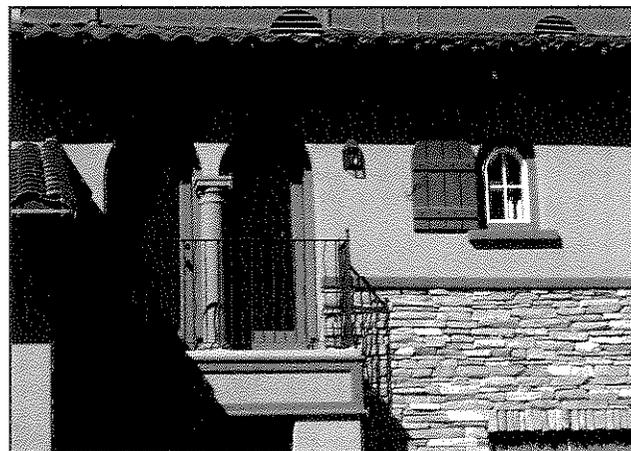
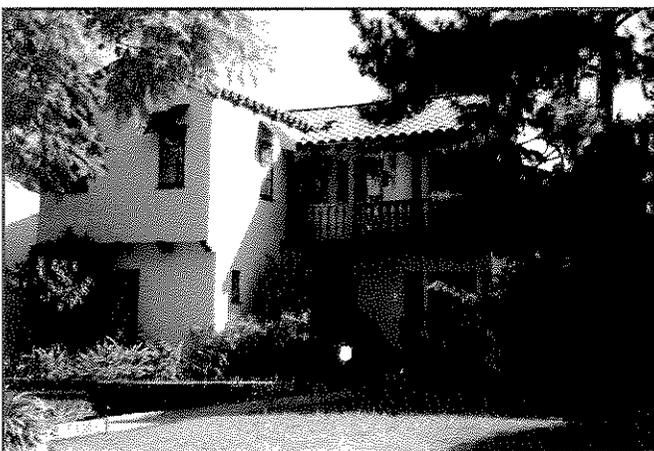
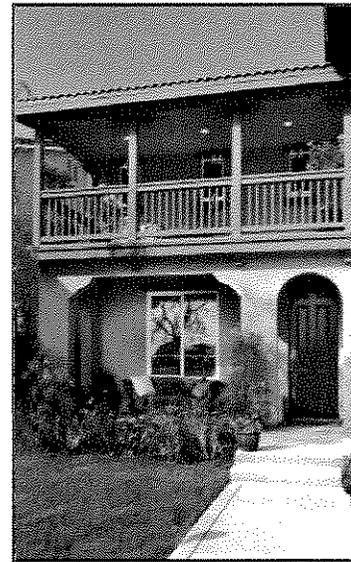
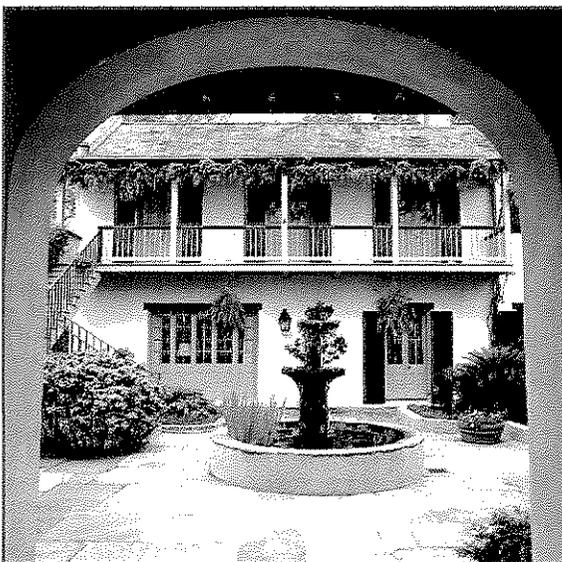
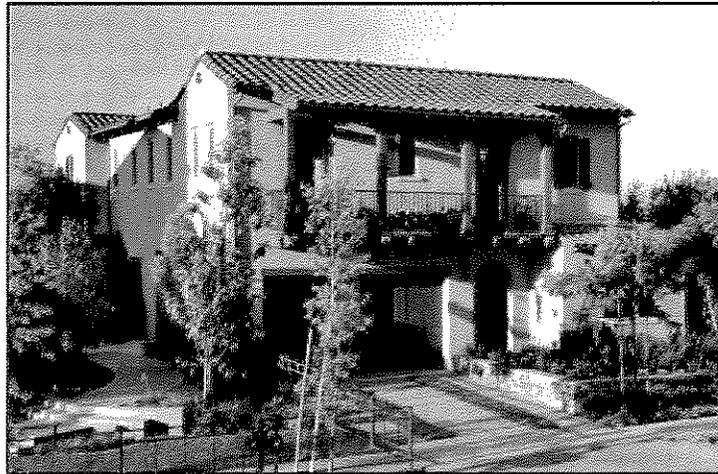
MONTEREY



Representative Images



MONTEREY



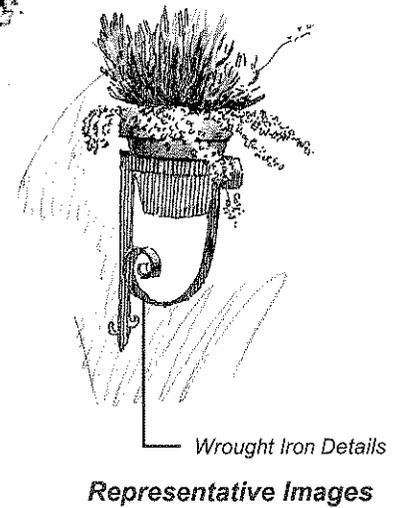
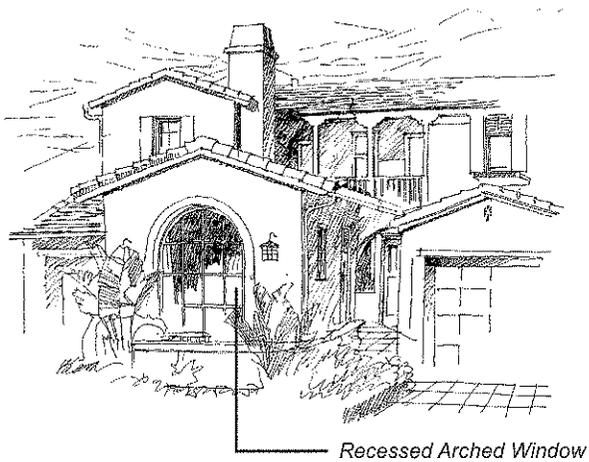
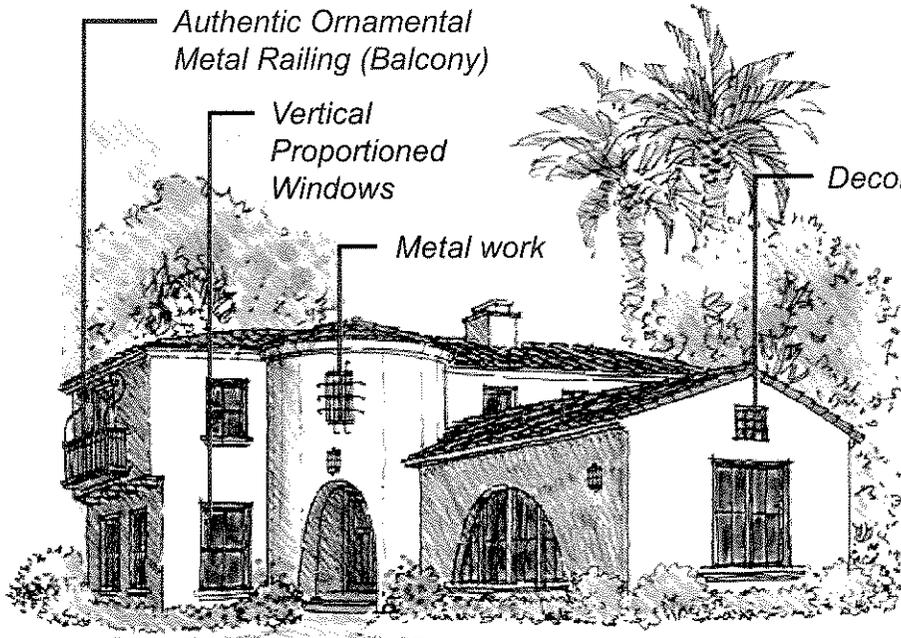
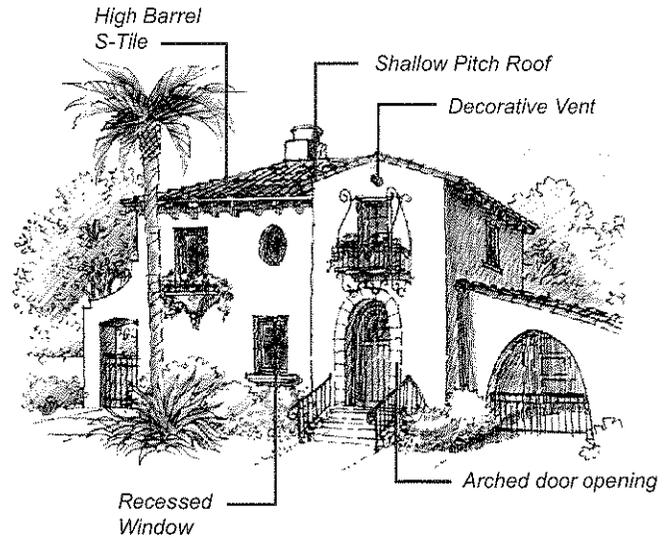
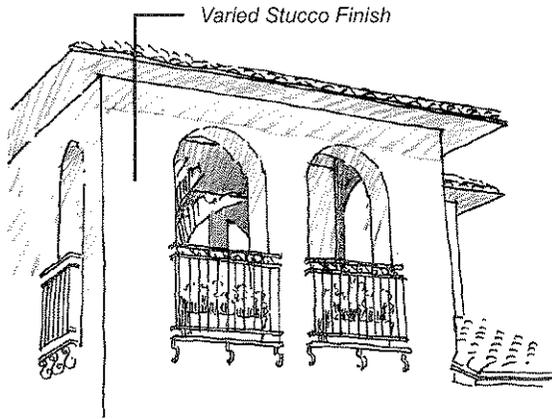
FOX TRAIL
PAD Amendment

CENTEX HOMES

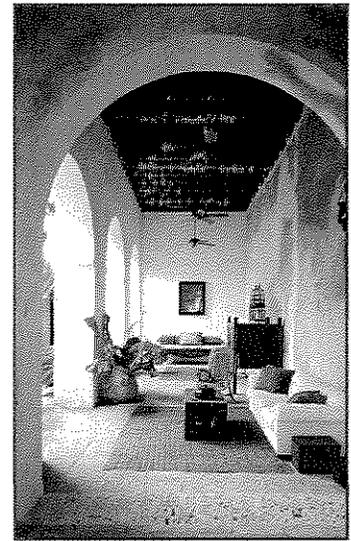
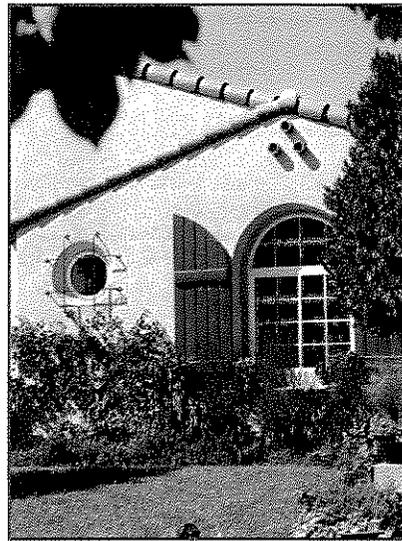
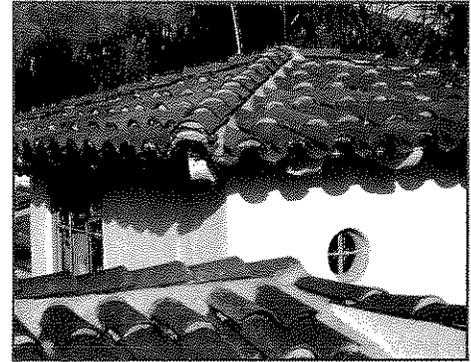
HADLEY DESIGN
GROUP

J Z M K
PARTNERS

SPANISH



SPANISH



FOX TRAIL
PAD Amendment

CENTEX HOMES

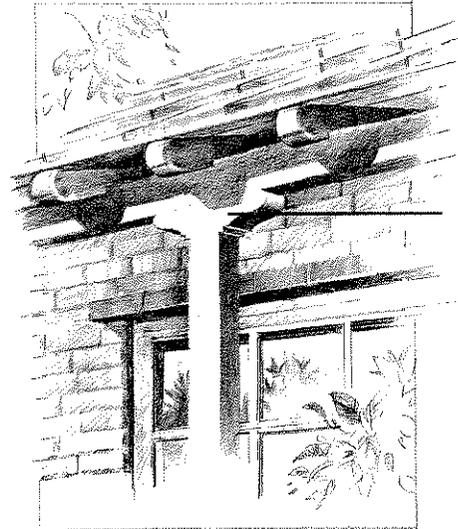
HADLEY DESIGN
GROUP

J Z M K
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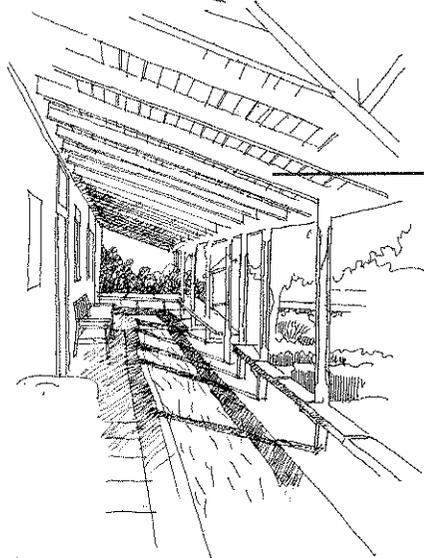
TERRITORIAL RANCH



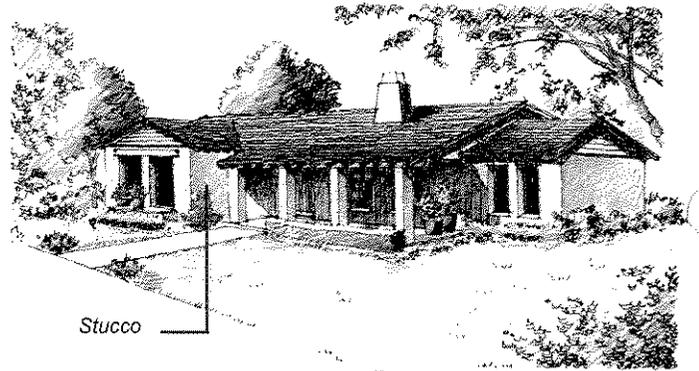
Rafter Details



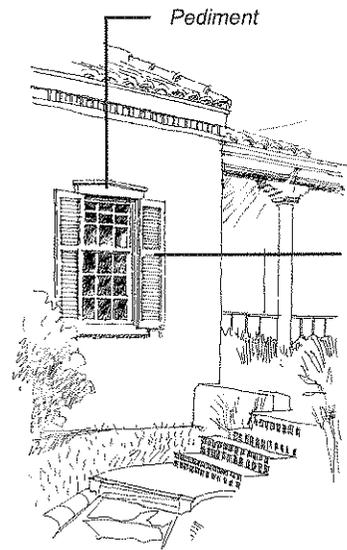
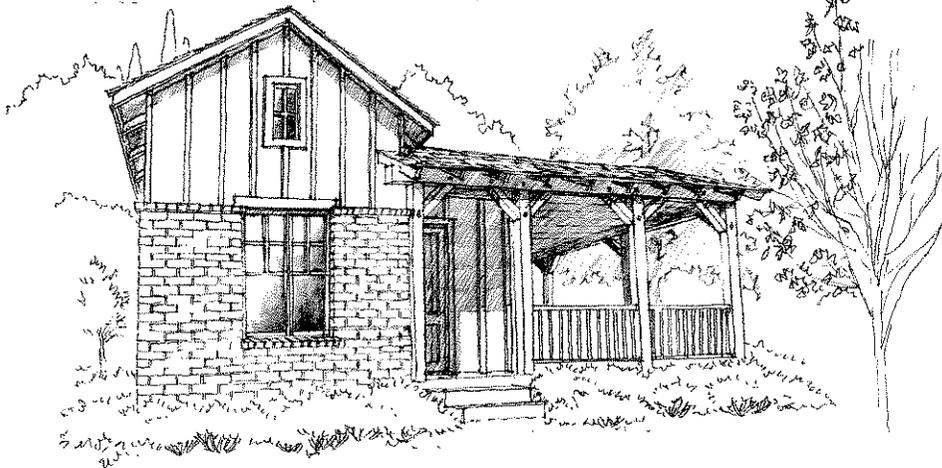
Corbels



Covered Porches



Stucco



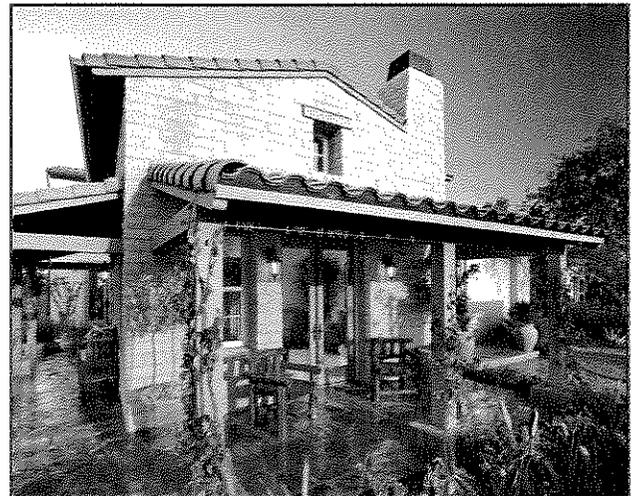
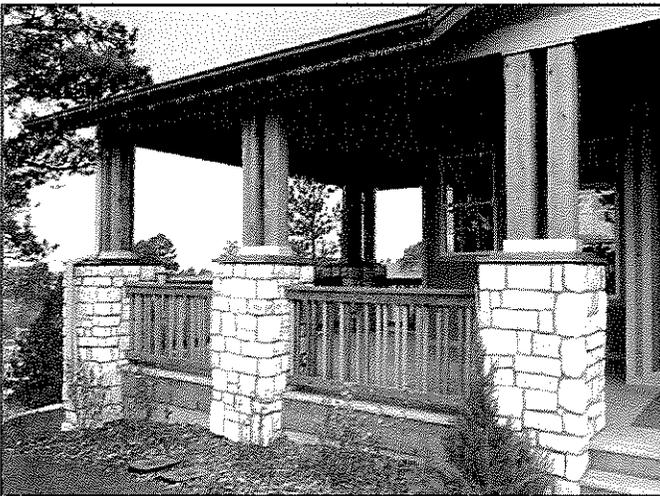
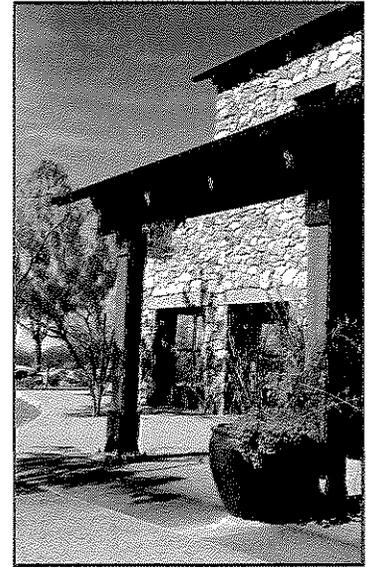
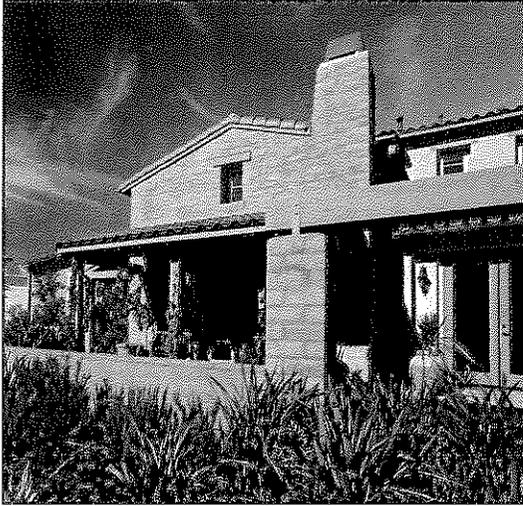
Pediment

Shutters

Representative Images



TERRITORIAL RANCH



Massing

The 'massing' section of the guidelines is intended to provide suggestions for creating neighborhoods and street scenes that have a variety of building forms.

Exterior massing of the home should reflect the general uses inside and be organized to create a positive street environment.

Objectives:

- Minimize visual impact of garages.
- Give attention to composition of building mass.
- Incorporate single story elements in two-story buildings.
- Vary setbacks at porches, living, and garage areas.
- Avoid two story dominance on street scene and sidewalks and open spaces.
- Design with sensitivity to corner lot conditions.
- Use appropriate transition of scale.
- Use four-sided elevation design.

General Elements

The general elements of building massing include:

- Front Articulation
- Roof Form
- Garage Placement
- Balconies and Projections
- Rear Articulation
- Setbacks
- Corner Lot Criteria



Massing

Front Massing and Articulation

Intent:

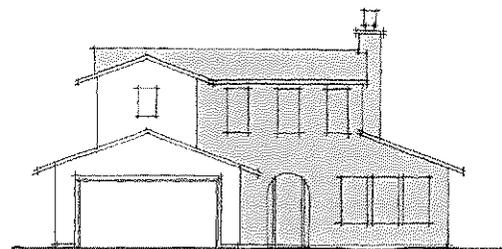
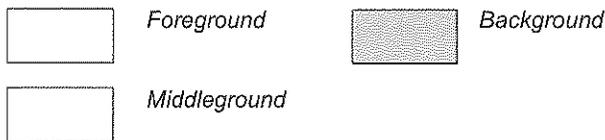
The front elevation of the home is an important element in creating quality neighborhoods at Fox Trail. Special attention will be placed on these elevations and how they address the public realm. Emphasis on location and design of entries, living areas, and garages will be to provide a special element or "gift" to the street. Placing an emphasis on variety of building massing creates a diverse street scene.

Criteria:

- Building massing should be appropriate to architectural style.
- Building details such as doors and windows should be in proportion to the overall building massing.
- All homes should have at least two planes (not counting the garage) of variation in front elevation massing.
- 1/3 of lots greater than 50' wide shall have living area forward to street instead of garage area (homes with swing-in garage may count).
- Corner homes shall have single story elements at corner edge.
- Massing elements projecting a minimum of 4' are encouraged to avoid elevations that appear to have "pasted on" elements.
- Porches and loggias are encouraged to be 6' minimum in depth and have an 8' plate height.
- Building form is encouraged to reflect the interior uses of the home.
- "Recessed" two story elements are encouraged to create human scale buildings.
- Front elevations with a single story element for two story homes are encouraged.
- Front elevations are encouraged to emphasize the placement of living areas, porches, covered terraces, entries, and windows to address the neighborhood street.
- 2/3 of lots less than 50' wide are encouraged to have living area forward to street instead of garage area.

Front Articulation and Entry Scale

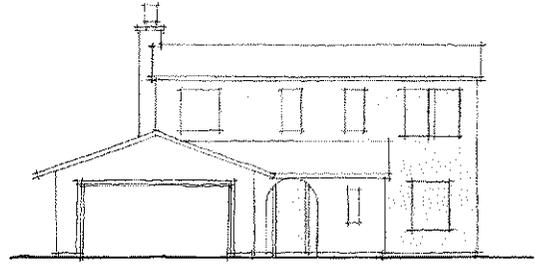
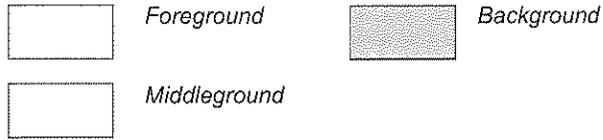
Front Massing Legend



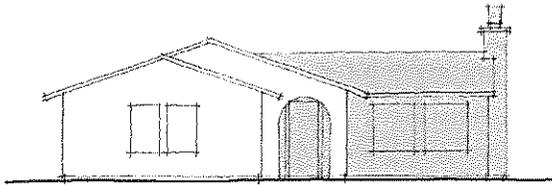
Recessed entry door



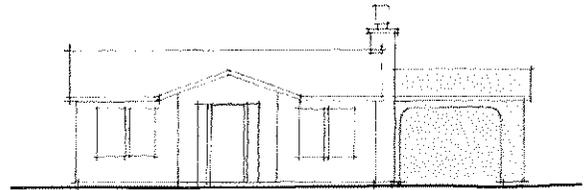
Front Massing Legend



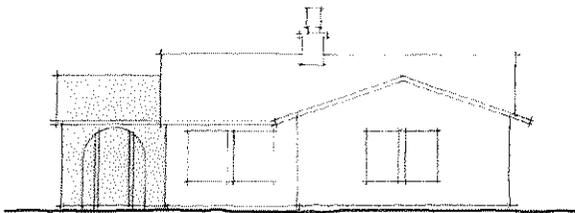
Covered entry door with porch



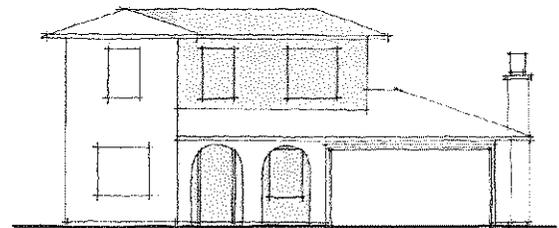
Covered entry door



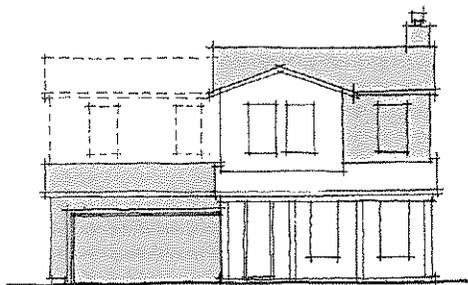
Covered entry door with porch and porte cochere



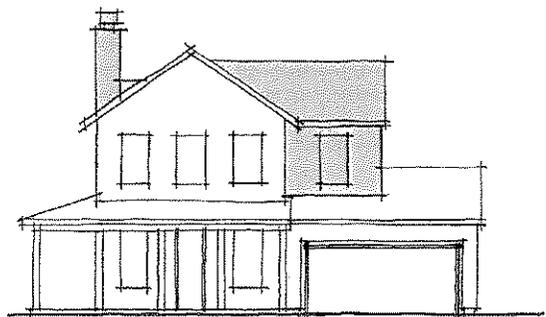
Recessed entry door



Covered entry with porch

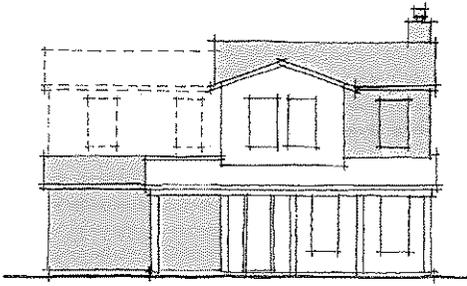


Covered entry door with porch

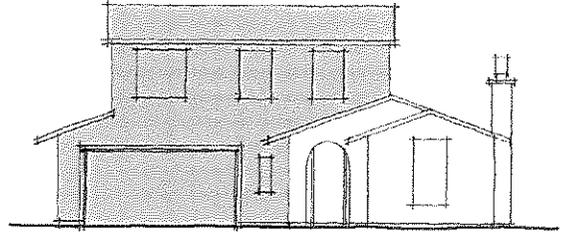


Corner lot entry door with porch

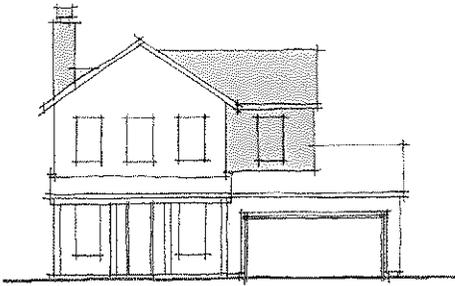




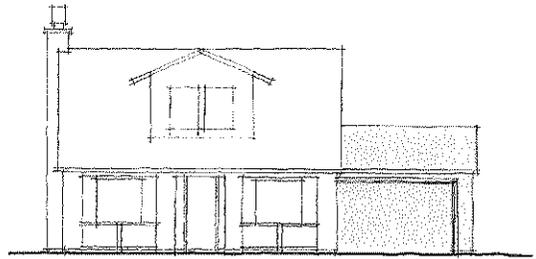
Corner lot entry door with porch



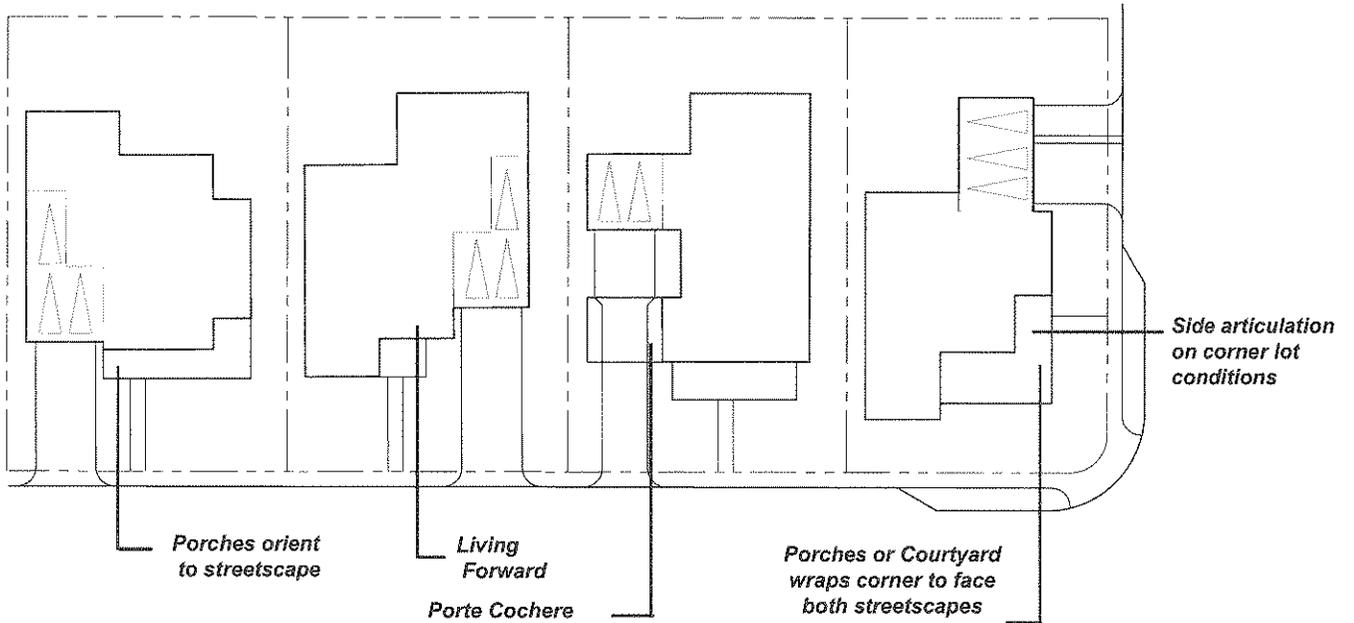
Covered entry door with one story massing



Covered entry door with porch



Covered entry door with porch



Roof Form

Intent:

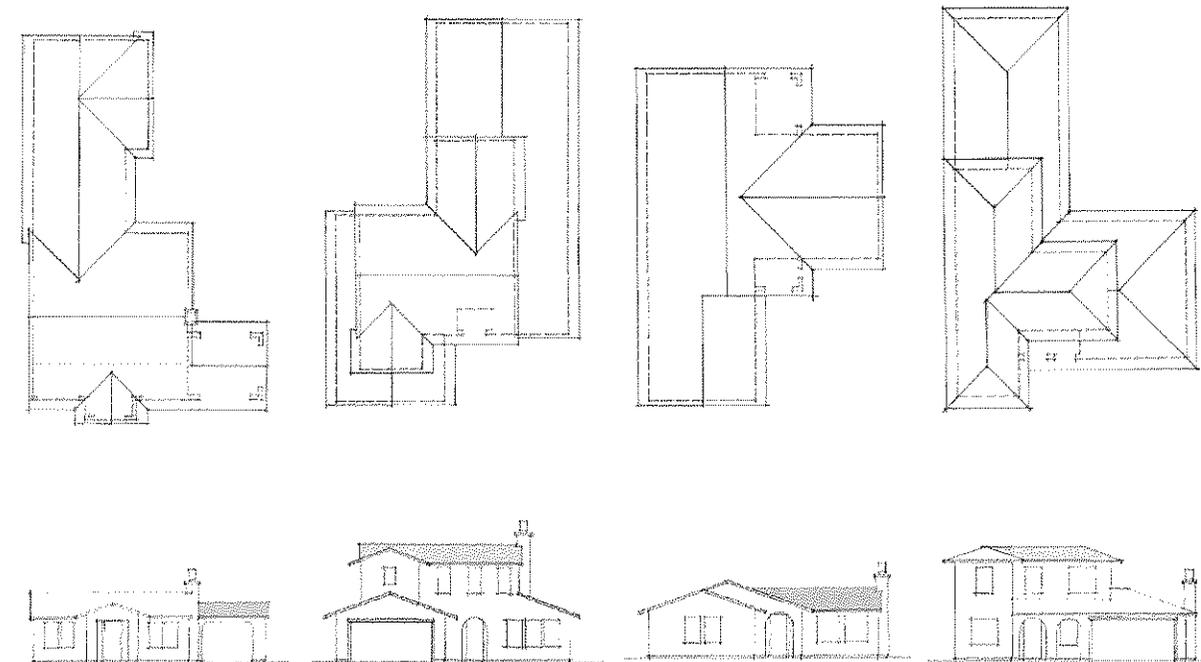
Roof form is an important design element as it relates to the character of the community, observed from both the external edges and inside the neighborhood.

Variety of roof form along arterial and community collector streets creates a positive visual edge to these public ways.

Criteria:

- Roofs shall appear to be composed of a series of simple roof forms. Gable ends shall be a minimum of 12' wide for lot sizes 50' and wider.
- Roofs shall vary in massing along street scene and open spaces.
- No more than three of the same main span roof configurations (front to back or side to side framing) shall be adjacent to one another for variation in massing along the street scene.
- Roof forms are encouraged to reinforce the architectural style of the home.
- Flat roof elements are encouraged only if appropriate to style.
- Mainspan roof directional changes at narrower lots are encouraged.
- Roof pitches are encouraged to range from not less than 3:12 to a maximum of 5:12.

Garage Placement



Roof Variation Along Streetscene



Intent:

The location, configuration and orientation of the garage on its lot are important design elements, both for the composition of the dwelling and its contribution to the streetscape.

De-emphasizing the garage is an important community design element. The goal is to emphasize the living areas of the home as they address the street.

Placing living areas forward encourages 'eyes on the street' for neighborhood safety and security, while establishing neighborhood orientation to the pedestrian as opposed to the automobile.

The following alternative garage configurations are encouraged:

- Mid-Recessed Garage
- Offset (three car garage, 55' lot and larger)
- Split Garage
- Split Garage with Casita
- Motor Court
- Swing-in
- Tandem

Criteria

- At least 2/3 of the plans offered shall implement the identified garage plan concepts.
- Garage door patterns are encouraged to vary from elevation type offered to elevation type offered and reinforce the architectural theme of the dwelling.
- A minimum of 2' offset is encouraged where garages are adjacent on common property lines.
- Offset street-facing garage or swing-in garage configuration is encouraged for 55' or greater lots with 3-car garages.
- Garage door recess is encouraged to be a minimum of 12".

Garage Placement



Swing-in Garage

Three car Garage Treatment

In order to reduce the impact of the three car garage on the street character, a variety of design options are encouraged. Offset garage solutions should be incorporated into the design of the house.

The following design options are encouraged:

- Swing-in
- Split
- Tandem
- Motor Court

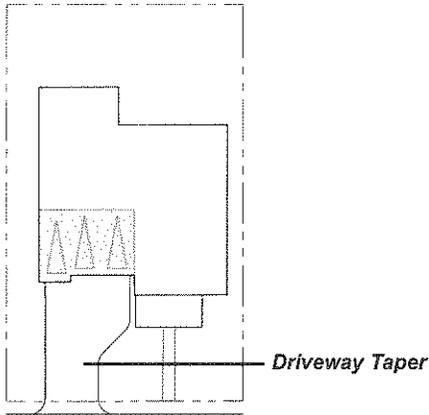
General Criteria:

- Homes are encouraged to be oriented so that entryways and/or garages are adjacent.
- Diversity in setbacks from the street is encouraged.
- Maximize impact of "living forward."
- As with all guidelines, this pattern should be broken occasionally to reduce repetition.



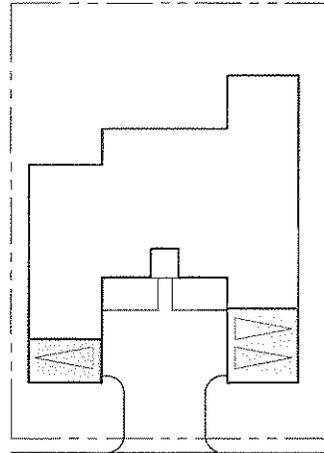
Offset Garage

This garage layout breaks up the massing of the three car garage by offsetting a one car garage from an adjacent two car garage. A two foot minimum offset is encouraged.



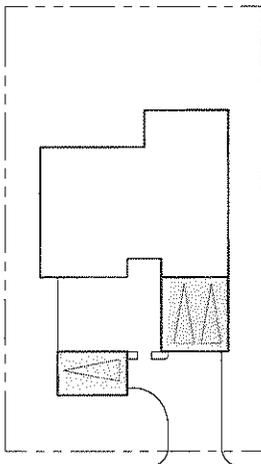
Motor Court Garage

This garage creates a motor court with garages to either side. Garage face to garage face dimension is recommended to be 30' for maneuvering in and out.



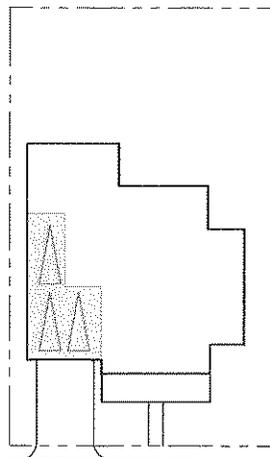
Split Garage

This treatment de-emphasizes the garage by reducing the width of the garage face elevation when a three car garage is desirable. Typically, a one and a two car garage are split to provide a variation in the appearance, articulation and flexibility of the home.



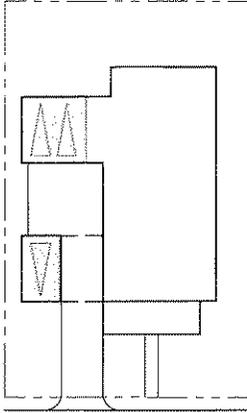
Tandem Garage

This garage layout de-emphasizes the third garage by concealing it behind a standard two car garage condition. This garage configuration can be integrated into the design of a shallow, mid-recessed or deep-recessed garage.

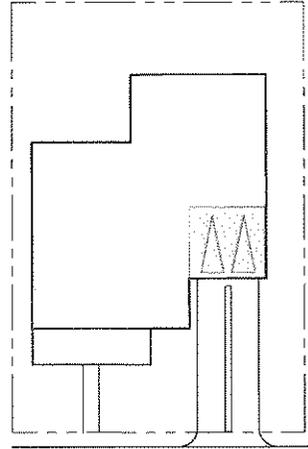


Rear Facing Garage

The rear facing garage screens a two car garage to the rear from view and creates a courtyard to the side of the home.

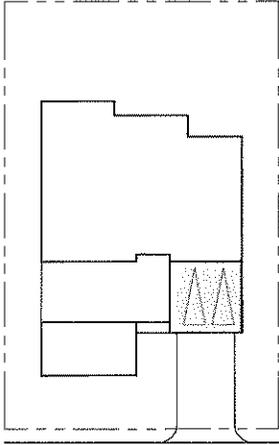
**Mid-Recessed Garage**

Utilize low walls or other design detail to de-emphasize the recessed garage.



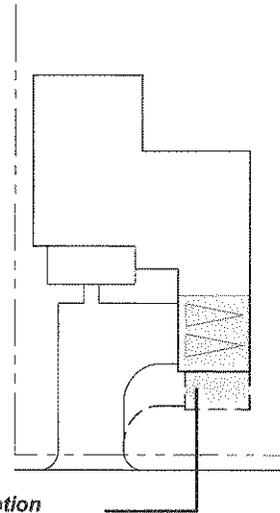
Split Garage with Casita

This garage configuration is similar to the split garage, however the third car garage area becomes a room of the home oriented to the courtyard.



Swing-in Garage

The swing-in garage may be used on a lot with a minimum width of 55'. A minimum of 26' back up space is required. The elevation facing the street shall have an architectural detail such as a window, reveal or pop-out.



Third car garage option



Mid-Recessed garage

Balconies and Projections

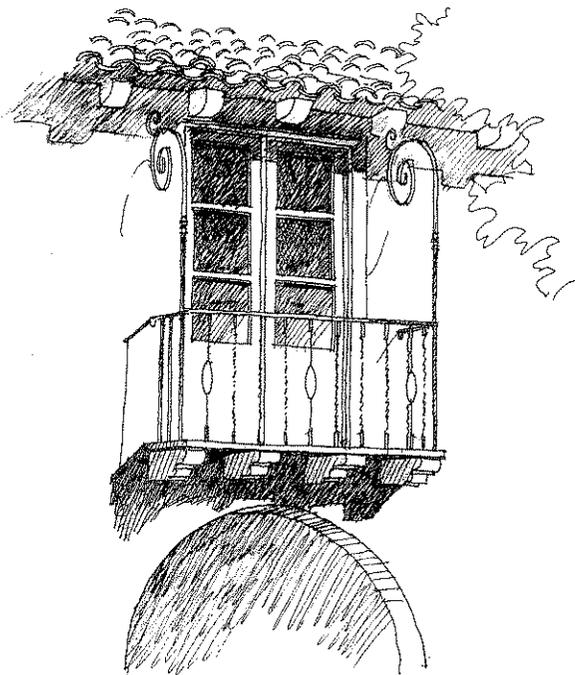
Intent:

As part of the overall composition of a two story dwelling, balconies or projections provide relief and interest at the second story. Additionally, these elements create necessary outdoor rooms, critical to this environment.

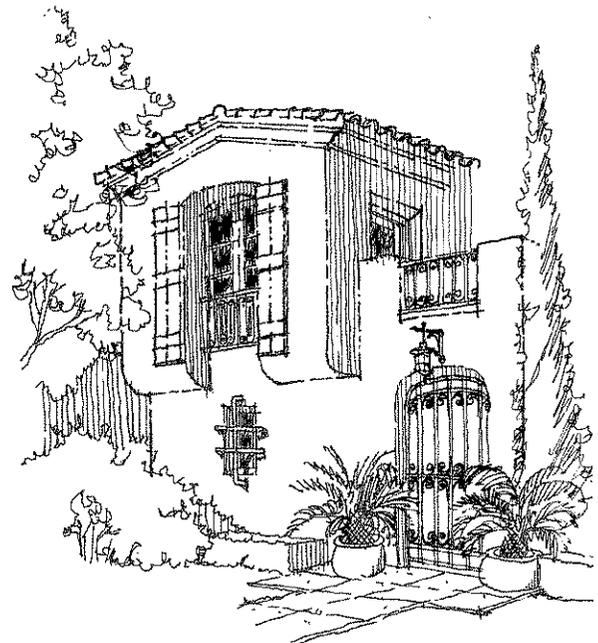
Note: Multiple options should be considered based on effective solar orientation.

Criteria:

- Balconies shall be roofed when they exceed 4' in depth.
- Balconies and projections shall proportionally complement and be integrated into the overall massing of the home.
- Balconies shall not be located at outside edges of homes where they can overlook private spaces of adjacent homes.
- Balcony railings are encouraged to be consistent with the architectural style.
- Architectural projections such as media niches and chimneys are encouraged to be a maximum of 3'.
- Covered balconies and living area cantilevers are encouraged to be appropriate to the architectural style.
- Opportunities for creating shaded areas and useable outdoor spaces are encouraged.



Balcony Detail



Note: Multiple options should be considered based on effective solar orientation.



Rear Massing and Articulation

Intent:

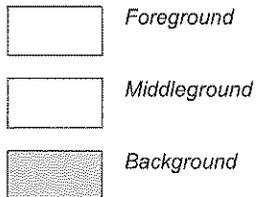
Particular attention will be placed on the design of those dwellings adjacent to or in close proximity of major community roadways, open spaces, or entry features. Whether viewed from distant or close range, massing requirements will be implemented to ensure positive community character in these conditions.

Generally, repetitious elements such as continuous gables ends and similar building silhouettes shall be avoided.

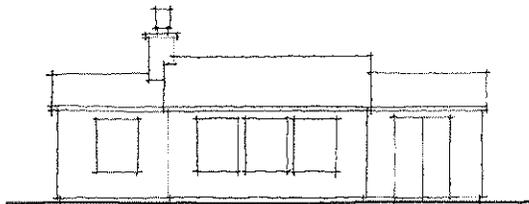
Criteria:

- 1/3 of the plans offered shall utilize projections and/ or offsets that extend 4' from the main wall plane.
- 2/3 of the plans offered shall have single story living spaces that cover at least 30% of the rear façade. The stepping or use of projections shall be encouraged to create the articulated massing important to the character of the community
- Homes directly adjacent to arterial roadways, collector roads, entry drives and open spaces are encouraged to be given particular attention in their rear articulation, contributing positively to these edges.
- Building forms that are assemblies of interlocking masses are encouraged.
- Architectural massing and articulation appropriate to style is encouraged.
- Vertical and horizontal plane breaks are encouraged.

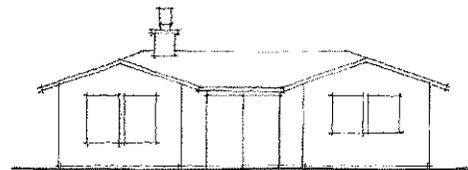
Rear Massing Legend



Single-Story Massing With Gable Roof



Single Story Massing

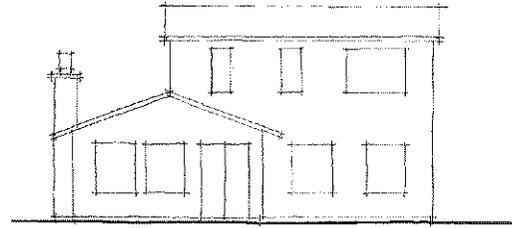


Single-Story Massing With Gables

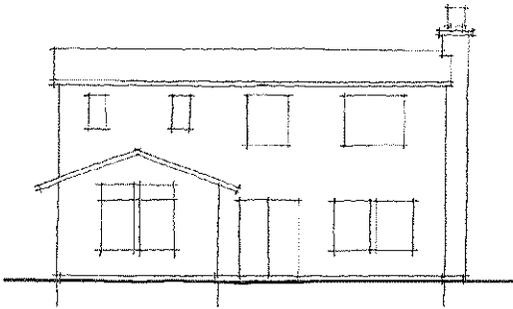


Rear Massing Legend

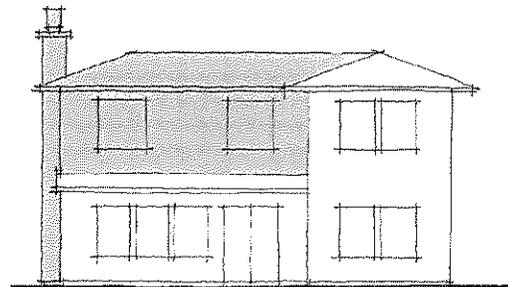
-  Foreground
-  Middleground
-  Background



One And Two-Story Massing



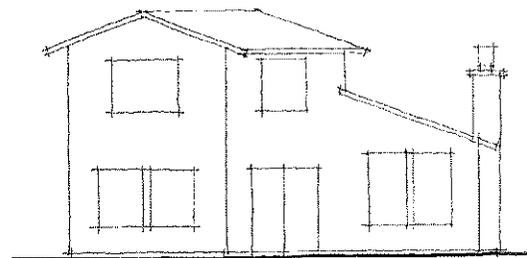
Two Story Massing With Single-Story Projection



Two Story Massing With Two Story And Single-Story Projection



Single-Story Roof Shed With Two Story Element



Two-Story Massing Single-Story Shed



Variable Setbacks

Intent:

Key to quality neighborhood design is the emphasis on the 'living' areas of the home orienting towards the street. To encourage this, reduced setbacks are allowed for living areas as measured from the back of walk.

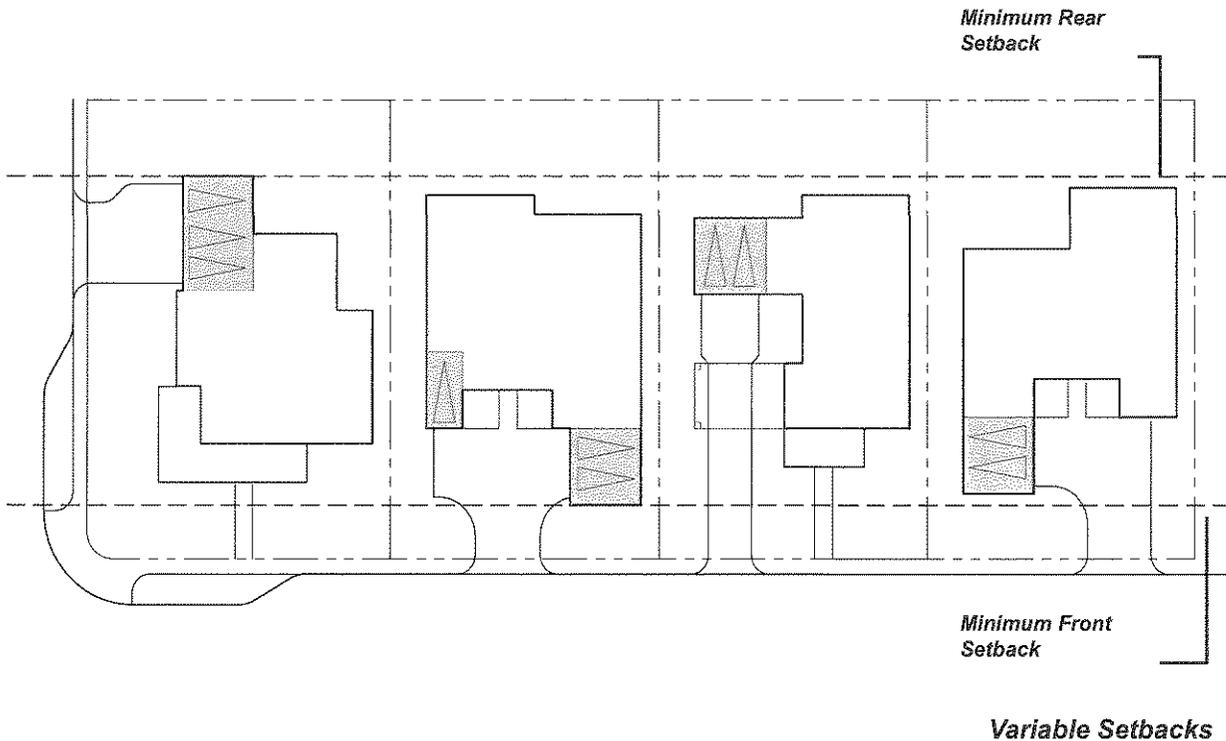
Additionally, variable setbacks for both living and garages are encouraged to create diversity in street scenes.

Criteria:

- Setbacks shall be appropriate and proportionate to the housing type and lot size.
- Variable rear setbacks are encouraged to create variety for edge conditions such as homes backing to collector roads and back to back homes.

Note:

Refer to the PAD Amendment, preliminary and/or final plot for final setback requirements.



Corner Lots / Critical Edge Conditions

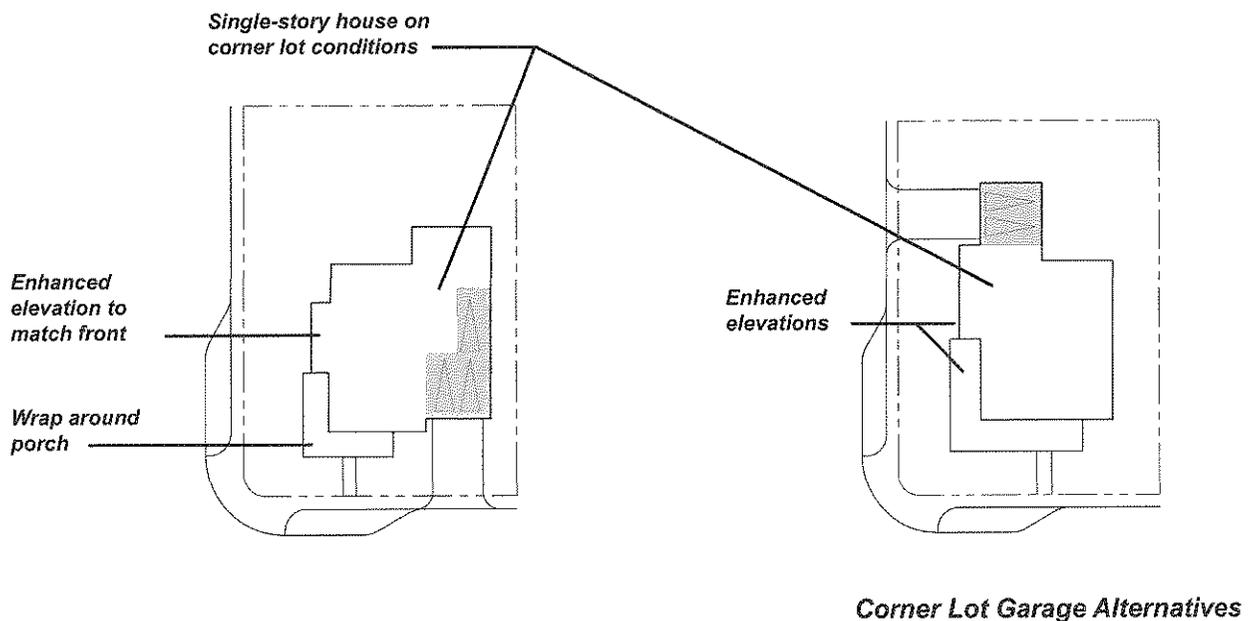
Intent:

Plotting single story elements at corner conditions is an important design consideration in Fox Trail. Creating a "human" scale edge utilizing single-story homes and other architectural details provides optimal massing forms oriented to pedestrians. Porches which wrap around two sides of the house provide a transition from the public realm of the street to the private home.

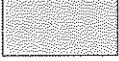
Additionally, homes along arterial roadways or other critical image defining edges shall be predominantly one-story.

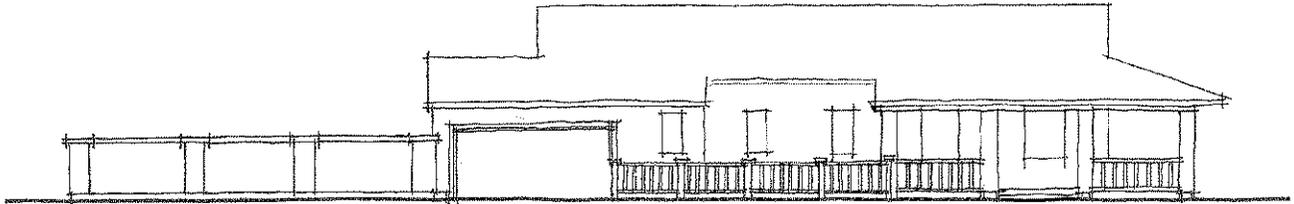
Criteria:

- At least one plan type should be designed for corner lot plotting in order to be flexible.
- Similar massing and detailing utilized on the front elevation shall be incorporated on the side elevation facing the street.
- Homes on the corner lots are encouraged to be designed for two-sided corner exposure.
- Homes on the corner lots shall be limited to one-story, unless a one story element is not available for the selected product type.

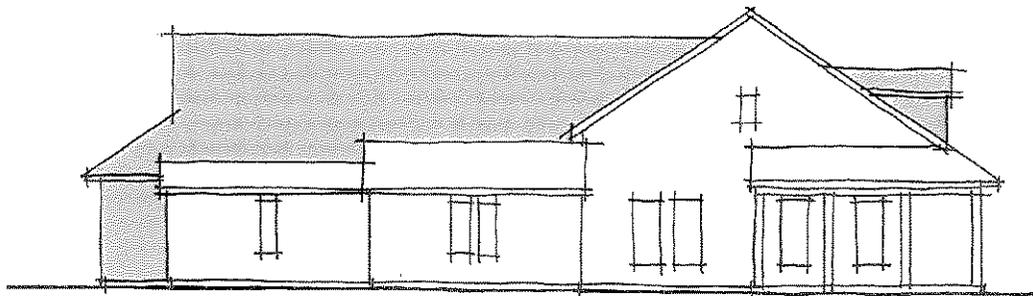


Side Massing Legend

-  *Foreground*
-  *Middleground*
-  *Background*



Single Story Porch Wraps at Corner Condition



Single Story Porch Wraps at Corner Condition



Details

Introduction

Well-executed neighborhoods rely on strong architectural detailing. During the design of the community, great care has been given to the design of the details.

Appropriate focus should also be given to the design of the secondary elements of the architecture.

General Elements

Elements

The following elements are primary:

- Wall Finish
- Accent Materials
- Doors
- Windows
- Exterior Lighting
- Roofing Materials
- Eaves & Rakes
- Color



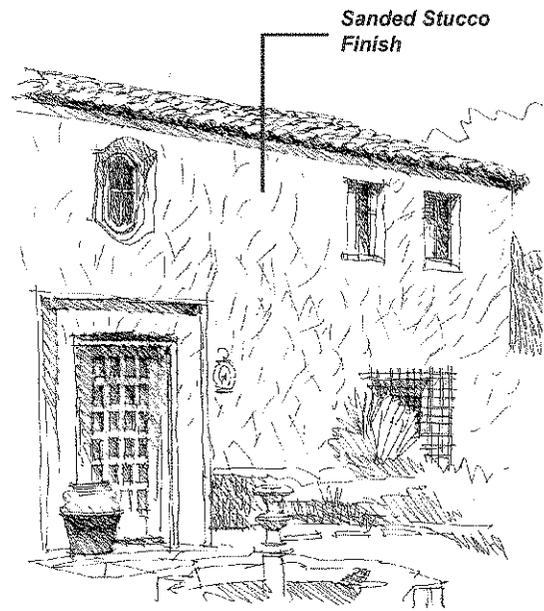
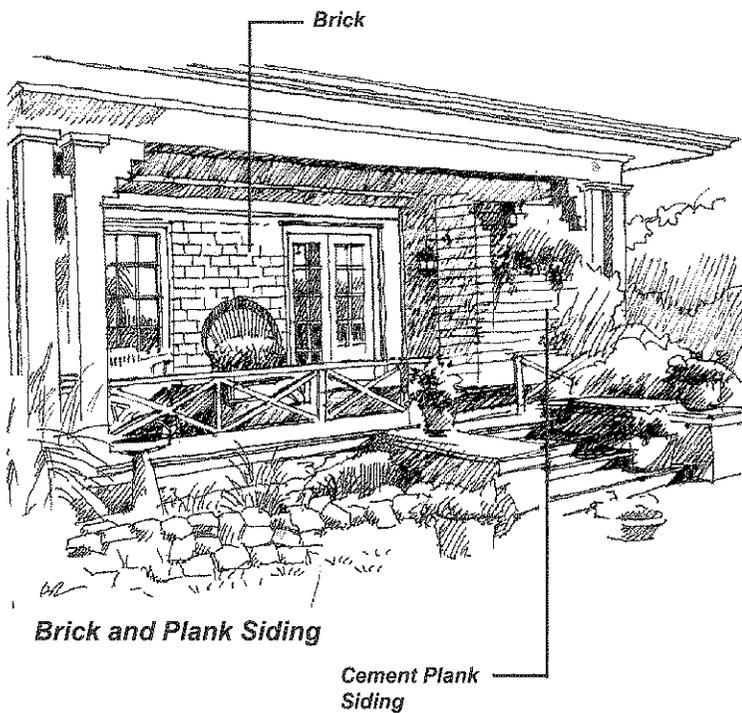
Wall Finishes

Allowed Finishes:

- Stucco
- Stone, brick, adobe, brick veneers (accent materials)
- Cement plank siding
- Board and batten siding

Criteria:

- Stucco shall be the primary wall finish.
- A medium sand finish (30/30) for stucco is encouraged on the window trim.



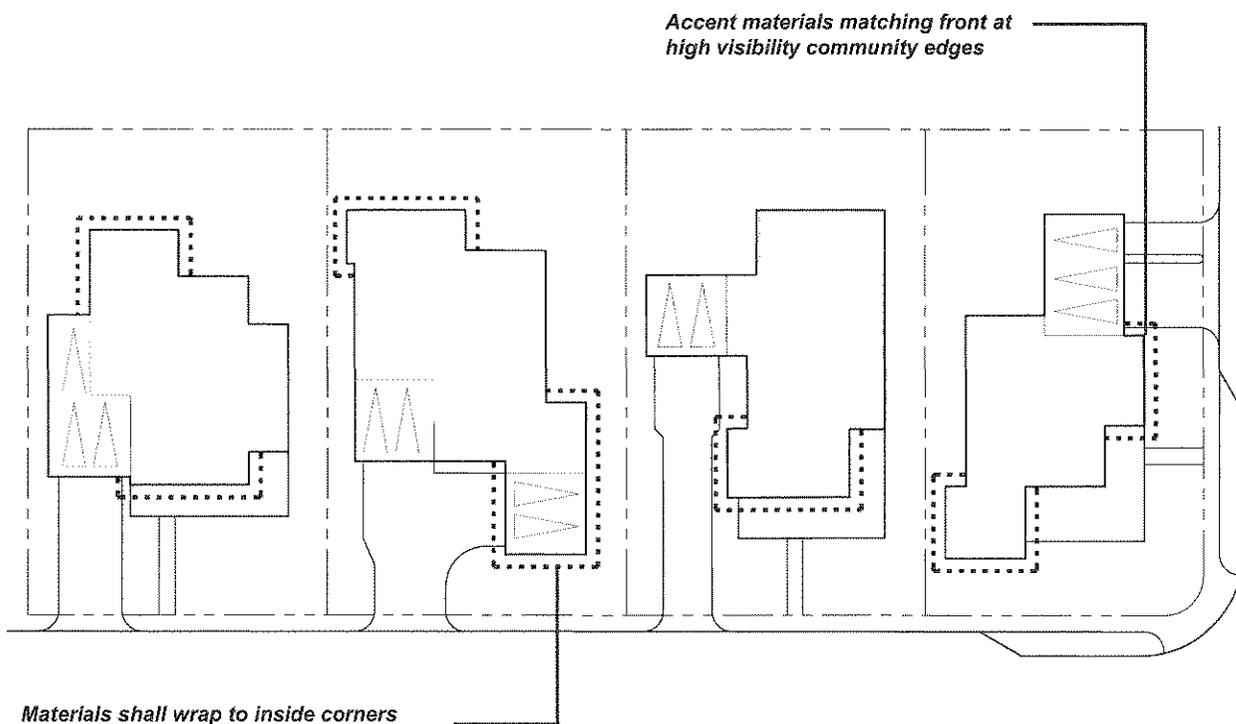
Accent Materials

Intent:

Accent materials reinforce the architectural theme of the dwelling and ensure diversity in character within the neighborhood.

Criteria:

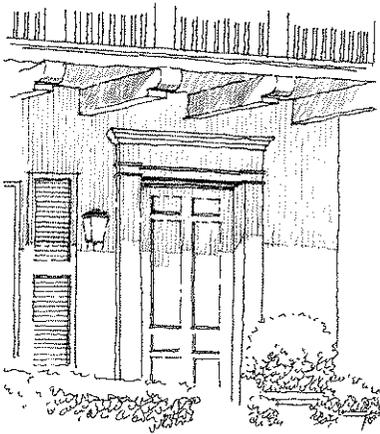
- Accent materials shall be wrapped to coincide with an architectural element, and terminate at inside corners. (Note: Accent materials may terminate at privacy wall conditions).
- Natural stone, approved manufactured or cultured stone, painted or natural brick, precast concrete, ceramic tile, wrought iron, slump block, and horizontal or vertical wood siding (or approved manufactured siding i.e. Cementitious board) are encouraged.
- Accent materials complementing the overall color and style of the home are encouraged.
- Architectural trim applied to all elevations is encouraged to be consistent with front elevation and the architectural style.



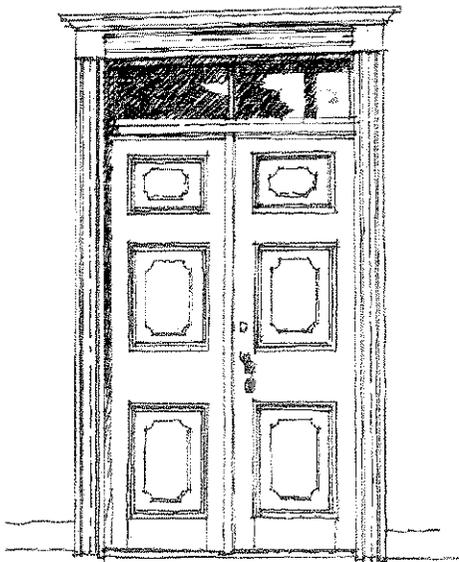
Doors

Criteria:

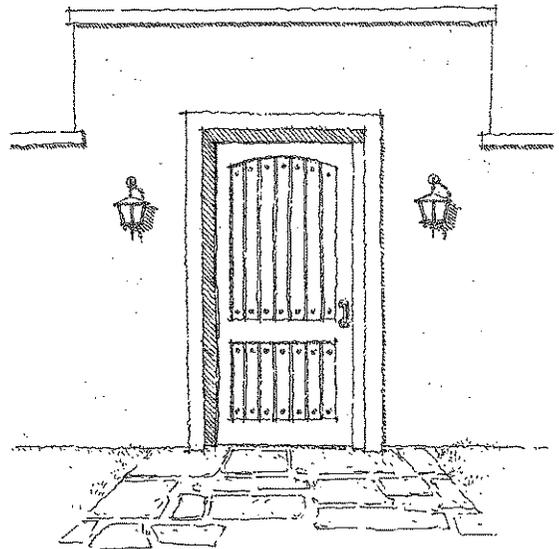
- Front entry doors shall be wood, composite fiberglass, or MDF.
- Design of doors shall be consistent with the architectural style of the home.
- Doors shall be protected by deep recess or porch elements.
- Recessed doors are encouraged at two story massing.
- Entry and garage doors expressing a level of detail appropriate to the style of the dwelling is encouraged.
- Maximum garage door height shall be 8'-0".
- Garage door windows shall be consistent with the architectural style of the home.



Protected Door Under Balcony



Front Door with Trim Detailing

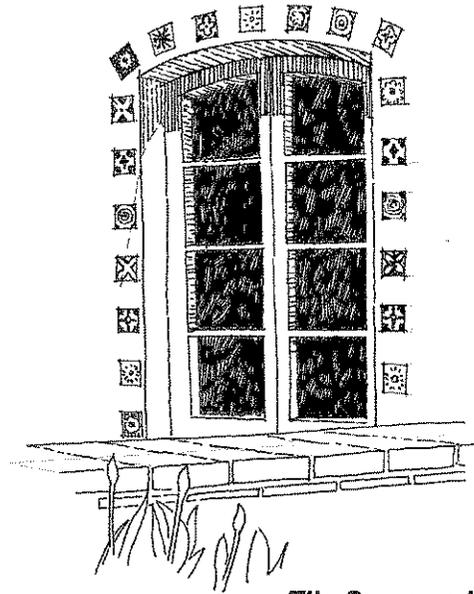


Door To Courtyard

Windows

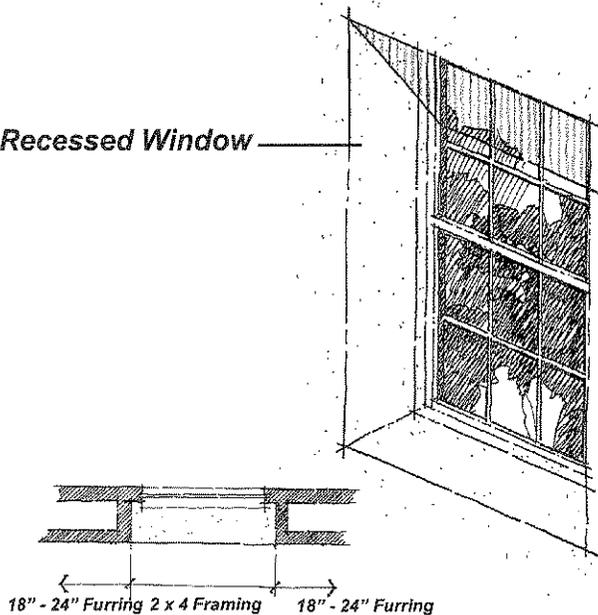
Criteria

- Proportions and alignment shall be appropriate to style.
- No highly reflective glazing shall be used.
- Windows shall be Vinyl or Wood.
- Grates, shutters and tile surrounds are encouraged as style dictates.
- Inset windows are encouraged be a minimum of 2" in depth.
- Recessed windows are encouraged to be a minimum of 18" in depth.
- Full window trim is encouraged on all elevations (front, side, rear).
- Shutters shall be sized to match window width and have appropriate hardware.

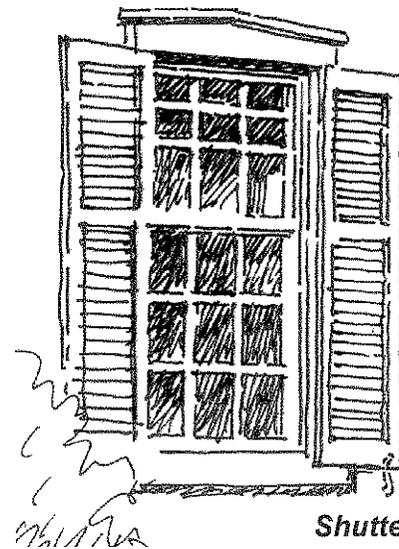


Tile Surrounds Window

Recessed Window



18" - 24" Furring 2 x 4 Framing 18" - 24" Furring



Shutter Detailing



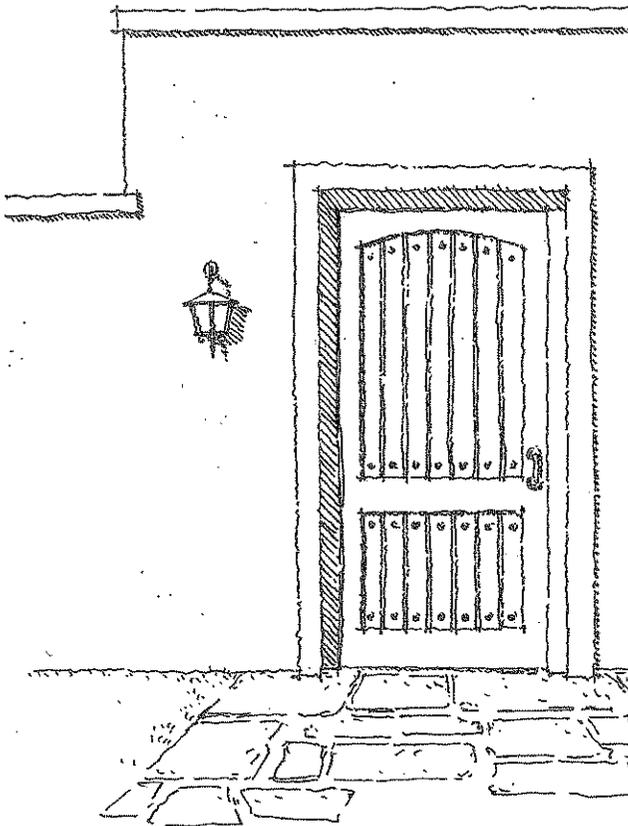
Exterior Lighting

Intent:

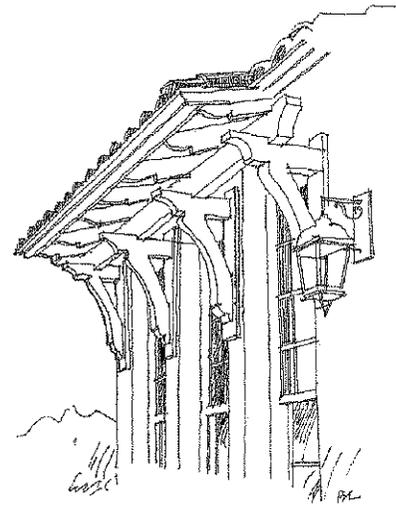
Emphasis will be placed in reducing ambient light at Fox Trail. A specific lighting strategy will be developed identifying criteria for community and neighborhood lighting.

Criteria:

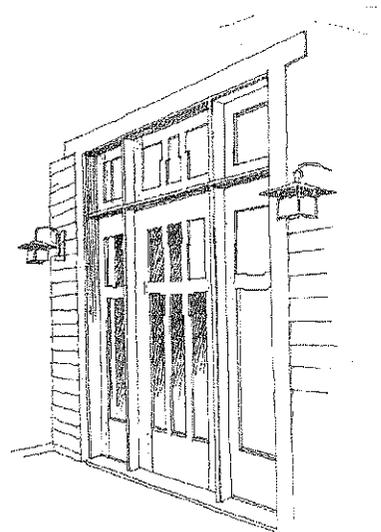
- Lighting used on walls and walkways shall focus light down and provide appropriate down casting hardware to minimize glare.
- Surface mounted lights shall not be permitted in garage door soffits. Lighting fixtures shall be appropriate to the selected style of the home.
- Ambient light shall be cast downward to reduce impact.



Entry Lighting



Lighting Detail Reinforcing Architectural Style



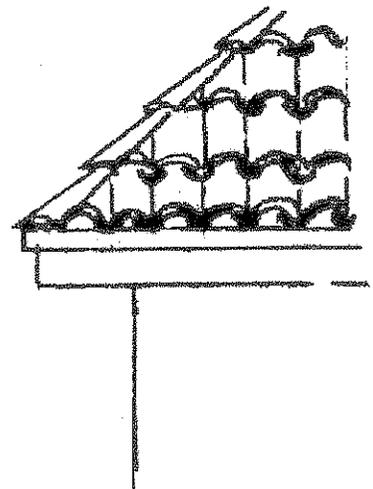
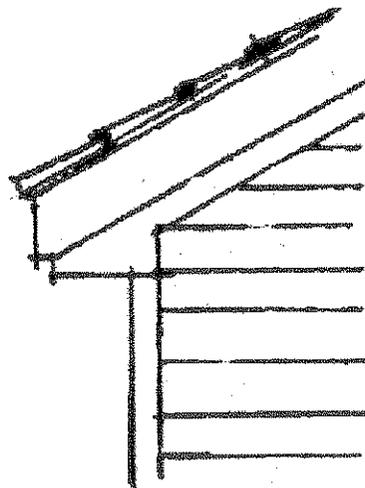
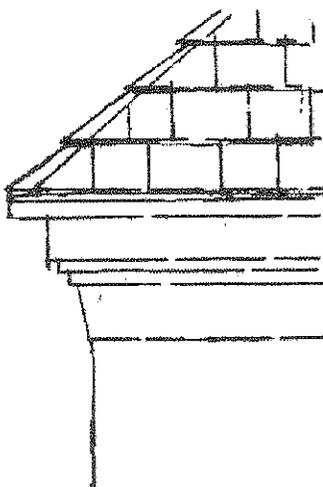
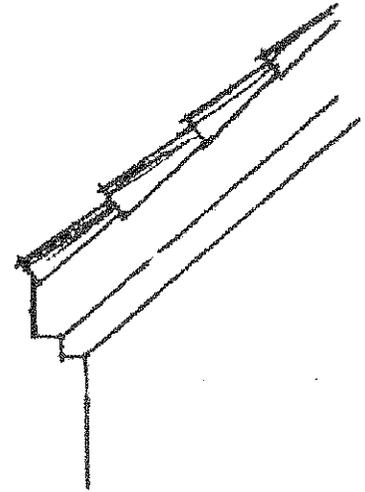
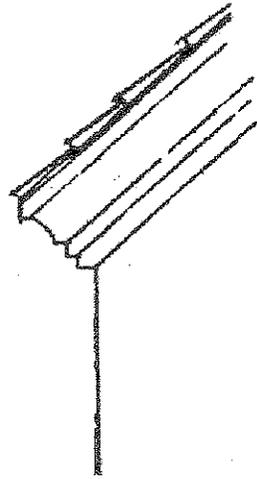
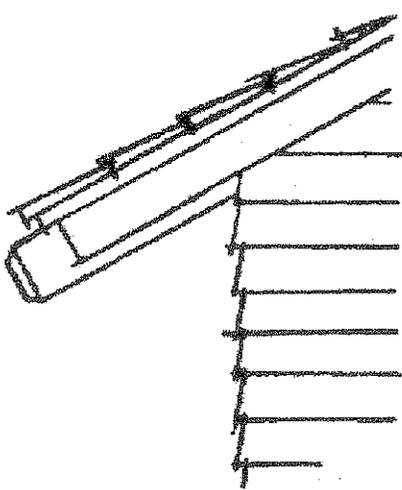
Accent Lighting



Roofing Materials

Criteria:

- Particular attention shall be given to avoiding repetition in continuous gable-ends and similar ridge heights.
- Concrete clay flat or S-tiles shall be used depending upon home style.
- Skylights are not allowed on sloped roofs facing public streets.
- Standing seam metal roofs painted in nonreflective neutral colors are allowed in appropriate architectural styles.



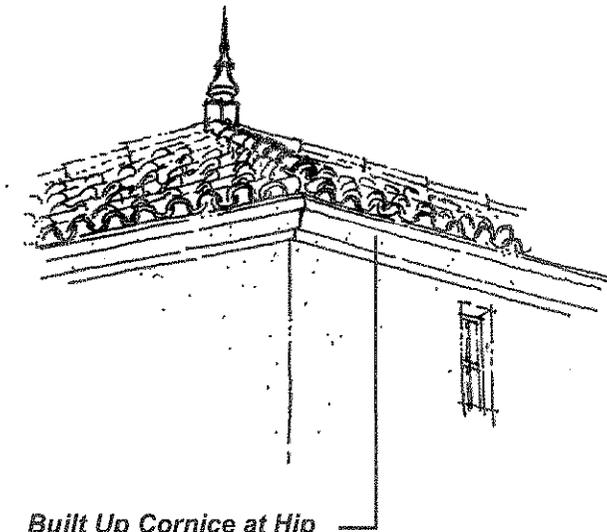
Roof Options



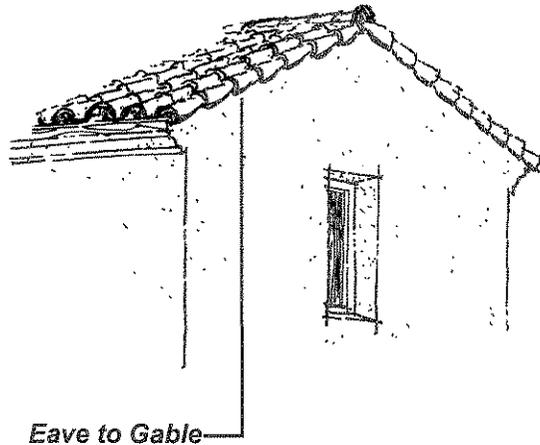
Eaves & Rakes

Criteria

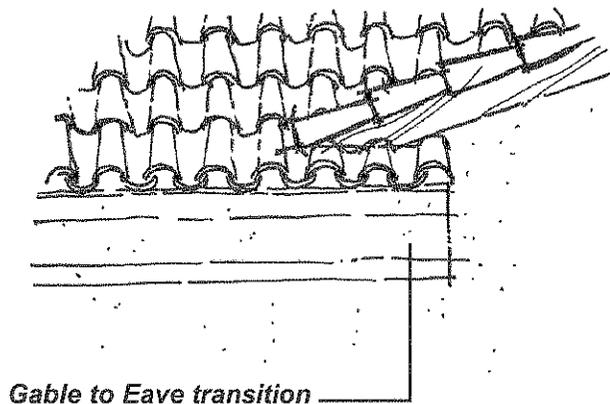
- Rafter tails, when exposed, shall be a minimum of 4", painted or stained. • Attention related to the rake return detail is encouraged.
- Eaves are encouraged to be constructed of simple built-up stucco cornices (wrapped eaves).
- Appropriate to the home's style, larger eave overhangs are encouraged to provide opportunities for shading.
- Proportions of eaves and rakes shall be appropriate to the home style.



Built Up Cornice at Hip Condition



Eave to Gable



Gable to Eave transition



Eave to Rake Transition



Color

Intent:

The exterior color character for the residences at Fox Trail shall draw from the site itself and the influences of the Sonoran desert. Colors should reflect the natural hues found in the desert while embracing the diversity and intensity of color found in this environment.

Generally, the main body of the dwelling shall emphasize hues that are warm in character and saturated in intensity.

Criteria:

- Color shall contribute to distinguishing the overall architectural character of the dwelling.
- Colors should reflect the natural hues found in the desert while embracing the diversity and intensity of color found in this environment.
- Generally, the main body of the dwelling shall emphasize hues that are warm in character and saturated in intensity.
- Hue variation in adjacent homes shall be provided to create diversity within the neighborhood.
- Soft earthen tones are encouraged at the stucco-finished portions of the dwelling.
- Diversity of color is encouraged.
- Saturated regional earth tone colors are encouraged.
- The exterior color character for the residences at Fox Trail shall draw from the site itself and the influences of the Sonoran desert.
- Roof tile colors are encouraged to be consistent with architectural styles.

Other Elements:

Mechanical equipment

- Roof top mechanical equipment is strictly prohibited.
- Air conditioning/heating equipment shall be screened from the street and neighboring views.
- Pool, spa, water softening equipment shall be screened from the street and neighboring views.

Gutters and Downspouts

- Exposed gutters shall match roof trim or wall color.
- Faux copper patina is acceptable.

Accessory Structures

- Any detached living structure, such as casitas associated with the single-family lot shall be designed to match the style, massing and detail criteria of the primary building.



Implementation

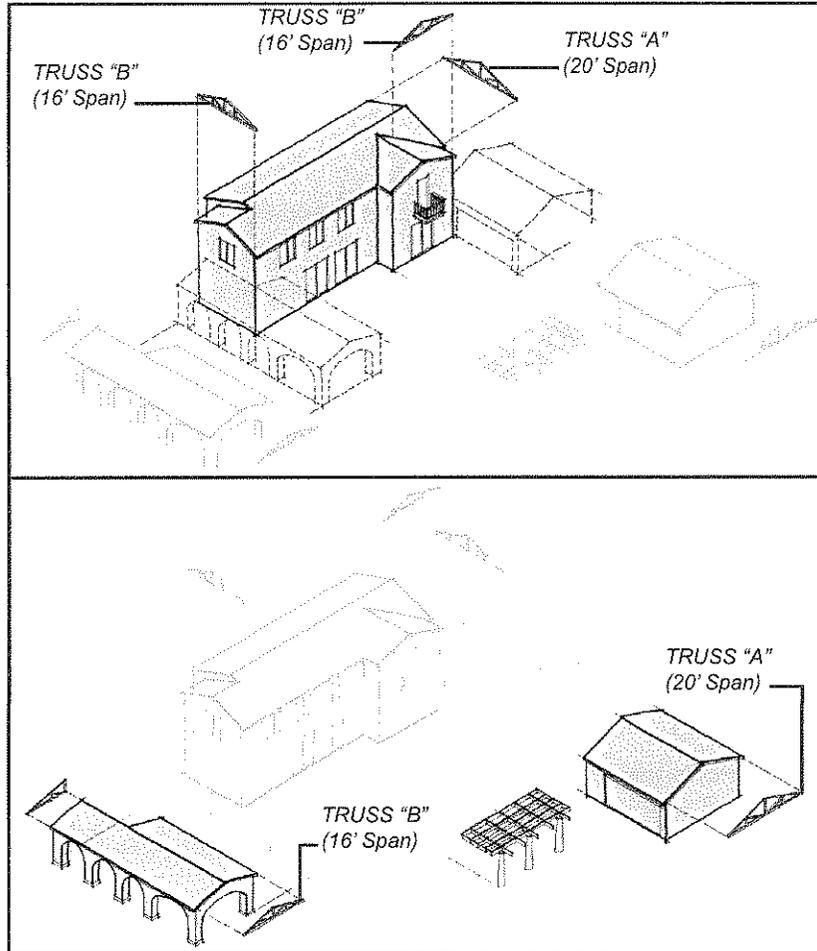
Simple Home Design

Introduction

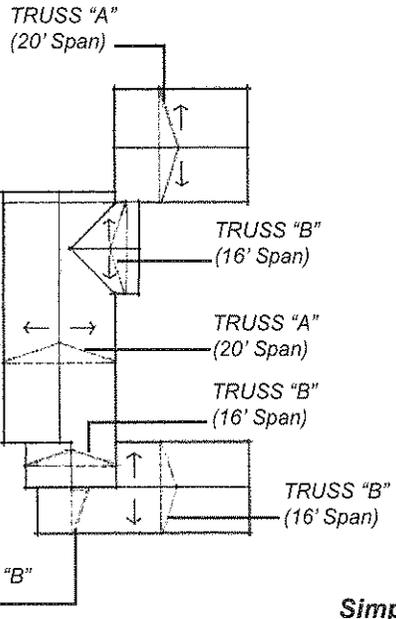
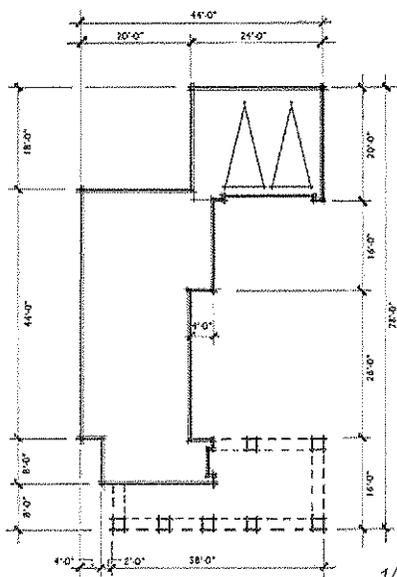
The following section has been developed to aid in the implementation of the aforementioned design criteria. A goal of the community is to balance the desire to create quality neighborhoods and homes within the realities of construction methodologies and target costs. By emphasizing the simple massing and structural forms of the home, costs may be reallocated to more authentic detailing and finishes. These elements of simple home design are intended to be used as tools to achieve hard cost budgets.

Elements of Simple Home Design

- Create a simple series of small span boxes when designing the floorplan.
- All overall dimensions in plan and offsets should be 2' modules. This maximizes the efficiency and utilizing of framing lumber and trusses, as well as forming lumber in the foundation.
- Reduce the number of truss spans for a given project by utilizing the same truss span in a number of locations throughout the project. This reduces the cost for the truss package on the project.
- Utilize 1/2 truss spans for the porches rather than using a new span and truss type.
- Use "shell construction" in one-story houses and eliminate three-point bearing trusses and interior bearing walls and trusses.
- Use girder trusses instead of interior bearing walls and footings.
- Eliminate "scissor" trusses and use flat ceilings instead. Scissors profiles in short span trusses increase construction costs.
- Reduce window schedules to fewer sizes than usual. Utilize same window sizes in multiple locations. Traditional architectural vernaculars are best designed with a simple methodology in selecting window sizes and proportions.
- Keep window sills a minimum of 18" from finish floor, eliminating the need for tempered glass.
- All ceiling heights should conform to Gyp. BD. Modules (8'-1", 9'-1", 10'-1", 12'-1").
- Show schedules for substitute beams at all locations so that Paralam, Glulam, MicroLam, or dimensional lumber can be used.
- Design stair plans with straight legs, rather than curved forms.
- Develop a methodology utilizing a concise variety of modular pieces in kitchens, baths, and utility rooms with standardized cabinet modules.

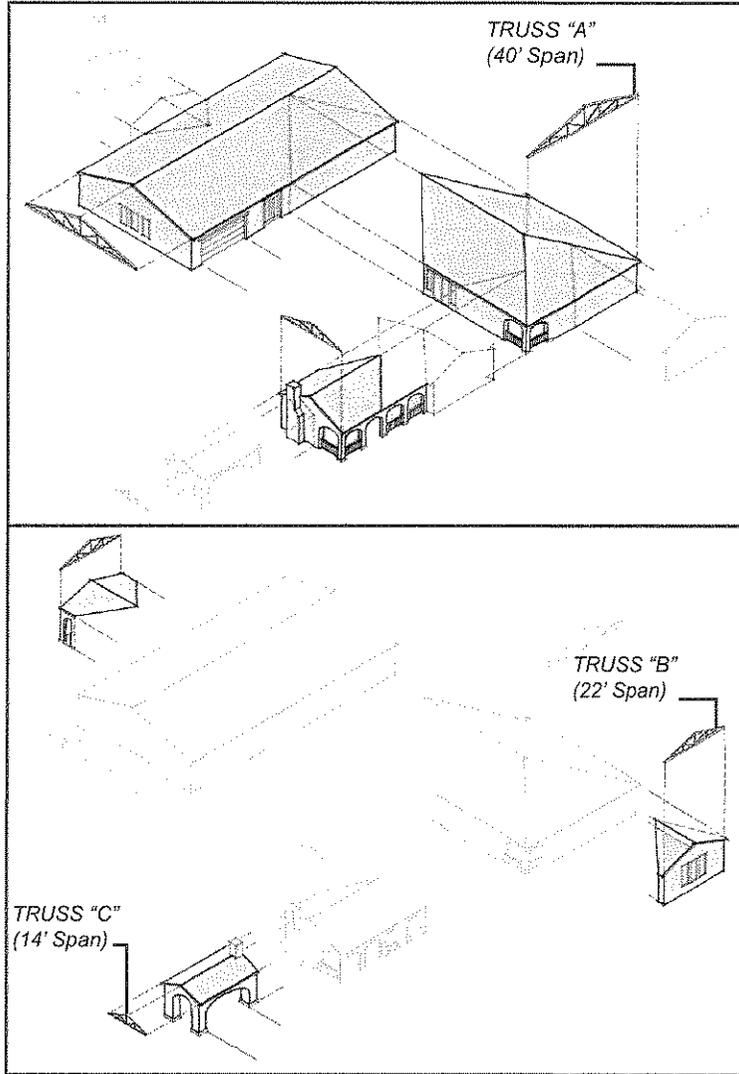


Two-story home with recessed garage

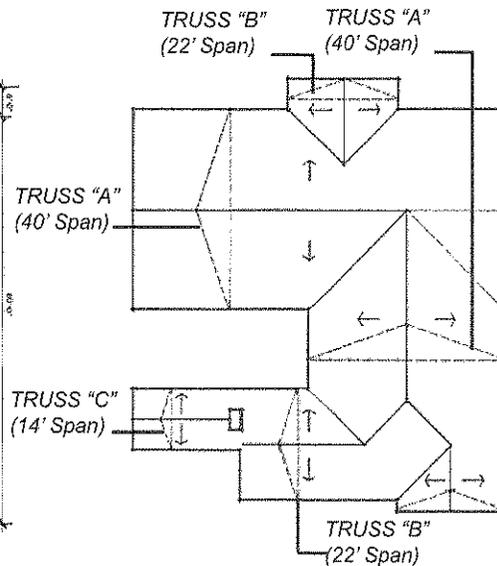
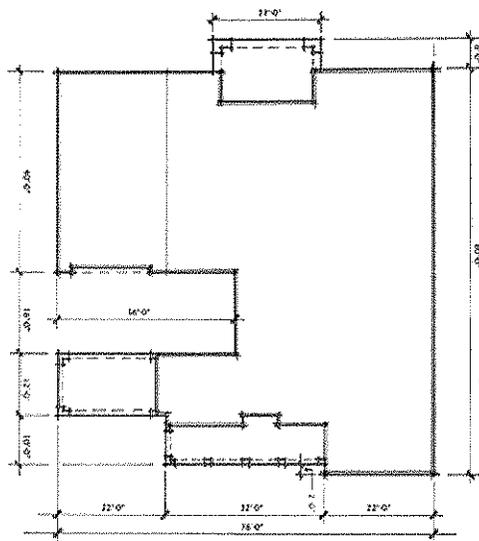


- 2' module for all plan offsets
- Maximizes forming lumber efficiency
- 2' truss modules
- 2 truss profiles total
- Maximizes use of framing, plywood and drywall

Simple Home Design Concept



One-story home



- Simple series of framing "boxes"
- Short span trusses
- Predominately gable framing
- 2' module for all plan offsets
- Maximizes forming lumber efficiency
- 2' truss modules
- 3 truss profiles total
- Maximizes use of framing, plywood and drywall

Simple Home Design Concept



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Product Type*	SFD Front-Loaded					
Zoning	1-R	1-R	2-R	3-R	3-R	4-R
Garage Orientation	Front	Front	Front	Front	Front	Front
Min. Lot Area in SF	9,125	7,875	6,670	6,095	5,280	3,150
Min. Lot Width	73'	63'	58'	53'	48'	42'
Max. Lot Coverage ¹	60%	60%	60%	60%	60%	60%
Max. Building Height ²	30' ³					
Front Setback ⁴						
livable and side entry garage	12'	12'	12'	12'	12'	10'
front facing garage	18' to 22'	<7/18"				
porch	12'	12'	12'	12'	12'	10'
Rear Setback						
livable	20' ⁵	20' ⁵	15' ⁵	15' ⁵	15' ⁵	10' ⁵
garage	4' ⁵					
Side Setback						
interior	5/8'-13' ⁸	5/5'-10' ⁸				
corner livable	13' ⁹	10' ⁹				
Density Range (in DU/AC)	1.0-3.0	1.0-3.0	3.0-6.0	4.0-6.0	4.0-6.0	7.0-10.0

* These products are conceptual typical product types. Others may be implemented provided they meet the development standards as outlined in the Development Standards.

¹ Maximum Lot Coverage including garage, not including porches, patios, stoops, balconies, etc.

² Maximum building height measured to top of roof, not including mechanical equipment.

³ Maximum building height measured to top of ridge.

⁴ Front setback measured from back of walk.

⁵ Setback to property line.

⁶ Building to building.

⁷ 0' building to building for attached product.

⁸ Variable setbacks from 10' to 16' to allow for improved street scene and improved garage to dwelling offsets.

⁹ Corner lots adjacent to tracts are treated as an interior lot.



Product Type*	SFD Alley-Loaded	SFD Courtyard	Triplex	Rowtowns	Autoplex
Zoning	4-R	4-R	4-R	5-R	5-R
Garage Orientation	Rear	Court	Front/Rear	Rear	Court
Min. Lot Area in SF	2,112	2,500	N/A	N/A	N/A
Min. Lot Width	32'	n/a	n/a	n/a	n/a
Max. Lot Coverage ¹	60%	60%	80%	80%	80%
Max. Building Height ²	30' ³	30' ³	30' ³	30' ³	30' ³
Front Setback ⁴					
livable and side entry garage	10'	10'	10'	10'	15'
front facing garage	n/a	n/a	n/a	n/a	n/a
porch	10'	10'	10'	10'	10'
Rear Setback					
livable	10' ⁵	10' ⁵	10' ⁵	10' ⁵	n/a
garage	4' ⁵	4' ⁵	4' ⁵	4' ⁵	n/a
Side Setback					
interior	5'/5'-10' ⁸	5'/5'-10' ⁸	0' ⁷ , 15' ⁶	0' ⁷ , 15' ⁶	0' ⁷ , 15' ⁶
corner livable	10' ⁹	10' ⁹	10' ⁹	10' ⁹	20'
Density Range (in DU/AC)	7.0-10.0	7.0-10.0	7.0-10.0	11.0-18.0	11.0-18.0

* These products are conceptual typical product types. Others may be implemented provided they meet the development standards as outlined in the Development Standards.

¹ Maximum Lot Coverage including garage, not including porches, patios, stoops, balconies, etc.

² Maximum building height measured to top of roof, not including mechanical equipment.

³ Maximum building height measured to top of ridge.

⁴ Front setback measured from back of walk.

⁵ Setback to property line.

⁶ Building to building.

⁷ 0' building to building for attached product.

⁸ Minimum building separation for SFD is 10'.

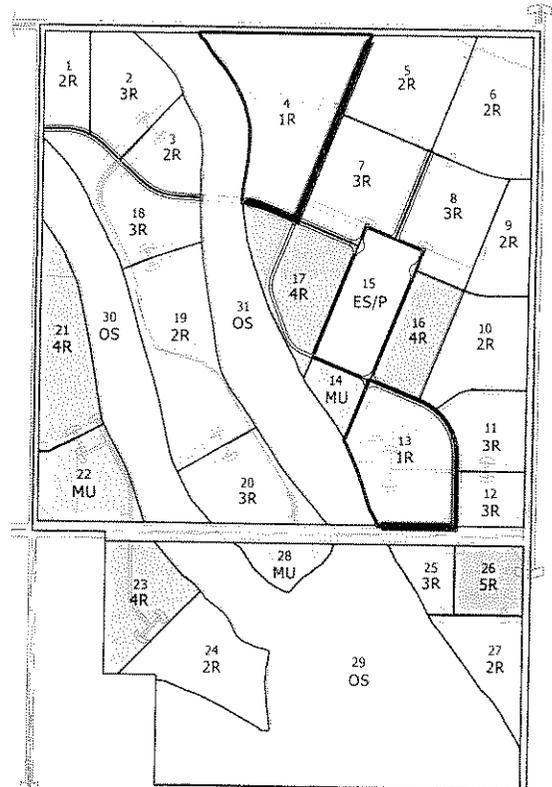
⁹ Corner lots adjacent to tracts are treated as an interior lot.



Home Type: Single Family Detached - 80' x 130'
1-R

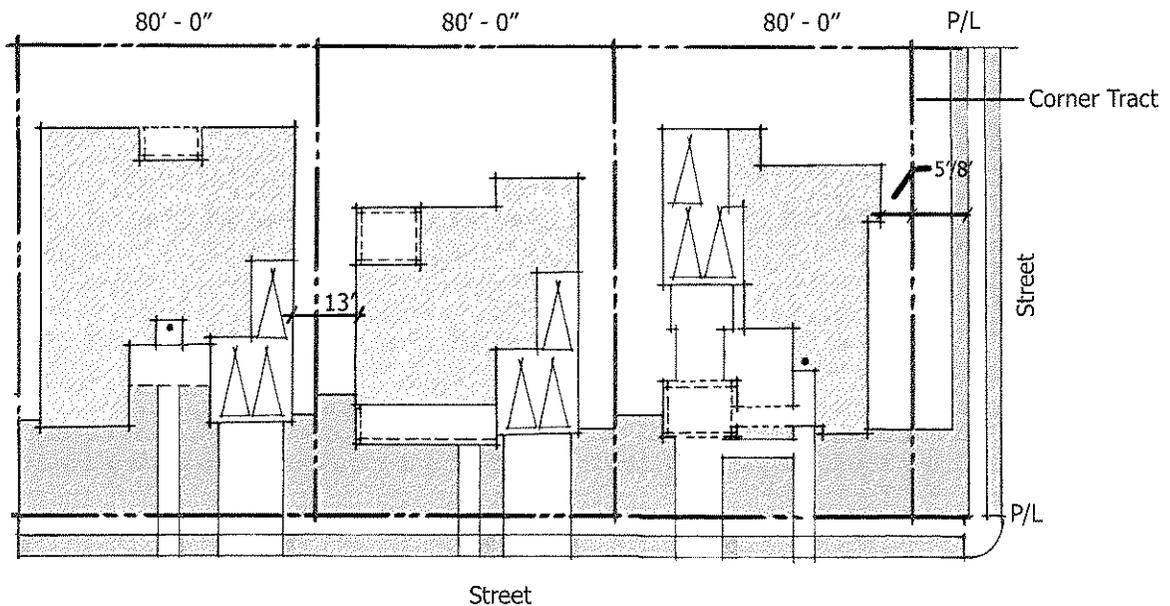
Key Map

Attributes	SFD
Typical Lot Sq. Ft:	10,400 SF
Typical Average Home Size:	2,500-4,200 SF
Typical Lot Dimension:	80' x 130'
Maximum Lot Coverage:	60%
Maximum Building Height:	30'
Density Range:	1.0-3.0 DU/AC
Setbacks:	
Front (Living):	12'
Front (Porch):	12'
Side (Interior):	5'-8'
Side (Corner Livable):	5'-8'
Side Entry Garage:	12'
Rear (Livable):	20'
Rear (Garage):	4'
Rear (Patio):	10'
Garage Location:	18' Min. Front Loaded



Note: Setback requirements can be found in [Zoning Classification Development Standards](#)

Conceptual Product Plotting



Home Type: Single Family Detached - 80' x 130'

Conceptual Product Renderings



FOX TRAIL
PAD Amendment

CENTEX HOMES

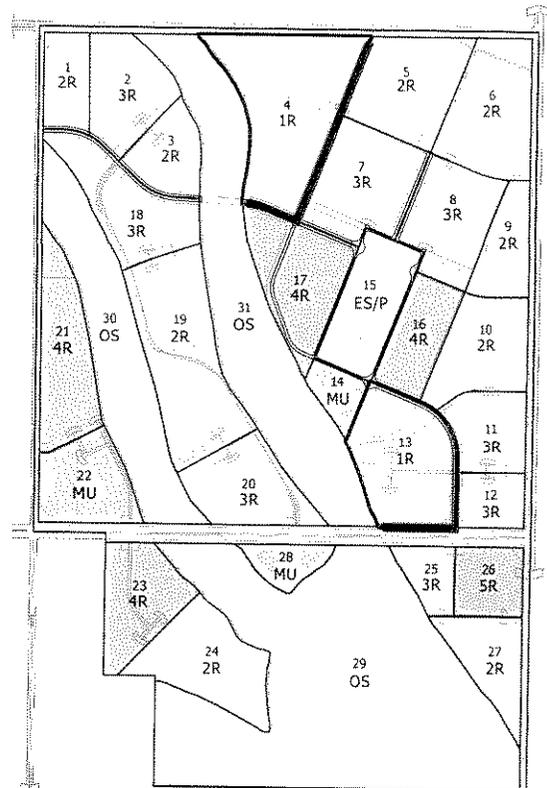
HADLEY DESIGN
GROUP

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Home Type: Single Family Detached - 73' x 125'
1-R

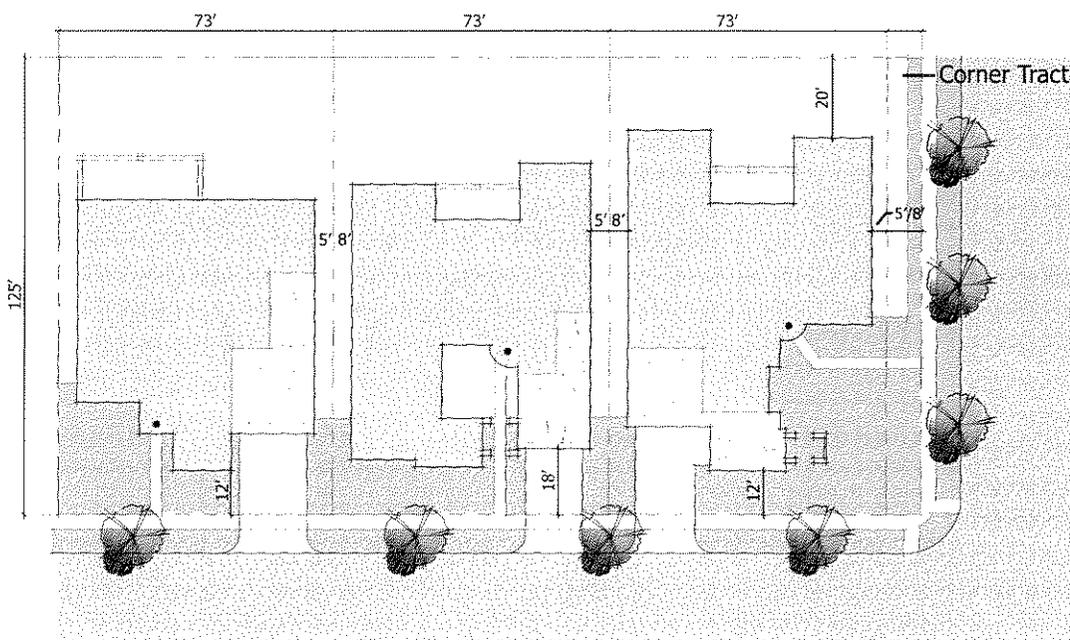
Attributes	SFD
Typical Lot Sq. Ft:	9,125 SF
Typical Average Home Size:	2,500-4,200 SF
Typical Lot Dimension:	73' x 125'
Maximum Lot Coverage:	60%
Maximum Building Height:	30'
Density Range:	1.0-3.0 DU/AC
Setbacks:	
Front (Living):	12'
Front (Porch):	12'
Side (Interior):	5'-8'
Side (Corner Livable):	5'-8'
Side Entry Garage:	12'
Rear (Livable):	20'
Rear (Garage):	4'
Rear (Patio):	10'
Garage Location:	18' Min. Front Loaded

Key Map



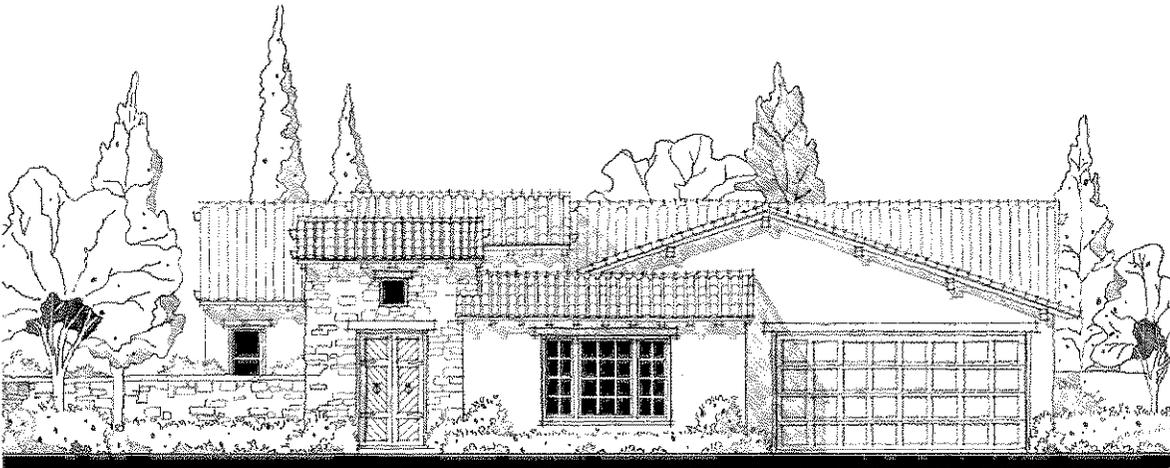
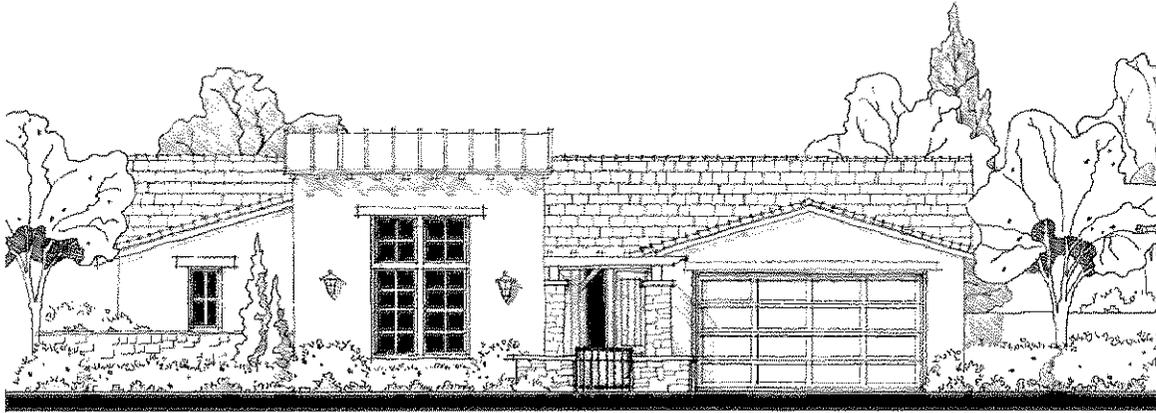
Note: Setback requirements can be found in [Zoning Classification Development Standards](#)

Conceptual Product Plotting



Home Type: Single Family Detached - 73' x 125'

Conceptual Product Renderings



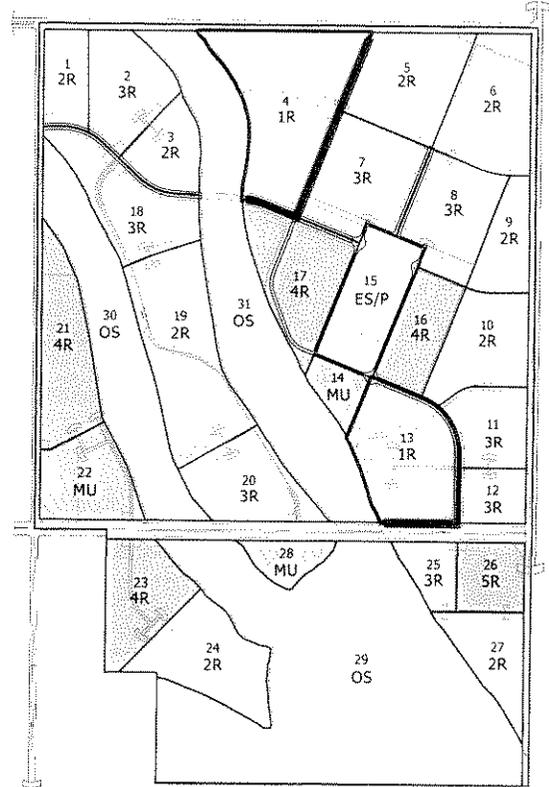
**Home Type: Single Family Detached - 63' x 125'
1-R**

Key Map

Attributes

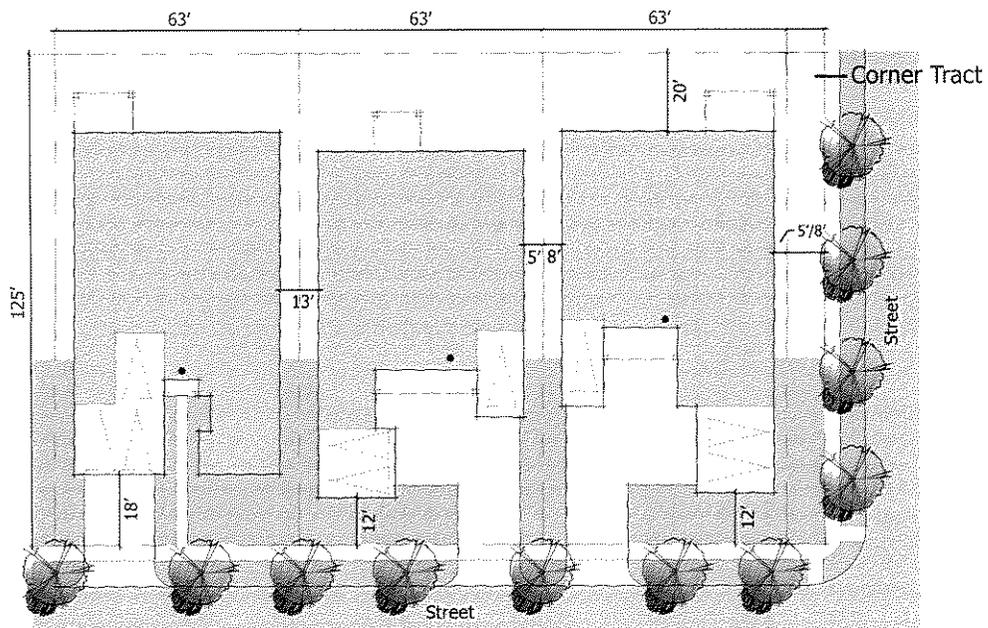
SFD

Typical Lot Sq. Ft:	7,875 SF
Typical Average Home Size:	2,200-3,800 SF
Typical Lot Dimension:	63' x 125'
Maximum Lot Coverage:	60%
Maximum Building Height:	30'
Density Range:	1.0-3.0 DU/AC
Setbacks:	
Front (Living):	12'
Front (Porch):	12'
Side (Interior):	5'-8'
Side (Corner Livable):	5'-8'
Side Entry Garage:	12'
Rear (Livable):	20'
Rear (Garage):	4'
Rear (Patio):	10'
Garage Location:	18' Min.
	Front Loaded



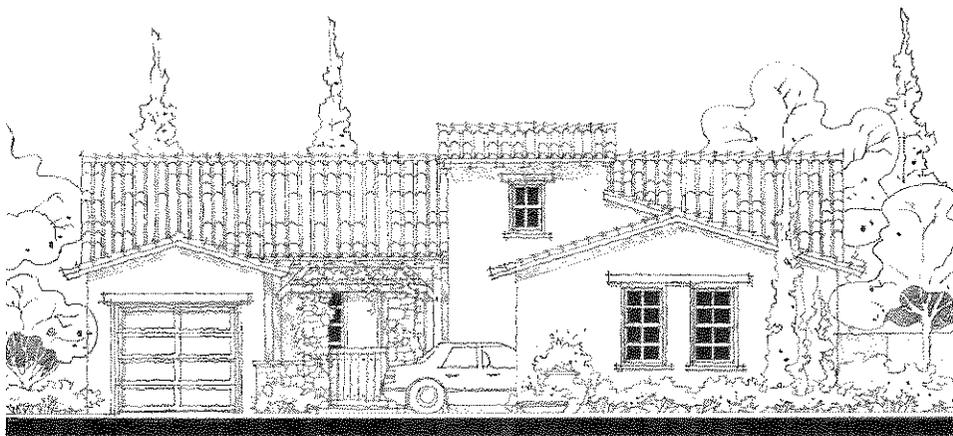
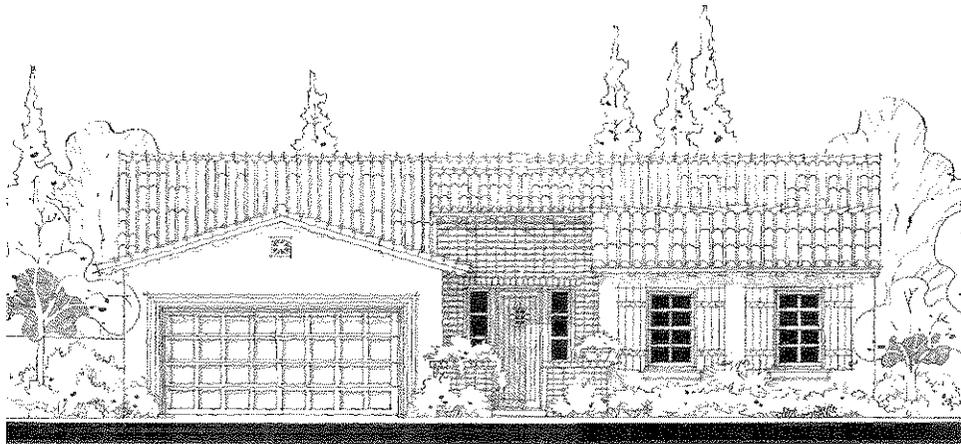
Conceptual Product Plotting

Note: Setback requirements can be found in [Zoning Classification Development Standards](#)



Home Type: Single Family Detached - 63' x 125'

Conceptual Product Renderings



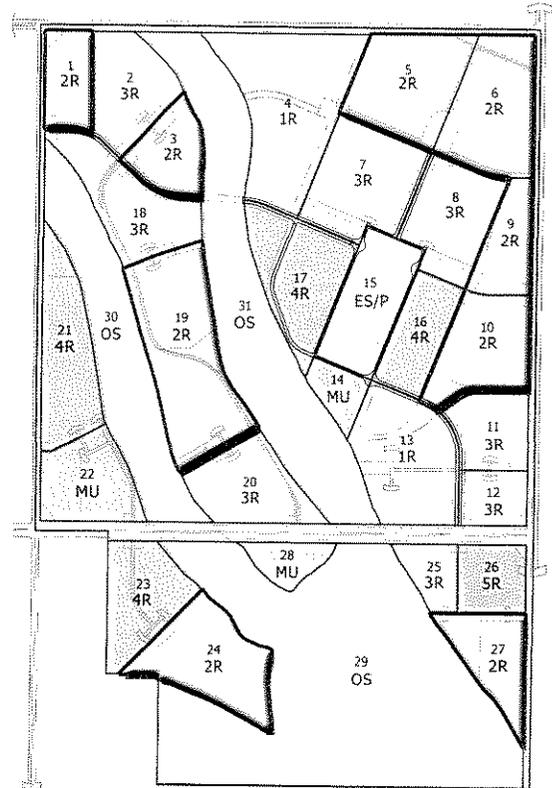
**Home Type: Single Family Detached - 58' x 115'
2-R**

Key Map

Attributes

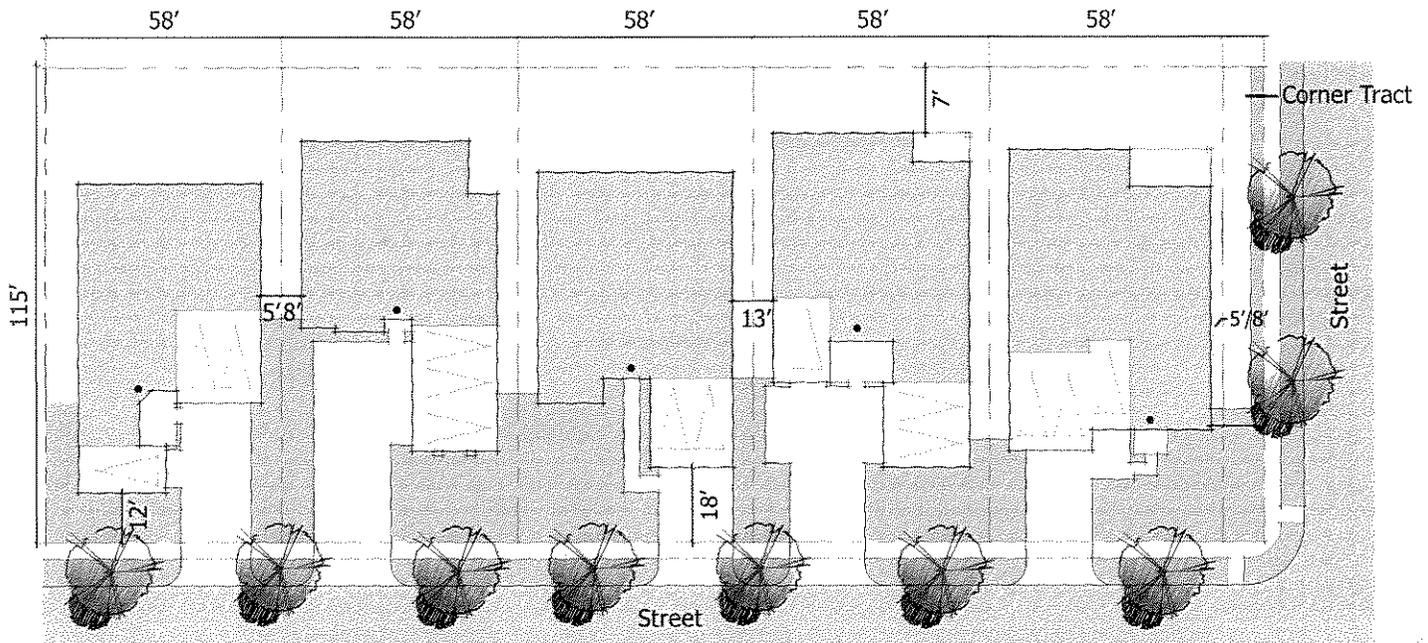
SFD

Typical Lot Sq. Ft:	6,670 SF
Typical Average Home Size:	2,100-3,700 SF
Typical Lot Dimension:	58' x 115'
Maximum Lot Coverage:	60%
Maximum Building Height:	30'
Density Range:	3.0-6.0 DU/AC
Setbacks:	
Front (Living):	12'
Front (Porch):	12'
Side (Interior):	5'-8'
Side (Corner Livable):	5'-8'
Side Entry Garage:	12'
Rear (Livable):	15'
Rear (Garage):	4'
Rear (Patio):	7'
Garage Location:	18' Min. Front Loaded



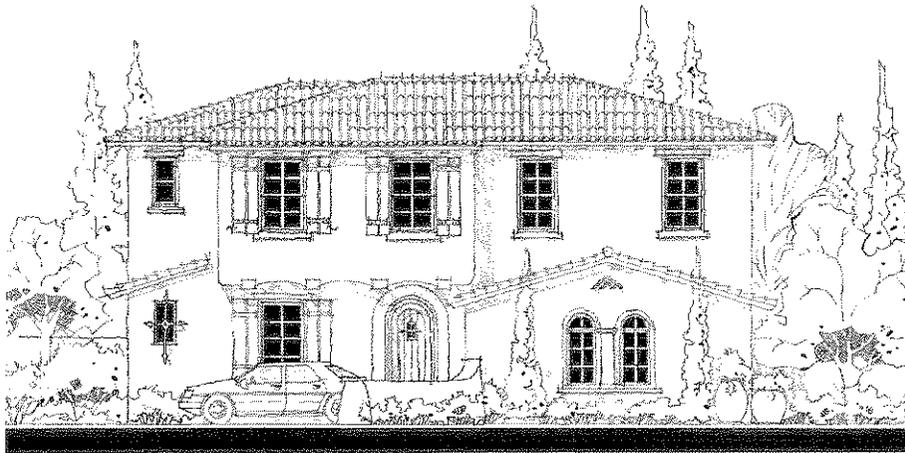
Note: Setback requirements can be found in [Zoning Classification Development Standards](#)

Conceptual Product Plotting



Home Type: Single Family Detached - 58' x 115'

Conceptual Product Renderings



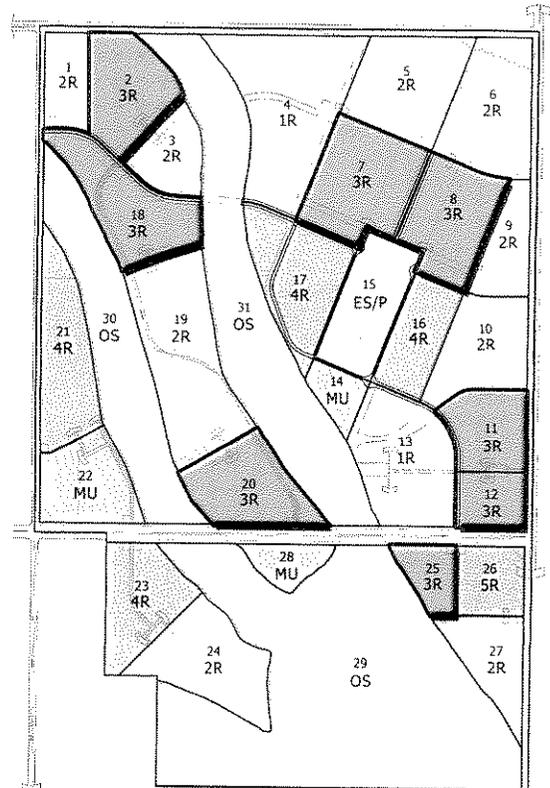
Home Type: Single Family Detached - 53' x 115'
3-R

Key Map

Attributes

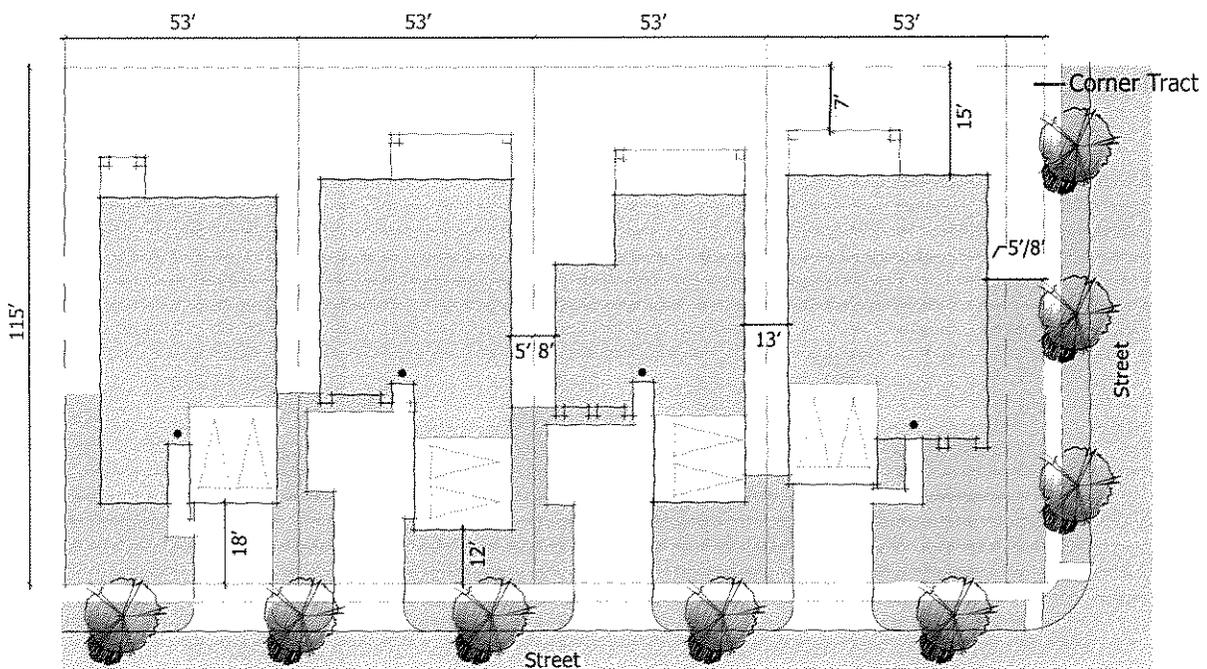
SFD

Typical Lot Sq. Ft:	6,095 SF
Typical Average Home Size:	1,600-2,800 SF
Typical Lot Dimension:	53' x 115'
Maximum Lot Coverage:	60%
Maximum Building Height:	30'
Density Range:	4.0-6.0 DU/AC
Setbacks:	
Front (Living):	12'
Front (Porch):	12'
Side (Interior):	5'-8'
Side (Corner Livable):	5'-8'
Side Entry Garage:	12'
Rear (Livable):	15'
Rear (Garage):	4'
Rear (Patio):	7'
Garage Location:	18' Min. Front Loaded



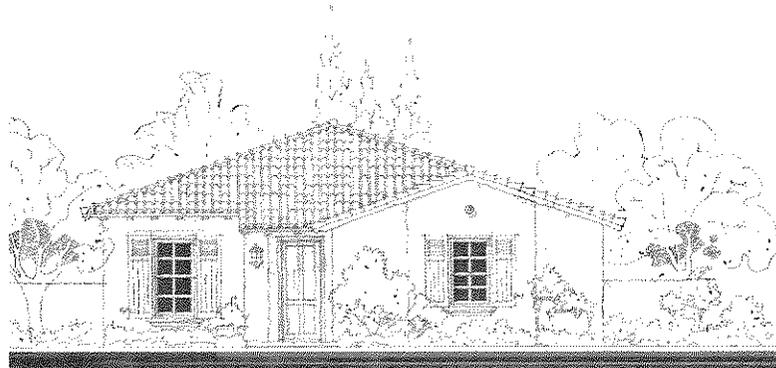
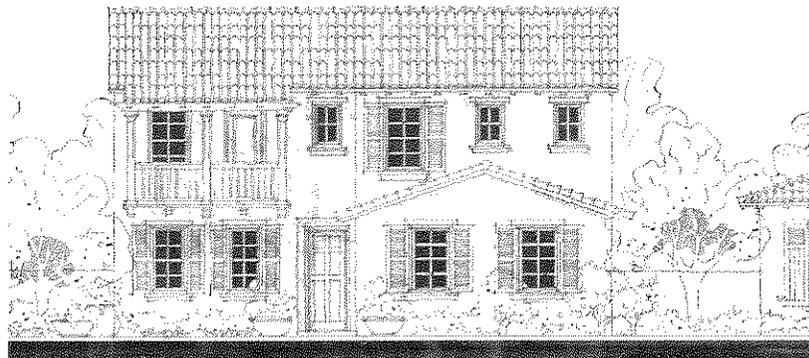
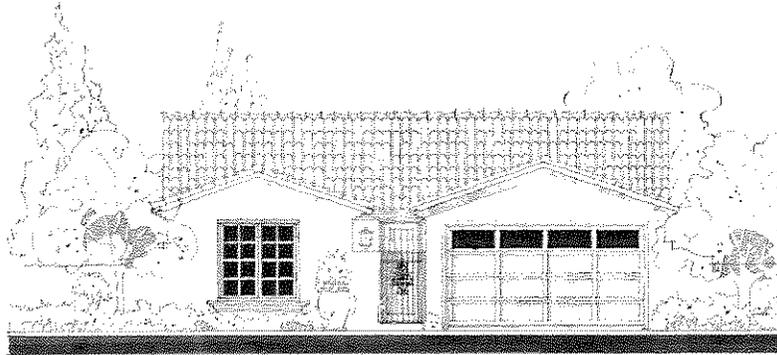
Note: Setback requirements can be found in Zoning Classification Development Standards

Conceptual Product Plotting



Home Type: Single Family Detached - 53' x 115'

Conceptual Product Renderings



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Home Type: Single Family Detached - 48' x 110'

Conceptual Product Renderings



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PARTNERS

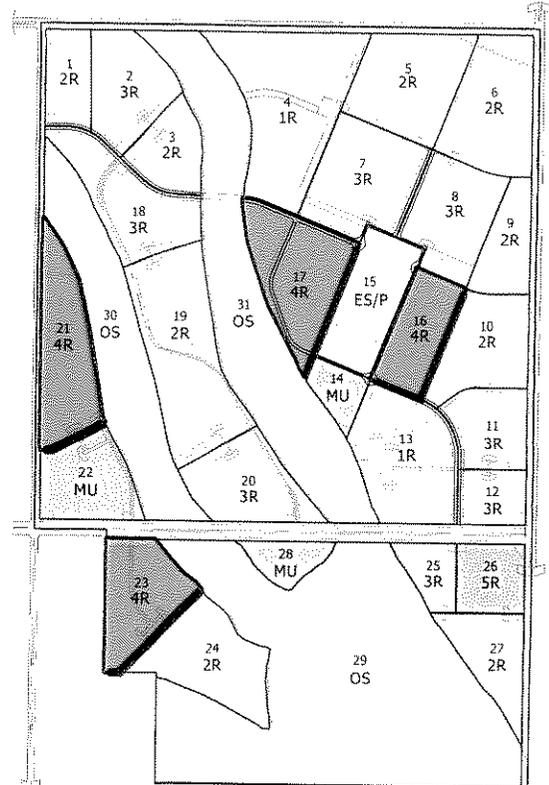
**Home Type: Single Family Detached - 42' x 75'
4-R**

Key Map

Attributes

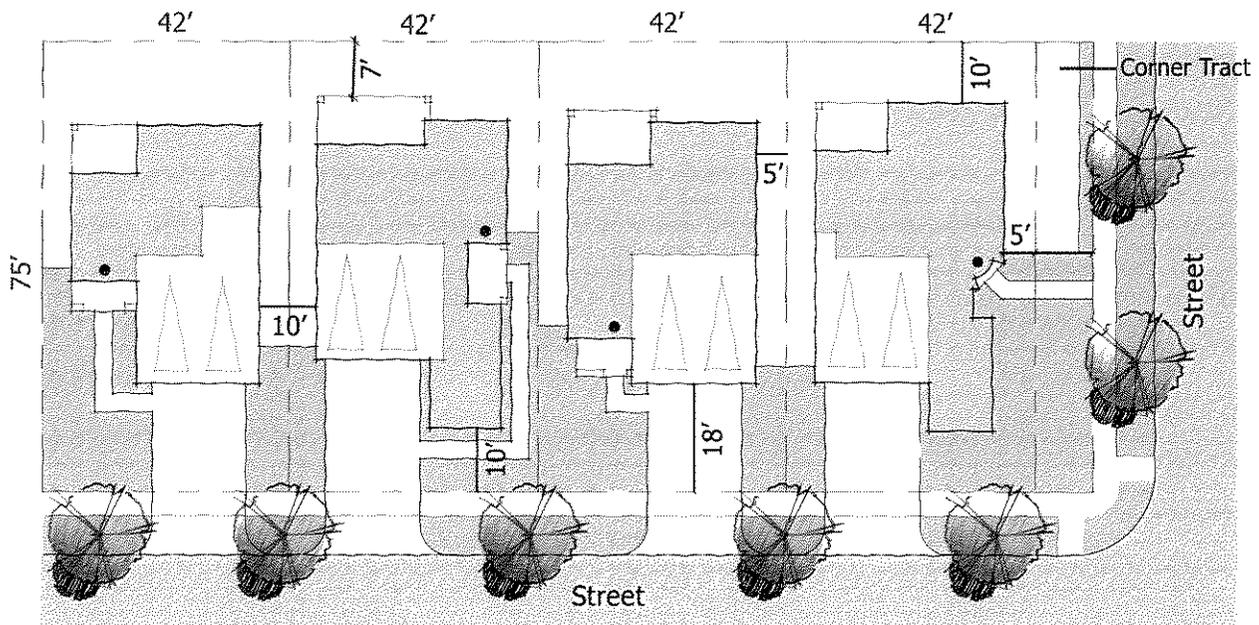
SFD

Typical Lot Sq. Ft:	3,150 SF
Typical Average Home Size:	1,500-2,300 SF
Typical Lot Dimension:	42' x 75'
Maximum Lot Coverage:	60%
Maximum Building Height:	30'
Density Range:	7.0-10.0 DU/AC
Setbacks:	
Front (Living):	10'
Front (Porch):	10'
Side (Interior):	5'/5'-10'
Side (Corner Livable):	10'
Rear (Livable):	10'
Rear (Garage):	4'
Rear (Patio):	7'
Garage Location:	18' Min. Front Loaded

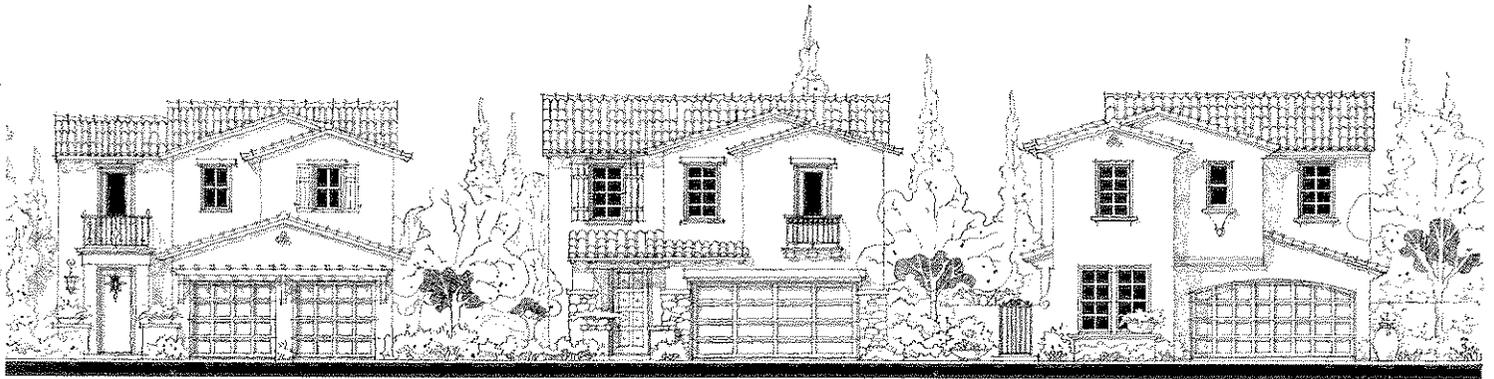


Note: Setback requirements can be found in [Zoning Classification Development Standards](#)

Conceptual Product Plotting



Home Type: Single Family Detached - 42' x 75'
Conceptual Product Renderings



Home Type: Single Family Detached - Alley Loaded
Conceptual Product Renderings



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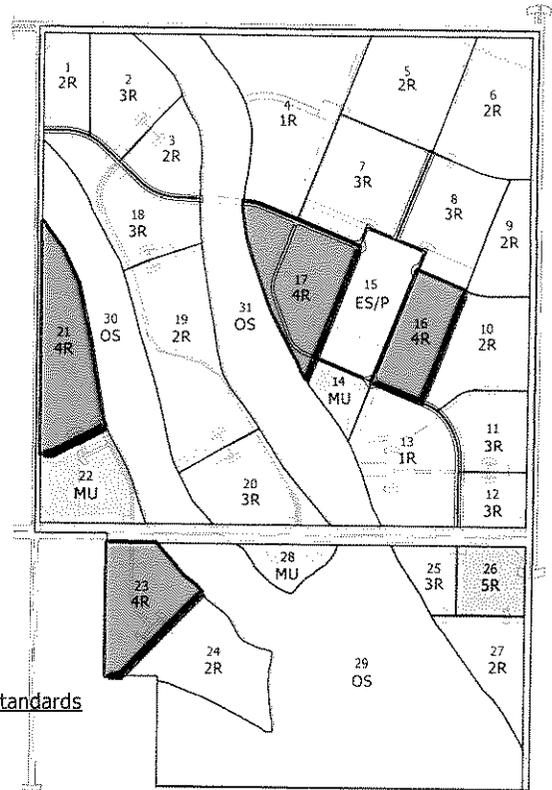
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**Home Type: Single Family Detached - Courtyard
4-R**

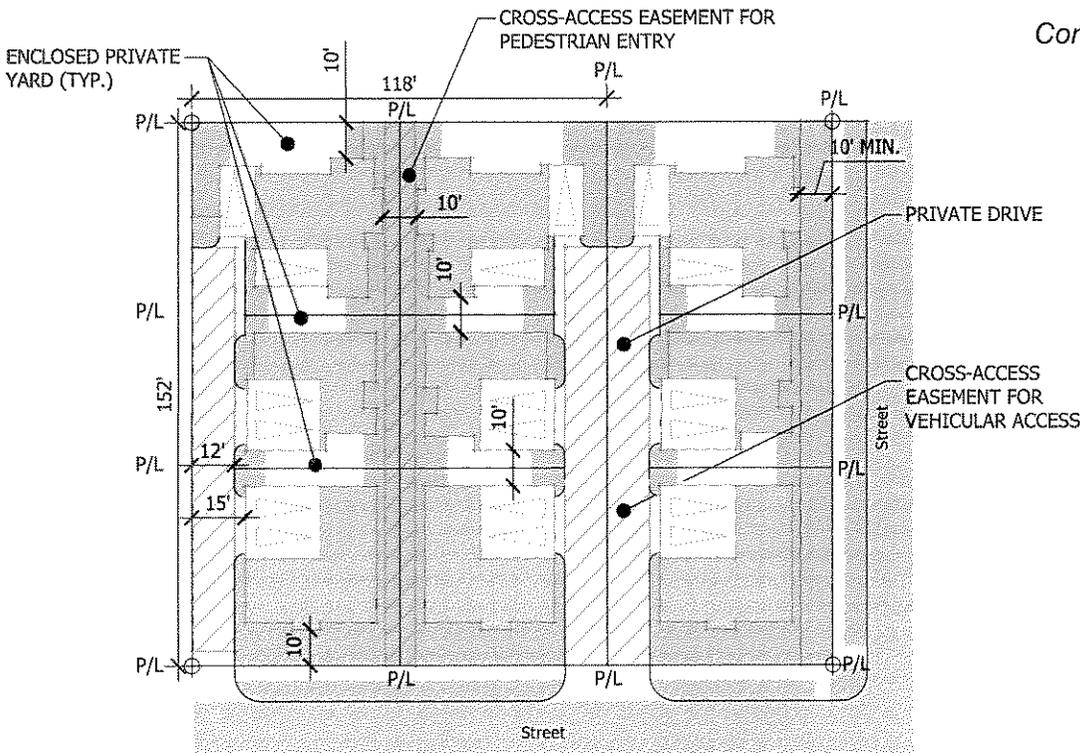
Key Map

Attributes	SFD
Typical Lot Sq. Ft:	2,900 SF
Typical Average Home Size:	1,400-2,200 SF
Typical Lot Dimension:	N/A
Maximum Lot Coverage:	60%
Maximum Building Height:	30'
Density Range:	7.0-10.0 DU/AC
Setbacks:	
Front (Living):	10'
Front (Porch):	10'
Side (Interior):	10'
Side (Corner Livable):	10'
Rear (Livable):	10'
Rear (Garage):	4'
Garage Location:	Rear Loaded



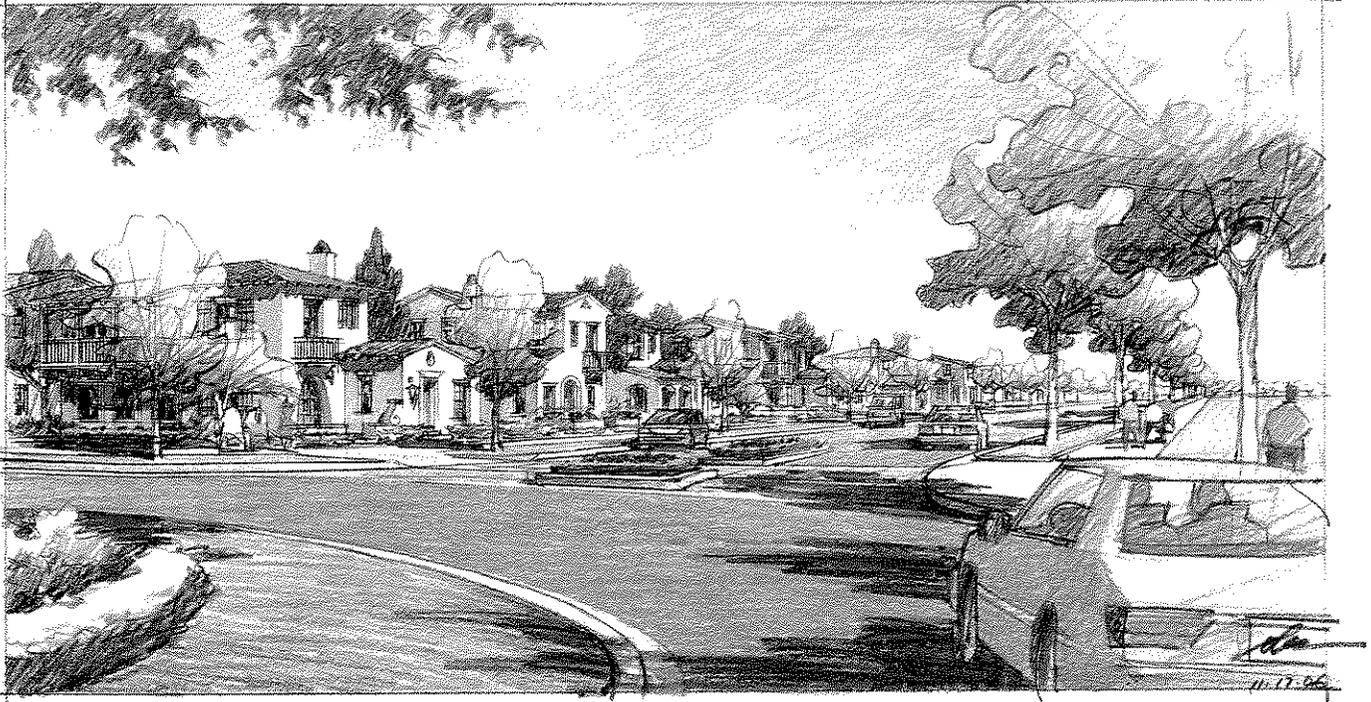
Note: Setback requirements can be found in [Zoning Classification Development Standards](#)

Conceptual Product Plotting



Home Type: Single Family Detached - Courtyard

Conceptual Product Renderings



Home Type: Triplex

Conceptual Product Renderings



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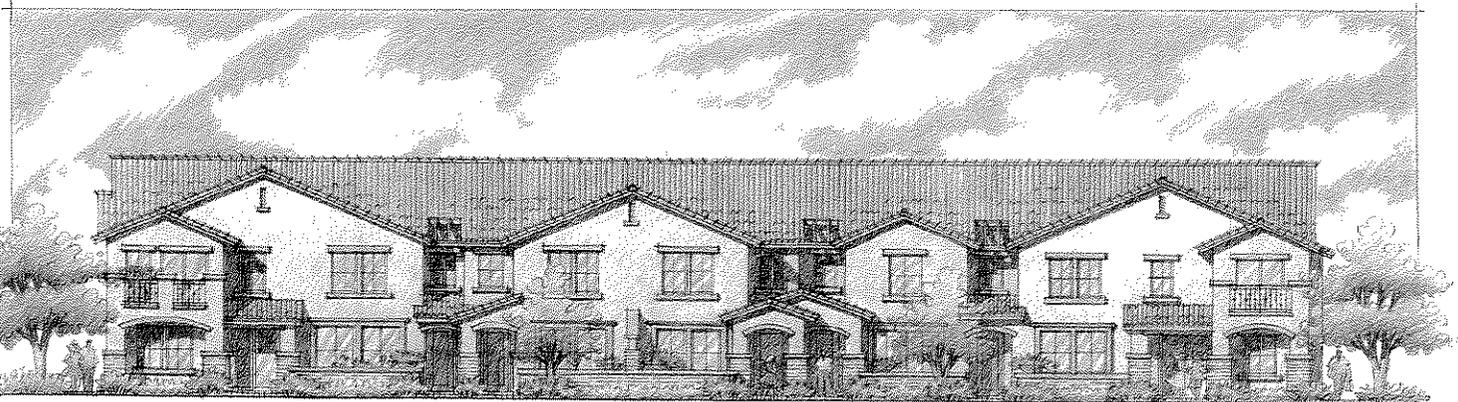
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Home Type: Green Court - Rowtowns

Conceptual Product Renderings



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CENTEX HOMES

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Home Type: Green Court - Autoplex

Conceptual Product Renderings

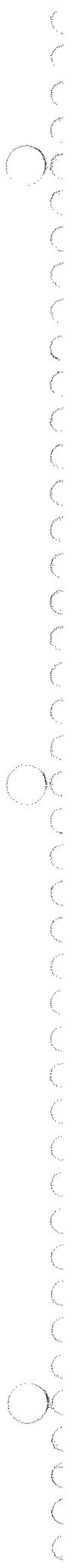


FOX TRAIL
PAD Amendment

CENTEX HOMES

HADLEY DESIGN
GROUP

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PARTNERS



Desert Trails



**DESERT TRAILS PAD AMENDMENT – PADA 09-036
(FORMERLY FOX TRAIL)
FEBRUARY 2009
REVISED SEPTEMBER 2009 & DECEMBER 2009
APRIL 2010 CITY COUNCIL APPROVAL**

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PROJECT DEVELOPER

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Desert Trails



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PLANT CHARACTER

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SECTION 1 - EXECUTIVE SUMMARY

1.1 PROJECT OVERVIEW

The proposed Desert Trails development presents a community design philosophy deeply rooted in the recently published City of Surprise General Plan 2030. The vision of future development established in the General Plan is focused on a community designed around public gathering areas and brought together with the ability to access public areas through plentiful pedestrian and vehicular alternatives. This design concept serves as the basis for the Desert Trails project. The Desert Trails Community Plaza is envisioned as a central meeting place for all of the residents. This central location provides numerous forms of pedestrian and vehicular traffic access. **Mandated by the project developer as a design requirement for Desert Trails, it is possible to access the Community Plaza from any residential dwelling without any form of vehicular transportation.** Allowances have also been made for regional equestrian use. Additionally, an elementary school is planned adjacent to the Community Plaza and is provided the same modes of access. Upon completion, the Desert Trails community will truly reflect the central design philosophies embedded in the City of Surprise General Plan 2030.

Desert Trails has several development constraints as discussed herein, the most significant of which are three large wash corridors. The design philosophy for Desert Trails uses environmentally sensitive site planning to protect the existing washes and utilize them as amenities for active and



passive open space, as well as pedestrian avenues to the Community Plaza. Desert Trails will orient numerous homes facing the existing washes to capitalize on this natural amenity.

These wash corridors also provide regional and local trail systems encouraging community interaction on a level seldom found in a modern residential community. Once again, the underlying design guidance for Desert Trails has been provided by the City of Surprise General Plan 2030.

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The Desert Trails trail system will have a defined hierarchy, starting with approximately 1.7 miles of Signature Regional Trail, mandated in the City of Surprise Parks and Trails Master Plan. The internal roadway system is also an integral element of the community trails system. The residential collectors have been planned with additional adjacent open space tracts for hardscape trails. Selectively cleared native trails will be provided within the preserved open space throughout the development. It is anticipated that approximately 16.5 miles of trails will ultimately be constructed within the boundary of Desert Trails.

The project will also be characterized by a hierarchy of parks. A proposed Community Park consisting of approximately 35 acres will be designed and constructed in close consultation with the City of Surprise staff. Located immediately south of Deer Valley Road at the confluence of two major washes, the proposed Community Park will capitalize on scenic



beauty as well as functionality. Extensive active uses will be available including multi-use fields, disc golf, tot lots and connectivity to the regional trails system. In addition, a regional trailhead and equestrian facilities are anticipated. The primary internal park, strategically located within the proposed Community Plaza area, will offer

recreational opportunities to residents of all ages. Each neighborhood will also be provided its own park. These interior parks will serve as neighborhood plazas, and will be designed for use by all the residents of the community. The neighborhood plazas are typically characterized by single loaded streets with lots facing towards the plaza or park area. This design philosophy will provide a localized public gathering place for the residents of each neighborhood. As a design premise, each internal neighborhood plaza will be provided it's own theme, e.g. "Aviary Garden", "Climbing Garden", "Ruins Garden", etc. This innovative park philosophy will promote personal interaction between neighborhoods as families travel to adjoining neighborhoods for a unique park experience. Finally, the design of the parks system includes a trail system component that links parks together. The trails system provides for day to day living in Desert Trails, connecting residents to neighborhoods and amenities within the overall development. Each of these design elements will be discussed

Desert Trails

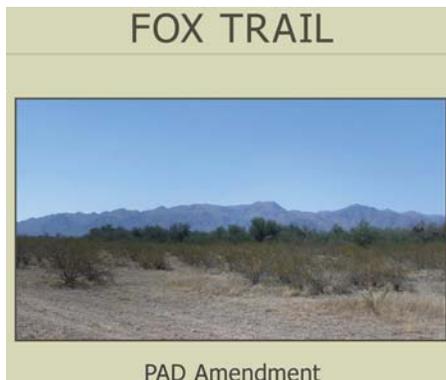


in more detail throughout this report.

1.2 PROJECT HISTORY

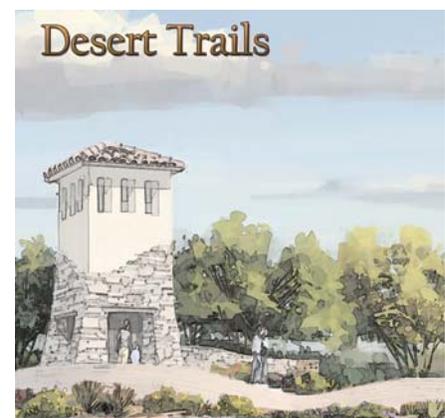
The original Fox Trail PAD, established in 2000 was presented as an 877-acre master planned community with single-family residential, commercial, school, open space and resort golf course uses. A total of 2,400 units excluding the resort were proposed with an overall gross density of 2.7 dwelling units per acre.

The project open space was 35% and consisted mainly of the resort golf course. The 27-hole golf course resort utilized 296 acres of wash corridor for the golf course and 17.7 acres for the clubhouse, resort commons and resort condos.



In 2007 the Fox Trail PAD was amended to remove the golf course resort component of the project. This change allowed a majority of the open space to be preserved so a larger percentage of the residents would be able to use the wash corridors. An additional 20 acres was also added to result in a total acreage of 897 acres. Land uses included single-family residential, high density residential, mixed use, school and open space. A total of 2,320 lots were proposed with an overall gross density of 2.6 dwelling units per acre. The project open space remained at 35%.

The 2009 Desert Trails PAD Amendment includes a maximum of 2,140 units at a gross density of 2.5 dwelling units per acre. Projected open space is over 40% and the wash corridors will be preserved to provide a natural amenity. Land uses include single-family residential, medium density residential, mixed use, school and open



Desert Trails



space. The open space includes a 35-acre community park that features several active amenities including an 18-hole disc golf course. Additionally, Desert Trails offers a more nature sensitive development that provides truly usable open spaces that are connected through an intricate system of trails not seen in the previous PAD proposals.

1.3 DEVELOPMENT CONSTRAINTS

Numerous development constraints impact the subject property as can be seen in **Exhibit 1.1 - Site Constraints Map**. Three major washes, Trilby, Iona East and Iona West bisect the tract from northwest to southeast. The washes serve to split the property into three distinct segments. In addition, three 500 kV overhead electric facilities cross the southern portion of the property from west to east. The Volvo Proving Grounds bounds the property on the east. The Luke Air Force Base Auxiliary 1 facility lies to the north of the property. Finally, Deer Valley Road, classified as a roadway of regional significance, extends through the middle of the property from east to west, thereby further segmenting the property. Altogether, the natural and infrastructure imposed constraints act to subdivide the property into five completely separate development parcels. **The challenge presented is to integrate the five tracts into a cohesive master planned community. This challenge has been successfully accomplished by the development team of Desert Trails.**

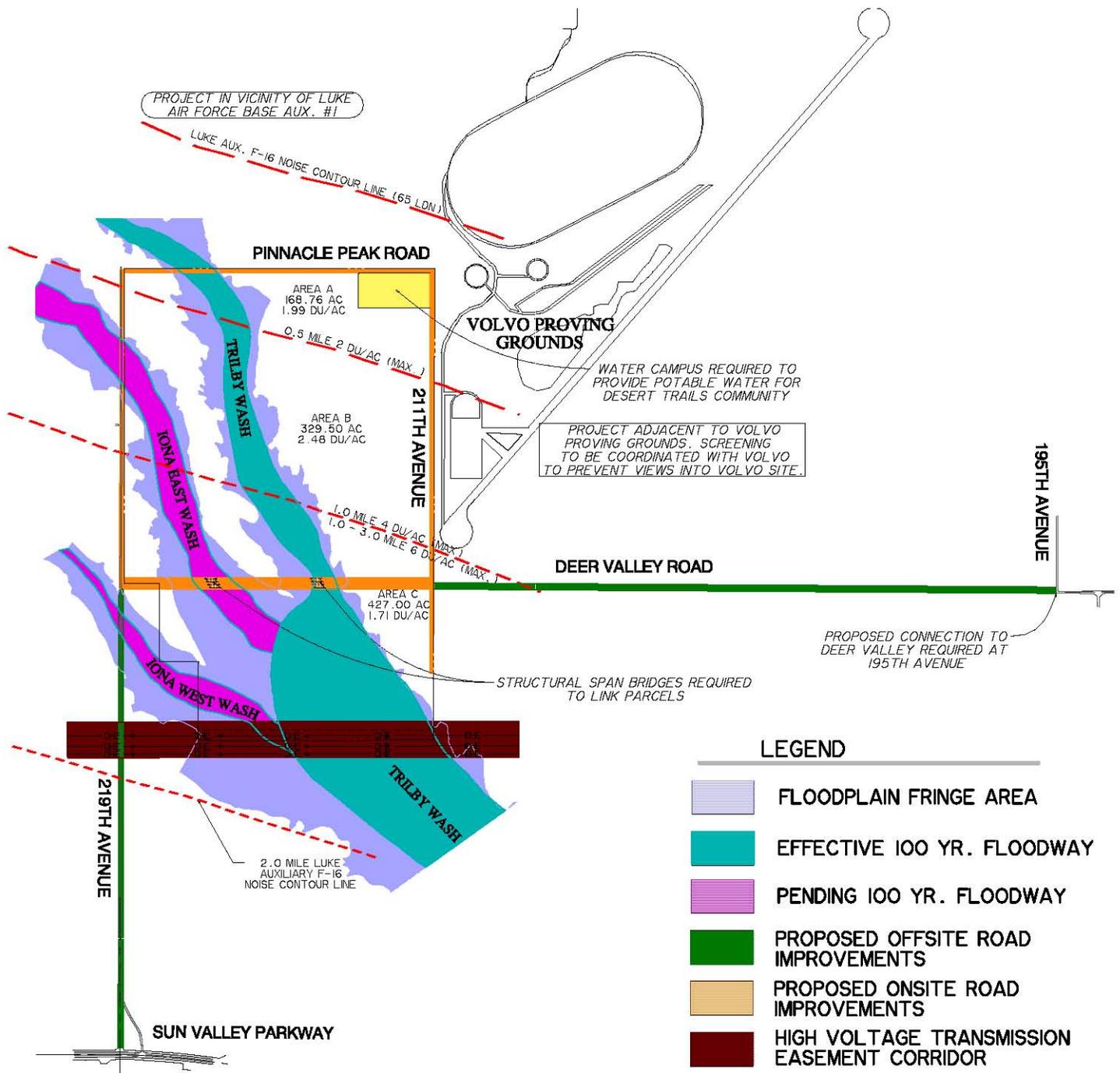
1.4 DEVELOPMENT OPPORTUNITIES

Some of the constraints discussed above have been utilized to provide opportunities as well in the Desert Trails design philosophy. The three wash corridors are to be predominantly maintained in their existing condition with over bank reclamation only. The wash corridors will be maintained in their natural conditions for widths generally approaching 500 feet. These areas will be subject to hand clearing only. Natural trails will be sculpted through the areas to provide truly usable open space. No motorized vehicular activity will be allowed in the wash corridors, however it is anticipated that native bike paths and pedestrian paths will be



Desert Trails





LEGEND

- FLOODPLAIN FRINGE AREA
- EFFECTIVE 100 YR. FLOODWAY
- PENDING 100 YR. FLOODWAY
- PROPOSED OFFSITE ROAD IMPROVEMENTS
- PROPOSED ONSITE ROAD IMPROVEMENTS
- HIGH VOLTAGE TRANSMISSION EASEMENT CORRIDOR
- WATER CAMPUS

NOTES:

PER LUKE AFB, THE GRADUATED DENSITY CONCEPT (GDC) IS NOT IDENTIFIED BY ANY LEGAL STATUTES AND IS ESTABLISHED AS A CONCEPTUAL GUIDELINE. DESERT TRAILS IS IN GENERAL CONFORMANCE WITH THE GDC RECOMMENDATIONS.

GRADUATED DENSITY CONTOURS ARE AN INTERPRETATION OF MARICOPA.GOV GIS MAPPING AND ARE NOT WARRANTED FOR ACCURACY.

DENSITY SUMMARY					
AREA	GROSS* ACREAGE	# OF** LOTS	DESERT TRAILS (DU/AC)	MAX # OF LOTS PER GDC	+/- # OF LOTS
A	168.76	336	1.99	338	-2
B	329.50	884	2.68	1,318	-434
C	427.00	730	1.71	2,562	-1,832
Total	925.26	1,950	2.11	4,218	-2,268

* CONTAINING ADJACENT ROW
 ** LOT COUNTS BASE ON PROJECT DENSITIES



extremely popular for Desert Trails residents as well as adjoining future developments. Similarly, the power corridors will be transformed into usable open space with selective clearing and natural trails constructed throughout. The Deer Valley Road vehicular bridge crossings required for Iona East and Trilby Wash will be designed to integrate project wide themes to provide a visual as well as physical connection between the fragmented parcels. **Exhibit 1.2 - Design Opportunities** is included to visually demonstrate the design approach to maximizing the positive aspects of the site constraints turned into opportunities.

Perhaps the greatest design opportunity is the proximity to the White Tank Mountains. The project has been designed to capture the grandeur of this existing natural amenity as illustrated



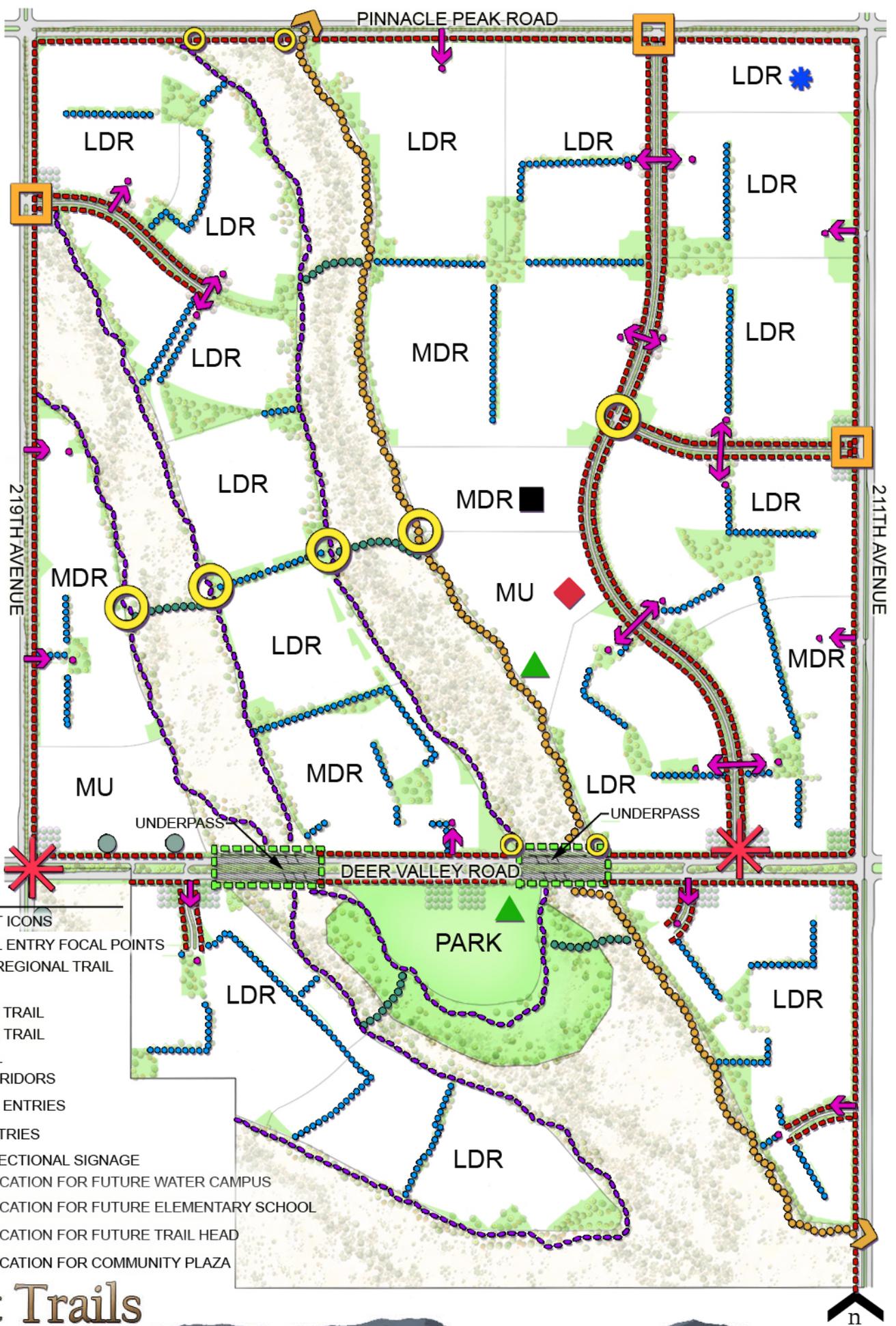
in the 2030 General Plan. The Community Plaza has been orientated to provide spectacular views of the White Tank Mountains. The adjacency of the Community Plaza and Community Park to the natural wash corridors creates unimpeded vistas to this local landmark. In addition, roadway geometry and physical lot configuration will also be orientated to maximize the view opportunities. A perspective indicating the view orientation in regards to the White Tank Mountains can be found in **Exhibit 1.3 - White Tank Mountain View Perspective**.

1.5 ENVIRONMENTAL IMPACT

There is minimal, if any environmental impact anticipated on the subject property. On-site studies previously performed include jurisdictional analysis and corresponding 404 permit issuance, archeological studies and site environmental assessments. This sensitive site planning philosophy which allows the wash corridors to remain in their existing condition minimizes any possible harmful impacts. On-site retention and first flush facilities will be utilized to negate any storm water related impact on the project or the region in general.

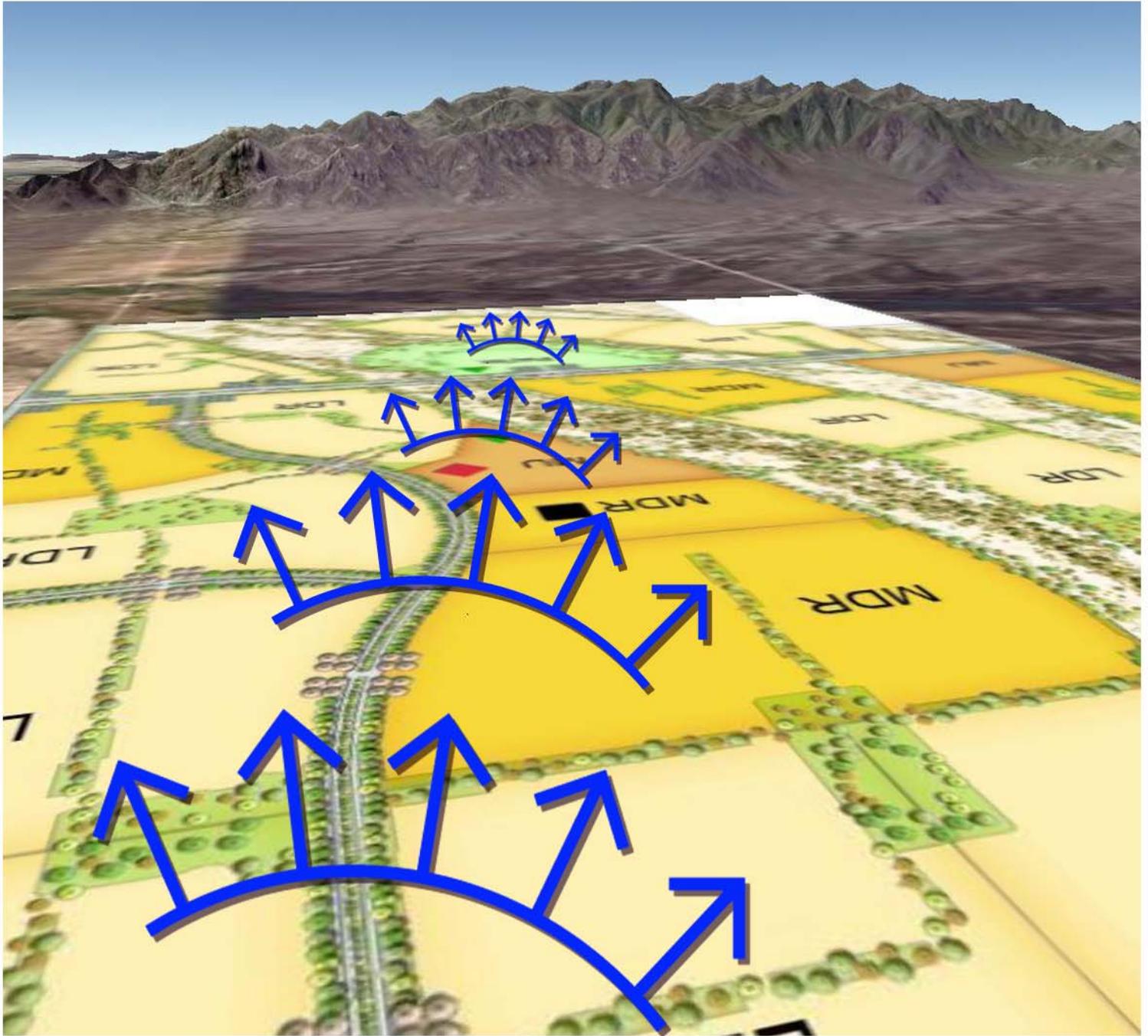
Desert Trails





- LEGEND**
- FOCAL POINT ICONS
 - RESIDENTIAL ENTRY FOCAL POINTS
 - SIGNATURE REGIONAL TRAIL
 - WASH TRAIL
 - PEDESTRIAN TRAIL
 - CONNECTOR TRAIL
 - NATIVE TRAIL
 - BRIDGE CORRIDORS
 - SECONDARY ENTRIES
 - PRIMARY ENTRIES
 - OFFSITE DIRECTIONAL SIGNAGE
 - PLANNED LOCATION FOR FUTURE WATER CAMPUS
 - PLANNED LOCATION FOR FUTURE ELEMENTARY SCHOOL
 - PLANNED LOCATION FOR FUTURE TRAIL HEAD
 - PLANNED LOCATION FOR FUTURE COMMUNITY PLAZA

Desert Trails



Desert Trails

White Tank Mountains View Perspective

Exhibit 1.3



1.6 SOCIOECONOMIC IMPACT

Establishing a Community Plaza that offers gathering and meeting facilities conjoined with the extensive public and private park systems generates a positive socioeconomic system for the Desert Trails community. These facilities will be designed to contain active and passive uses for all ages and will be a focal meeting place to be utilized throughout the year. The sensitive design approach utilizing vast amounts of natural and man made open space will provide an exceptional quality of life for Desert Trails' residents. The impact extends regionally to influence and benefit those residents outside the development by the addition of the Community Park, regional trails system and equestrian facilities.

1.7 MISCELLANEOUS

The City of Surprise General Plan 2030 calls for a 150% population increase between 2008 and 2020. As a result of coordinated efforts between the City of Surprise and the West Surprise Landowners Group (WSLG) utility solutions have become available for the SPA 3 region. The availability of regional utilities, accompanied with a comprehensive group of amenities and the quality of the planned development, place Desert Trails in a prime location.

1.8 CITY OF SURPRISE STANDARDS/GENERAL PLAN 2030 - PROJECT VISION

The standards as proposed for Desert Trails meet or exceed the standards as set forth in the current City of Surprise Municipal Code, Engineering Development Standards (EDS), General Plan and City rules, regulations and policies currently in effect. The Desert Trails development will meet or exceed all standards unless specifically waived by the approval documents or Development Agreement processed concurrently with the PAD zoning case. These documents, in particular the General Plan 2030, form the design philosophy utilized in the planning of Desert Trails. **Of particular note are the following concepts, directions and philosophies utilized in Desert Trails that are taken directly from the General Plan:**

- *“At the heart of most villages is a Community Center where residential, commercial, employment and civic uses are all present... The village center is a*

Desert Trails



unique place that distinguishes the village and creates a place where people gather.”

The heart of Desert Trails is the proposed Community Plaza. As can be seen in the insert, the Community Plaza will be designed to encourage public gatherings and resident interaction. A central plaza area will be provided for planned public activities or events. Other



components include the project amenity center, community park area, farmer’s market area, sports facilities, community pool, pet recreation area, gardens area, open space play areas and shared parking. It is anticipated that the amenity center will include workout facilities and public meeting facilities. In addition, space will be set aside for possible retail opportunities, e.g. coffee shop, deli, day care, etc. All of these amenities are constructed adjacent to the regional trailhead, which further ties the centralized facilities to the remainder of Desert Trails and also provides a potential future regional component. Each residential unit within Desert Trails will be provided direct pedestrian access to the Community Plaza without the need for motorized vehicles. However, sufficient vehicular access and parking will also be coordinated with the City of Surprise.

- ***“A proactive approach (to Community Design) can establish visual connections between neighborhood centers, scenic corridors, roads or gateways. Currently the city’s streets and corridors are geared to those traveling in vehicles. Thoughtful community design can provide public places for people as well as vehicles. These gathering places can offer people the opportunity to congregate, talk to their neighbors, and meet others with whom they share the community.”***

The design philosophy behind Desert Trails mirrors this statement taken from the

Desert Trails



Community Design Element section of the General Plan. A hierarchy of parks and public places has been integrated into the development and serves as the basis for the project design. A Community Park will serve as a regional meeting place, whereby residents from outside the Desert Trails community can meet their friends and acquaintances that reside in the development for active and passive uses. The Community Park will integrate multi-use fields, disc golf course and a trailhead to provide access to the signature trail link as well as the miles of trails internal to Desert Trails. Visual connections have been provided serving to link all of the neighborhoods to each other as well as the Community Plaza. In addition, each neighborhood is provided its own gathering place



through the thoughtful placement of neighborhood parks. These parks are considered a central design element typically bordered by single loaded streets with residences facing toward the park. Wherever possible, these parks are shared by different residential lot sizes or uses to further integrate the neighborhoods. Finally, the neighborhood parks, while providing for minor retention facilities, are designed to be truly

functional active spaces with usable dry area. The size of the neighborhood parks will range from just under one acre to over three acres. All homes within Desert Trails will be located within a quarter mile of an open space amenity. A detailed description of open space corridors can be found in Section 7 of this document.

- ***“The key principles for establishing community design are:”***

1. “Creating Community Identity/Cultural Character”

The Desert Trails community identity is established through a unique set of themeing

Desert Trails



and design palette as discussed in other sections of this document. Each neighborhood within the community will be unique, with specific streetscape



identification through the use of uniform trees and landscaping techniques. Neighborhoods shall maintain their own gathering places through the provision of large parks or plazas with an individual character and theme for active and passive uses. Programmed amenities for the Community Plaza encourage social gatherings at all levels

whether at the public plaza, community center, the large Community Park with active and passive activities, the farmer's market, the commercial/retail opportunities, or the trailhead tying into the signature regional trail. The community identity is established through the integration of the approximately 214 acre natural wash environment into the overall project. The preserved wash areas are easily accessible from all of the development, with exceptional access provided from the Community Plaza. Desert Trails will truly be identified as a natural setting through this integration with all of the proposed improvements to mirror and work with the preservation corridors established in the existing washes.

2. "Ability to Attract Residents and Visitors"

Desert Trails will foster the ability to attract visitors to the Community Park. Positioned in a prime location adjacent to a road of regional significance, residents and visitors alike are provided convenient access to an inviting amenity. It is anticipated that many regional sporting events for all ages will evolve with time. Additionally, the strategic placement of the Community Center/Community Plaza coincident with the Community Park, regional trailhead and signature city wide trail will foster the ability to attract citizens of Surprise that do not reside within the boundaries of Desert Trails.



Desert Trails

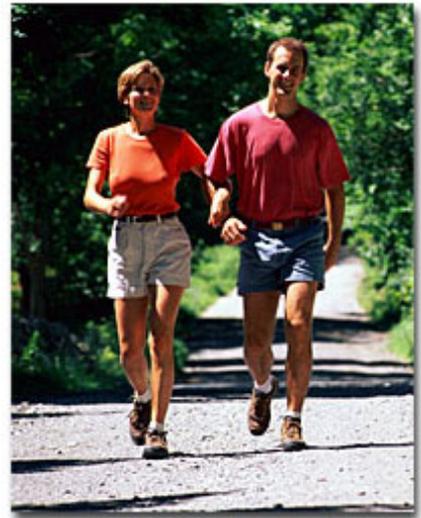


3. “Development of Distinctive Neighborhoods”

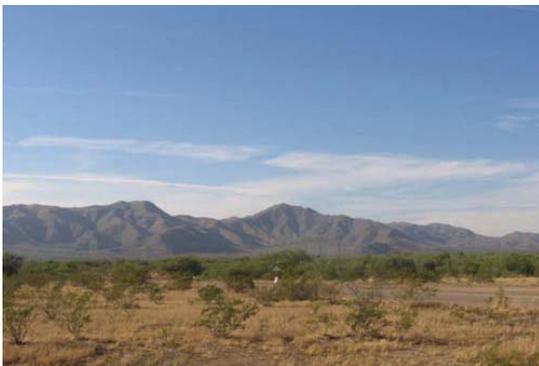
Desert Trails has many components that will result in distinctive neighborhoods designed for lasting social and economic value. Each neighborhood will have its own centralized park/public area. These parks will be designed to encourage neighborhood interaction through thoughtful configuration and placement. The parks will be designed to be focal points. Each neighborhood shall be designed to contain it’s own unique street landscape palette, allowing for distinction within the Desert Trails development itself.

4. “Creative Walk-able Communities”

Desert Trails has used this philosophy as an underlying design component. The entire development represents a truly walk-able community. Even with the site constraints as discussed within this document, every home is accessible to each other by pedestrian sidewalk, path or trail. All dwellings are provided pedestrian access to the Community Plaza. Each neighborhood can access all other neighborhoods through the use of the extensive pedestrian facility network. Desert Trails is the ultimate walk-able community.



5. “Applying Sound Environmental Design Techniques”



Previous proposals for the property have discussed utilizing the vast natural amenities provided by the property. These proposals incorporated significant disturbance to the existing washes. The current Desert Trails proposal is vastly different as the design team has developed

a plan to leave considerable portions of the natural environment undisturbed.

Desert Trails



The design philosophy is to embrace the natural washes as a long term amenity. The proposal for Desert Trails is to selectively hand clear the wash corridors to result in a natural environment. Selectively cleared native trails will allow for the public to access this natural amenity. This results in a total of approximately 214 acres of protected open space generally unaltered by human intervention.

The design guidance provided by the City of Surprise in its General Plan 2030 has served as the central design philosophy utilized by the Desert Trails design team. Based on the proposed PAD submittal it is apparent that the five key principles for community design have heavily influenced the project design.

Other principles outlined in the General Plan 2030 are as follows:

- ***“Villages are pedestrian friendly and so the streets encourage walking. Public spaces, such as parks and plazas are emphasized. Facilities are available to hold public events.”***



As has been described in detail within this document, Desert Trails is the model of pedestrian friendly developments. Public spaces (parks) are provided and emphasized in each neighborhood. The Community Plaza includes a public square for larger community events. An amphitheater is planned to further encourage public interaction and community events.

- ***“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.”***

Desert Trails proposes to protect approximately 214 acres of natural open space. The

Desert Trails



project is truly a model of environmental protection, with selective hand clearing and maintenance only within the open space corridors. Previous proposals for this property did not plan for such minimal disturbance to the natural features. With the inclusion of regional and signature trails that extend through the development, the protected open space is available for the use and pleasure of all residents within the region.

- ***“The conservation element is based on the premise that the existing natural environment possesses its own inherent values and qualities that should be preserved.”***

The development team of Desert Trails agrees wholeheartedly with the idea of the immeasurable value and qualities inherent to preserving the natural environment. This is a guiding principle evidenced in the design of the project, particularly in the treatment of the wash corridors.

- ***“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.”***

With the inclusion of two possible gated communities, Desert Trails provides the opportunity for upscale residential housing. These two communities, while anticipated as higher-end product, are still linked to the remainder of the Desert Trails community through the intricate system of trails.



- ***“The City of Surprise is recognized for its affordability. First time home buyers have been able to purchase quality homes in master planned neighborhoods. The key is to ensure the widest range of housing to meet the needs of a growing city.”***

Desert Trails offers a total of ten (10) lot size opportunities. Seven (7) lot sizes are available in the traditional portion of the development and three (3) lot sizes are available in the proposed gated communities. Given all the site constraints and the

Desert Trails



overall scale of Desert Trails, the development plan provides for a tremendous range of housing types.

1.9 CITY OF SURPRISE PARKS AND TRAILS MASTER PLAN

Desert Trails mirrors the facilities called out for in the recently approved Parks and Trails Master Plan. The project includes approximately 1.7 miles of the proposed Signature Regional Trail, which traverses along Trilby Wash in the Desert Trails vicinity. An underpass trail section will be provided to allow for crossing Deer Valley Road at Trilby Wash and East Iona Wash. Two trailheads are anticipated within Desert Trails, with one containing parking facilities for horse trailers to promote equestrian usage for the entire City of Surprise.



SECTION 2 - LOCATION

2.1 LOCATION

The subject property consists of 890 acres, located at the intersection of 219th Avenue and Deer Valley Road in the City of Surprise. The entirety of the property lies east of 219th Avenue, with approximately 630 acres north of Deer Valley Road and the remainder south of Deer Valley Road. The property legal description and ALTA survey can be found in **Appendix A**. Local and regional location maps indicating the properties' proximity to regional landmarks and major infrastructure can be found in **Exhibit 2.1 – Local Vicinity Map and Exhibit 2.2 - Regional Vicinity Map**.

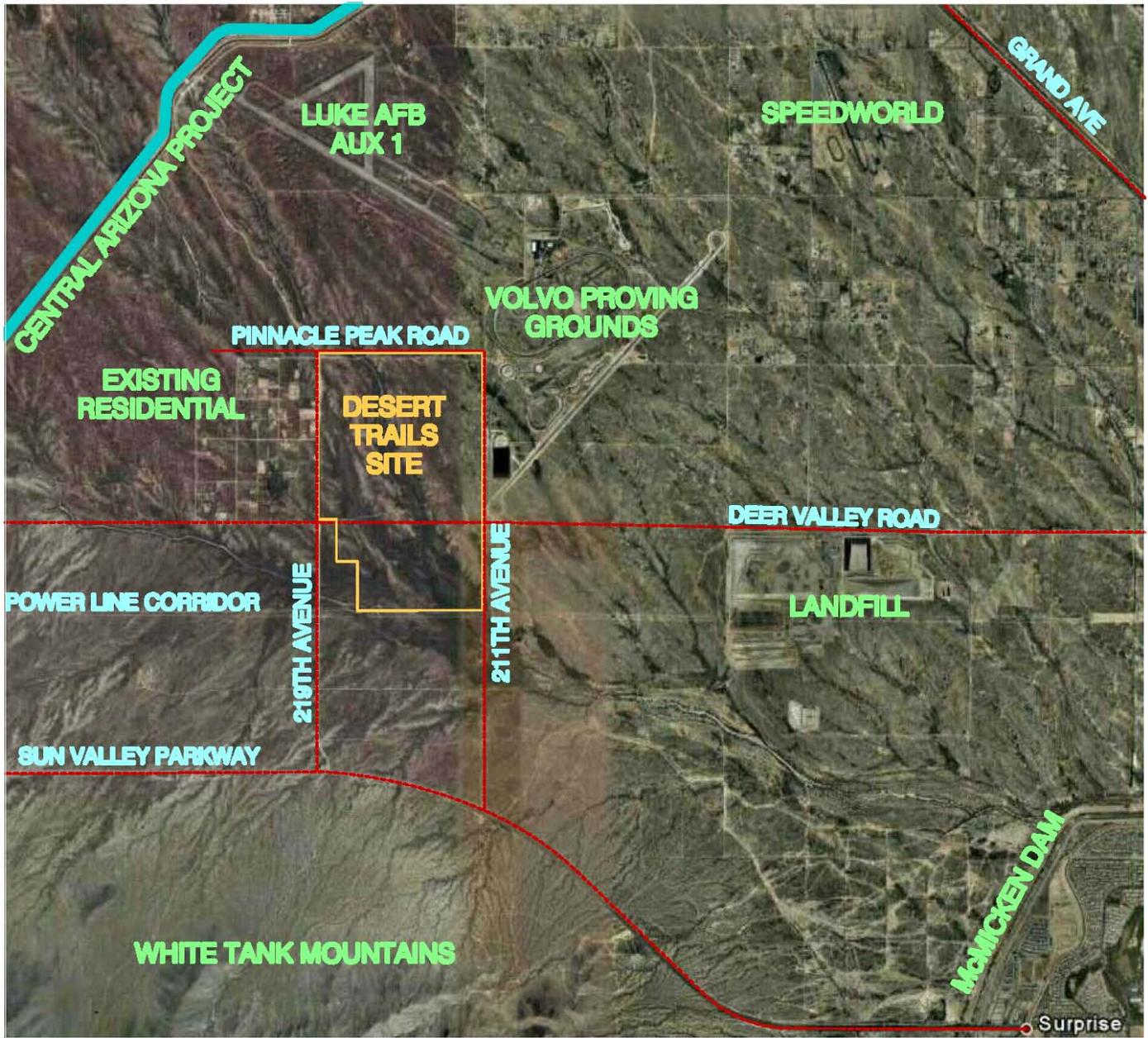
SECTION 3 - EXISTING SITE ANALYSIS

3.1 TOPOGRAPHY

The site is traversed by 3 separate washes as previously discussed. The washes follow the general slope of the property from northwest and west to southeast and east. Slopes are relatively minor averaging approximately 0.6% - 0.8%. A topographic display can be found in **Appendix B**.

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Local Vicinity Map

Exhibit 2.1



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Regional Vicinity Map

Exhibit 2.2

3.2 FLOODPLAIN

The site is impacted by three washes; Trilby Wash, Iona East Wash and Iona West Wash. Trilby Wash and Iona East Wash are subject to detailed Flood Insurance Studies (FIS) as published by the Federal Emergency Management Agency (FEMA) and are therefore subject to established Base Flood Elevations (BFE's). Iona West Wash is subject to non-detailed floodplain delineation, with no BFE's established. The existing floodplain delineations impacting the subject property as published and administered by FEMA can be found in **Appendix B**.

3.3 UTILITIES

Utilities are provided through the properties' involvement with the West Surprise Landowner's Group (WSLG). The WSLG has participated in funding the construction of the initial "developer phase" of the sewer treatment plant, and agreements are in place addressing the future design and construction of the first City phase of the regional sewer treatment plant. The regional water supply system, which includes the Desert Trails water system as the initial phase, has been approved. There is currently an existing 30-inch sanitary sewer line within the right of way of Deer Valley Road connected to the existing treatment plant near 195th Avenue. All sewer from Desert Trails shall be routed to this line and eventually to wastewater facilities at the current regional treatment plant location. Three 500 kV electric transmission facilities lie immediately south of the subject property. Overhead electric facilities exist within the future Pinnacle Peak right of way and adjacent to the east property line within the Volvo facilities. An 8-inch gas line lies within the future right of way of Deer Valley Parkway traversing the site from east to west. Existing utilities and corresponding easement widths are displayed in **Appendix B**. The proposed Desert Trails water and sanitary sewer facilities are shown in **Appendix C**.

3.4 ACCESS

Current access to the subject tract is provided by 219th Avenue. 219th Avenue is currently a two lane asphalt road from Sun Valley Parkway to Deer Valley Road. Another portion is gravel and chip seal from Deer Valley Road to Pinnacle Peak Road. All wash crossings are at grade with no culverts in place. Right of way dedication widths vary throughout the length

Desert Trails



of roadway. North of Pinnacle Peak Road the roadway transitions to a dirt road/gravel section. Pinnacle Peak, 211th Avenue and Deer Valley Road all consist of dirt roads adjacent to the perimeter of the property. Existing roadway type and dedicated right of way can be found displayed in **Appendix B**.

3.5 EXISTING LAND USE AND ZONING

The subject property is vacant desert land. Immediately east of the subject tract is the Volvo Proving Grounds, which lies within Maricopa County jurisdiction. Luke AFB Auxiliary No. 1 lies approximately 1 mile north of the development. To the immediate north, west and south all property adjacent to the tract is zoned R1-43. A mix of county subdivisions exists, with most occupied tracts adjacent to the property on the west. The Desert Trails property is currently zoned Planned Area Development for mostly residential use with a maximum of 2,320 residential dwellings allowed. An existing land use and zoning map can be found in **Appendix B**. Pictures of the site and surrounding areas can also be found in **Appendix B**.

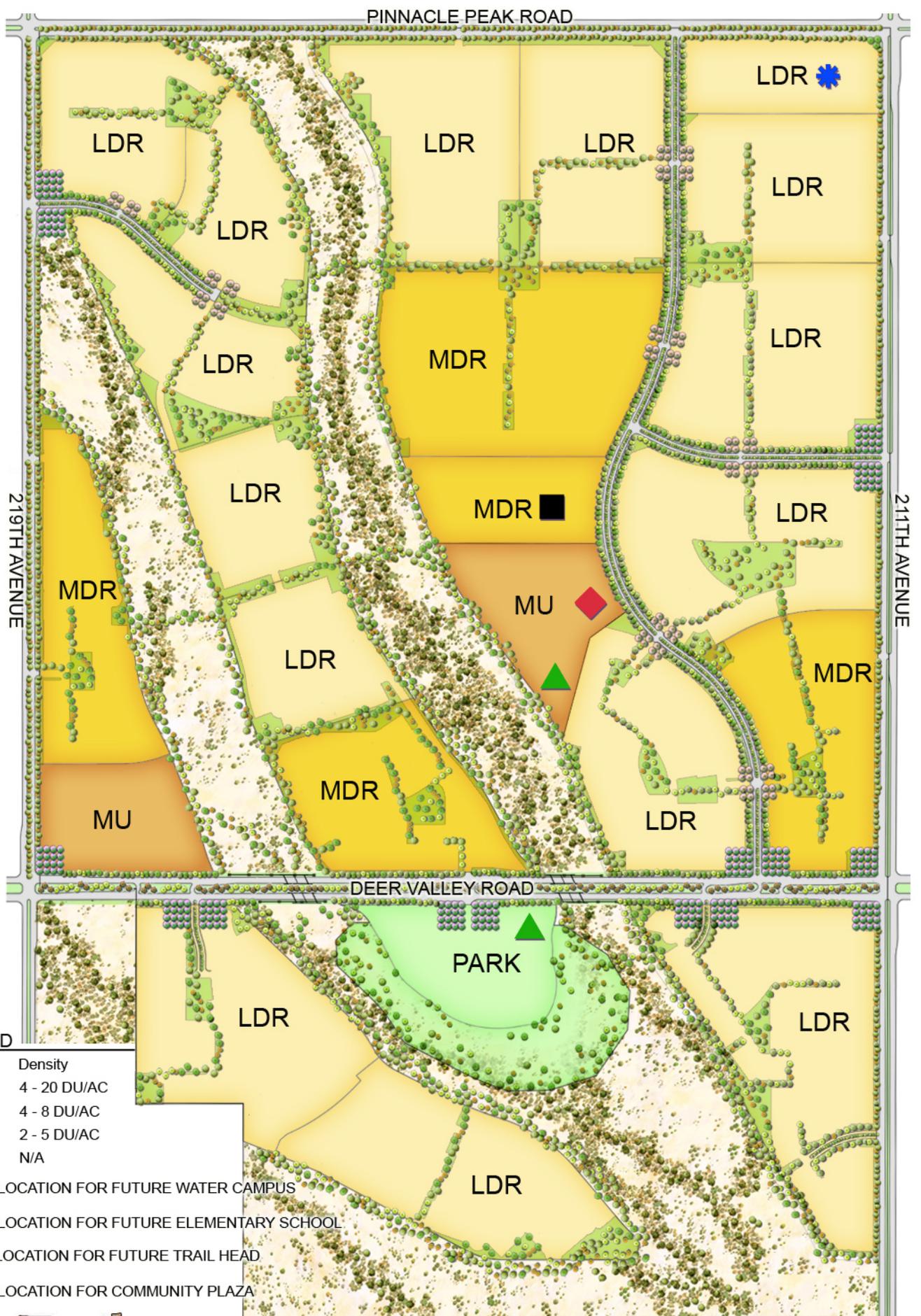
3.6 EXISTING LANDSCAPE AND HABITAT

The existing landscape and habitats of the Desert Trails project consists of vegetation typically found within the Lower Colorado River Valley subdivision of the Sonoran Desert. Average minimum temperatures in the winter time are 36-37 degrees with average high temperatures in the summer near 102 degrees. Measured rainfall averages 7"-8" per year. Given the sites vicinity to the upper Bajada of the White Tank Mountains, the site is typified by Creosote flats broken up by sandy wash habitats. Predominate tree species found on-site include *Cercidium floridum* (Blue Palo Verde), *Prosopis* spp. (Mesquite), *Acacia greggii* (Catclaw Acacia), and *Olneya tesota* (Ironwood). Large shrub specie found associated with the wash corridors include *Ambrosia ambrosioides* (Giant Bursage), *Lycium* spp. (Wolfberry) and



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Ziziphus obtusifolia (Graythorn). The remaining site consists of Larrea tridentate (Creosote) with an under story of Ambrosia deltoidea (Triangle Leaf Bursage), Ferocactus spp. (Barrel Cactus), Atriplex spp. (Salt Bush), and Encelia farinose (Brittlebush). Some invasive grasses are found throughout the site.

SECTION 4 - PROPOSED SITE PLAN

4.1 GENERAL

The Desert Trails Master Plan can be found on **Exhibit 4.1 - Master Plan**. The proposed master plan includes fifteen Low Density Residential (LDR) parcels, five Medium Density Residential (MDR) parcels and two Mixed Use (MU) parcels. One LDR parcel is intended for the project water campus, one MDR parcel is intended for a possible elementary school tract and one MU parcel is intended to contain the project Community Plaza and associated park area. While classified as Low Density Residential and Medium Density Residential each category allows for numerous types of residential lot sizes. In addition, the developer is requesting the ability to provide gated entry subdivisions for the areas south of Deer Valley Road be included (but not mandated) in the PAD case. The inclusion of gated communities (limited vehicular access, not pedestrian) further diversifies development opportunities. Finally an approximately 35 acre tract is intended for a Community Park as currently being coordinated with the City of Surprise Parks Department.

4.2 URBAN CONNECTIVITY

While never specifically described within the City of Surprise General Plan 2030, it is



apparent that one of the underlying principles of all city planning guidelines is that of urban connectivity. A well thought out master planned community should provide a cohesive development that is focused on the central core and emanates outward in scope.

Each successive level of development should be focused on the core while still interacting with each individual

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neighborhood. In short, the central core should serve as the foundation of the community, with surrounding layers of development focusing on the core. Each layer should be interconnected by vehicular mode and equally as important via pedestrian methods. **Exhibit 4.2 - Urban Connectivity** reflects the connectivity within the overall community that is provided by the current proposal. The linking of individual neighborhoods through the use of the proposed dynamic trail system is evident. It should be noted that the connectivity indicated represents the pedestrian component. This level of pedestrian connectivity is rarely seen in a master planned community, much less one having the inherent physical constraints described.

4.3 COMMUNITY PLAZA

As discussed throughout this document, the heart of the development is represented by the Community Plaza. Located at the central most part of the project as shown on **Exhibit 4.2**, the Community Plaza will serve as the focal point of community interaction. Conceptual plaza programming can be seen in **Exhibit 4.3 - Community**



Plaza. The amenity package for the plaza includes the recreation facilities with family and lap pools, fitness facility, community gathering rooms and possible commercial uses (coffee and sandwich shop, etc.). Open space features may include an amphitheater overlooking

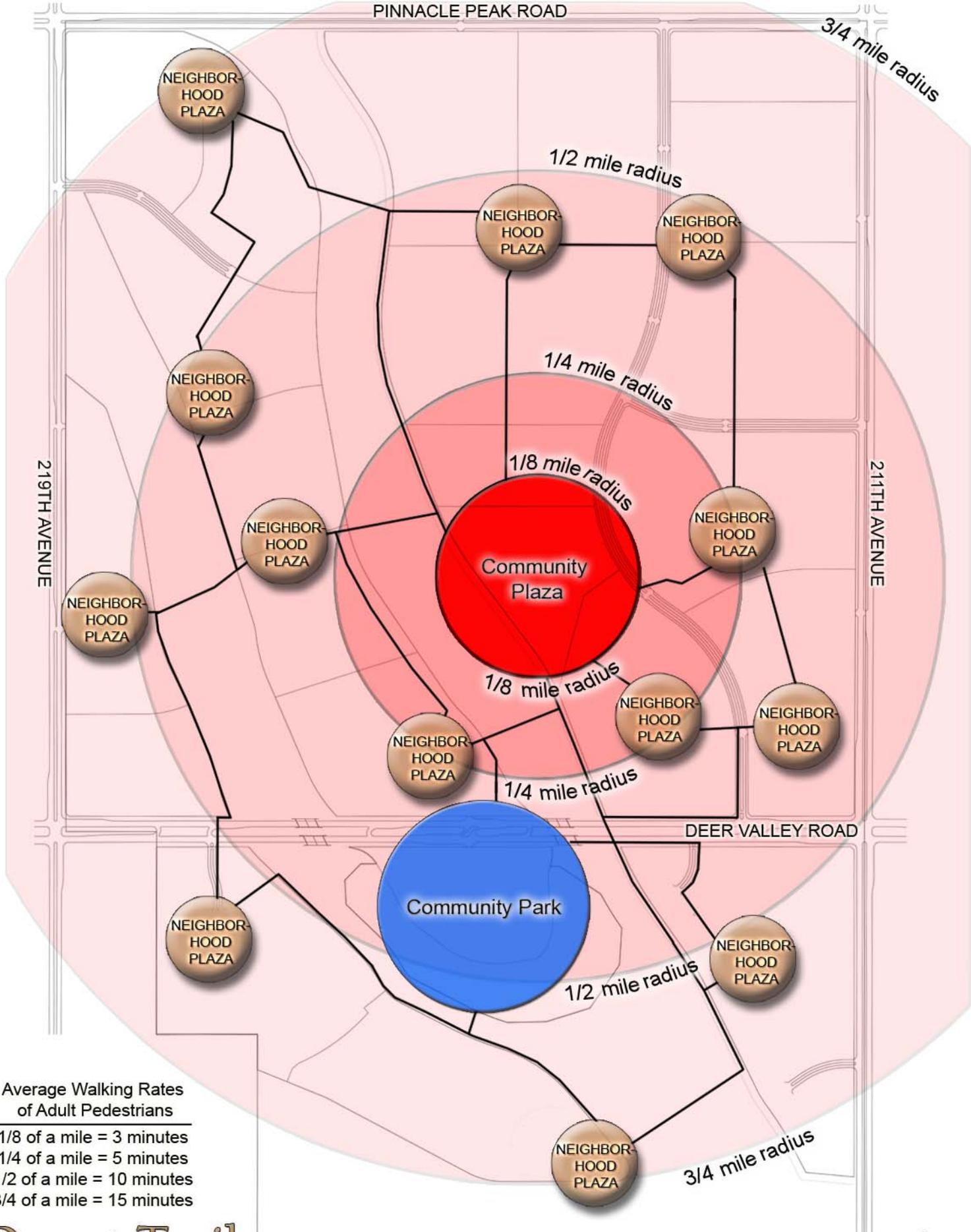


the wash and the White Tank Mountains, sand volleyball, teen free play area, dog park, and an adventure play area. Other amenities anticipated to be heavily used are a farmers market and a trailhead located within the boundary of the plaza immediately adjacent to the Signature Regional Trail as discussed in

Section 7. A perspective view of the plaza capturing the stunning views offered can be

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**Average Walking Rates
of Adult Pedestrians**

- 1/8 of a mile = 3 minutes
- 1/4 of a mile = 5 minutes
- 1/2 of a mile = 10 minutes
- 3/4 of a mile = 15 minutes

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found in **Exhibit 4.4 - Community Plaza Perspective**. An example of the playground facilities can be found on **Exhibit 4.5 - Community Plaza - Tot Lot Perspective**.

The inclusion of the Community Plaza as a centralized design element embodies the design guidelines and planning philosophy contained in the City of Surprise General Plan 2030 and supporting documentation. The Community Plaza provides not only a central community gathering place, but also ties into the regional systems. The plaza is completely pedestrian friendly and is accessible through the trails network from every lot within the development.

4.4 RESIDENTIAL DEVELOPMENT STANDARDS

An overall land use plan corresponding to the Master Plan can be found on **Exhibit 4.6 - Land Use Plan and Parcel Map**. The Land Use Plan and Parcel Map indicate all LDR, MDR, MU, parks and open space tracts. In addition, the Land Use Plan further indicates the possible location of gated communities which are indicated by the “G” sub label. These parcels are not mandated to be gated, but limited access development is allowed in these parcels, subject to meeting all fire department and other health, safety and welfare issues.

The Desert Trails Development Standards Table (**Table 4.1**) includes the development standards proposed for the project. The lot configurations, proposed setbacks and overall orientation to right of way can be found in **Exhibits 4.7 and 4.8 - Typical Lot Categories** and **Exhibit 4.9 – Corner Lot Details**. The Development Summary Table (**Table 4.2**) indicates the parcel number, acreage, land use, density range and the proposed phase for each parcel.

4.5 NON RESIDENTIAL DEVELOPMENT STANDARDS



Non residential tracts within the project include a 14.6 acre MU parcel at the corner of 219th and Deer Valley Road (Parcel 21), a 35 acre Community Park immediately south of Deer Valley Road and a 16.1 acre MU parcel that will consist of the Community Plaza area (Parcel 4). Using the assumption of a 25% FAR on the

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Community Plaza Perspective

Exhibit 4.4

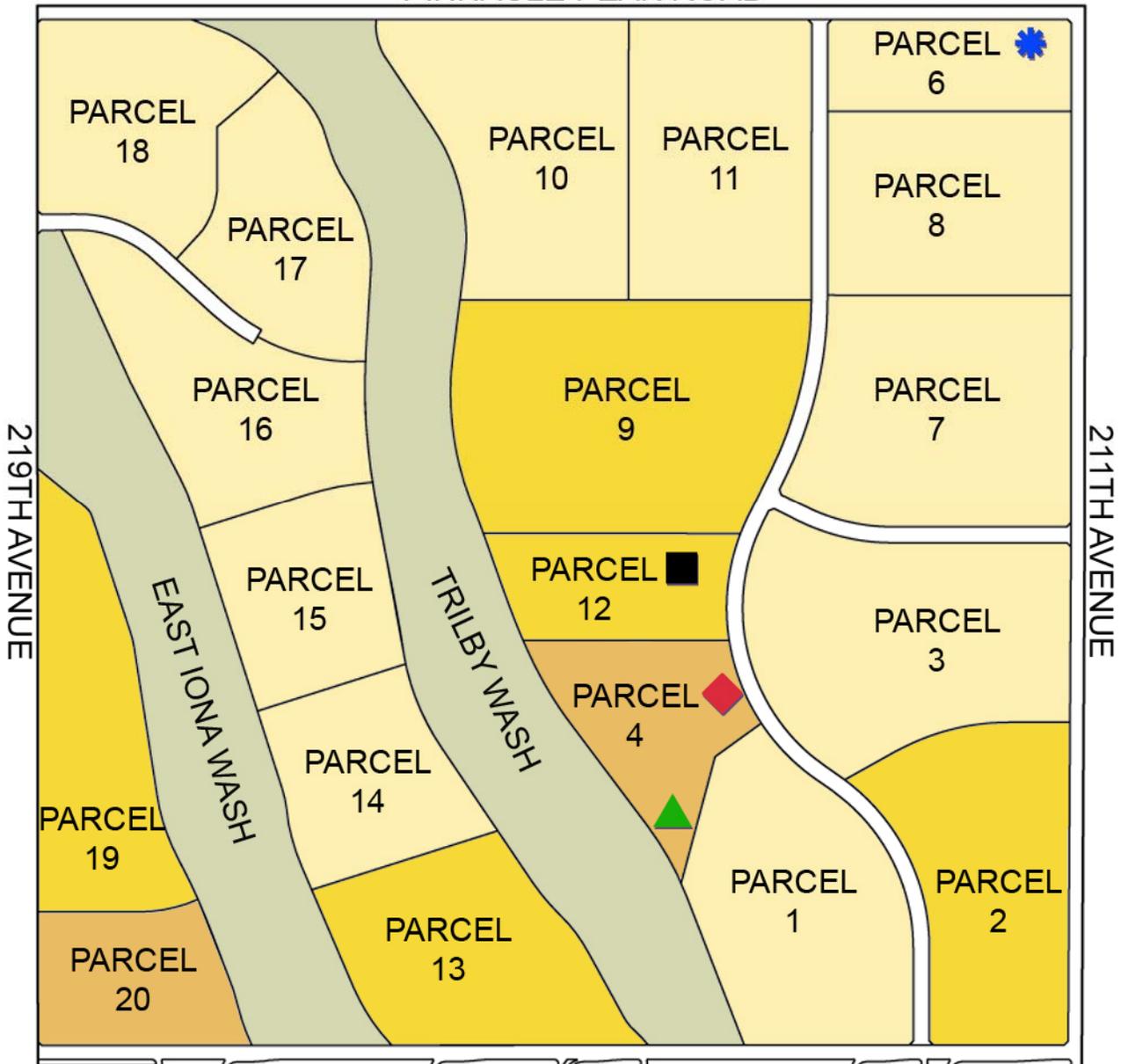


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Community Plaza Adventure Playground Perspective

Exhibit 4.5

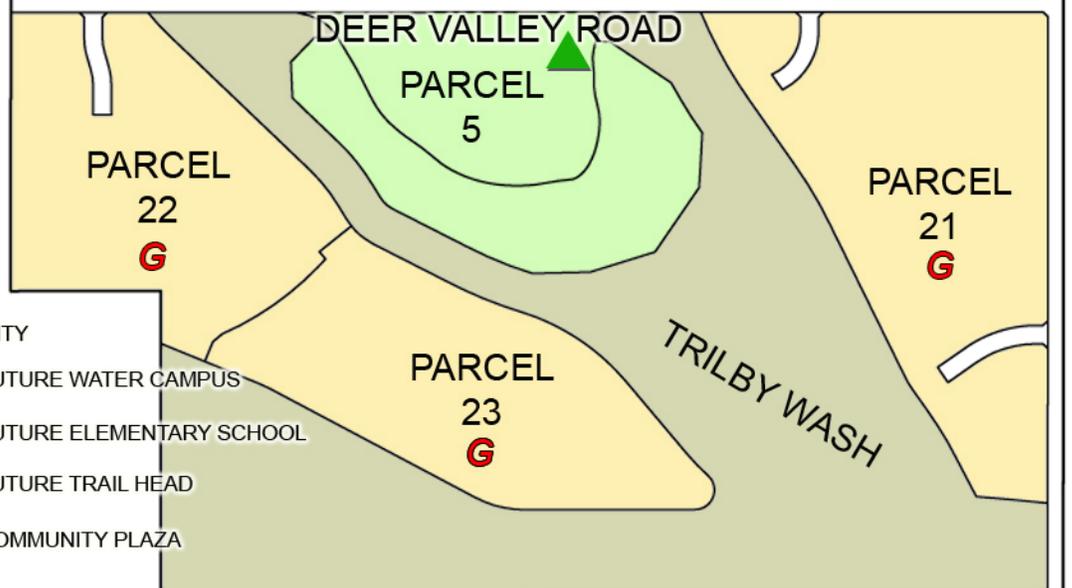
PINNACLE PEAK ROAD



LEGEND

Land Use	Density
 MU	4 - 20 DU/AC
 MDR	4 - 8 DU/AC
 LDR	2 - 5 DU/AC
 PARK	N/A
 OPEN SPACE	N/A

-  OPTIONAL GATED COMMUNITY
-  PLANNED LOCATION FOR FUTURE WATER CAMPUS
-  PLANNED LOCATION FOR FUTURE ELEMENTARY SCHOOL
-  PLANNED LOCATION FOR FUTURE TRAIL HEAD
-  PLANNED LOCATION FOR COMMUNITY PLAZA



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**TABLE 4.1
DESERT TRAILS DEVELOPMENT STANDARDS**

LOT CATEGORY ⁽¹⁾	LDR-1G ⁽³⁾	LDR-2	LDR-2G ⁽³⁾	LDR-3	LDR-3G ⁽³⁾	LDR-4	MDR-1	MDR-Z	MDR-Y	MDR-C
LAND USE	LDR	LDR	LDR	LDR	LDR	LDR	MDR	MDR	MDR	MDR
MIN AREA	7500	7000	7000	6300	6300	5500	5000	3800	3000	3000
MIN WIDTH	68	63	63	58	58	53	48	VARIES	38.5	55
MIN DEPTH	110	110	110	105	105	100	100	100	78	55
MAX COVERAGE % ⁽²⁾	50	50	50	50	50	50	50	60	80	60
MAX HEIGHT	35	35	35	35	35	35	35	35	35	35
FRONT SETBACK (LIVABLE & SIDE GARAGE)	10-16	10-16	10-16	10-16	10-16	10-16	10-16	10-12	10-12	10
FRONT SETBACK (FACING GARAGE)	18-24 ⁽⁴⁾	18-24 ⁽⁴⁾	18-24 ⁽⁴⁾	18-24 ⁽⁴⁾	18-24 ⁽⁴⁾	18-24 ⁽⁴⁾	18-22 ⁽⁴⁾	≥ 18	NA	NA
SIDE INTERIOR LIVABLE	5/8 ⁽⁵⁾	5/8 ⁽⁵⁾	5/8 ⁽⁵⁾	5/8 ⁽⁵⁾	5/8 ⁽⁵⁾	5/8 ⁽⁵⁾	5/8 ⁽⁵⁾	0-5/5	3/7	5/5
CORNER LIVABLE	13 ⁽⁶⁾	13 ⁽⁶⁾	13 ⁽⁶⁾	13 ⁽⁶⁾	13 ⁽⁶⁾	13 ⁽⁶⁾	13 ⁽⁶⁾	15	20	20
GARAGE	5	5	5	5	5	5	5	0-5	3	5
REAR LIVABLE	20	20	20	15	15	15	15	15	10	10
GARAGE	15	15	15	10	10	10	10	10	NA	NA

(1) Lot Categories are conceptual typical product types. Others may be implemented provided they meet the Desert Trails Development Summary and are approved by the City of Surprise Community Development Department.

(2) Maximum Lot Coverage including garage, not including porches, patios, stoops, balconies, etc.

(3) 'G' denotes an optional gated community.

(4) Minimum stagger of 2'.

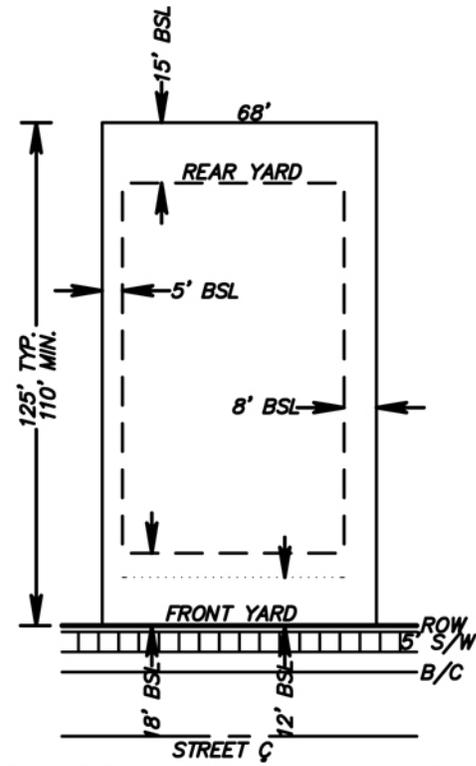
(5) Two adjacent multi-story houses must be separated by not less than 13 feet, and a multi-story house and an adjacent single-story house must be separated by not less than 12 feet with 5' & 7' side yard setbacks.

(6) Corner lots adjacent to tracts are treated as an interior lot. Minimum tract width shall be 10'.

(7) Patios and porches may extend 10' into setbacks.

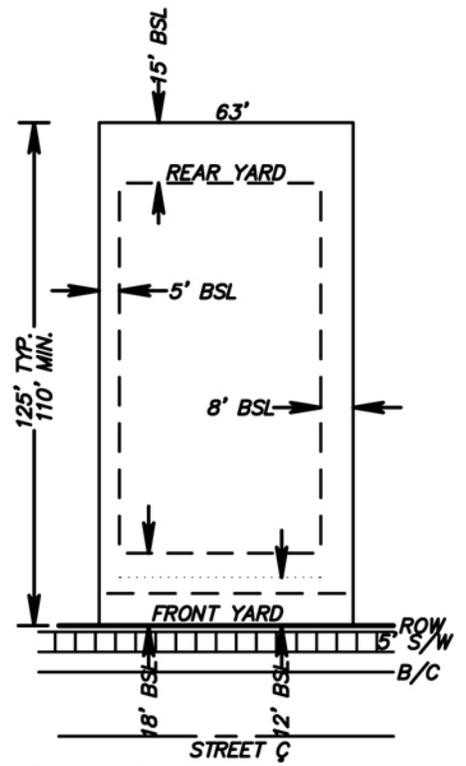
Desert Trails





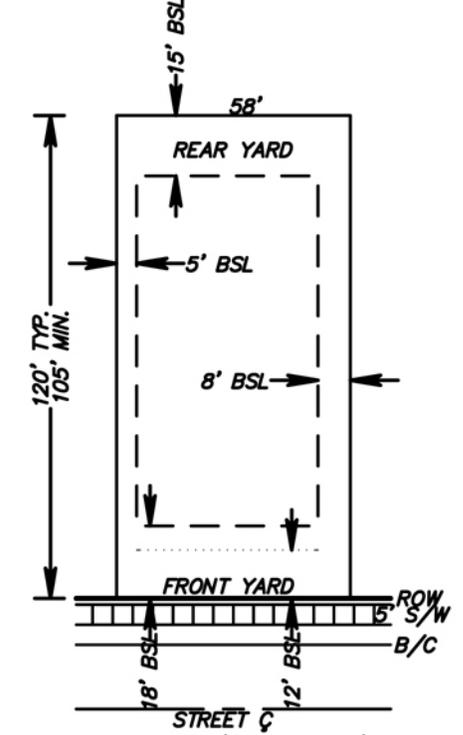
TYPICAL 68' x 125' LOT
 8,500 S.F. (TYP.)
 7,500 S.F. (MIN.) N.T.S.

LDR-1G



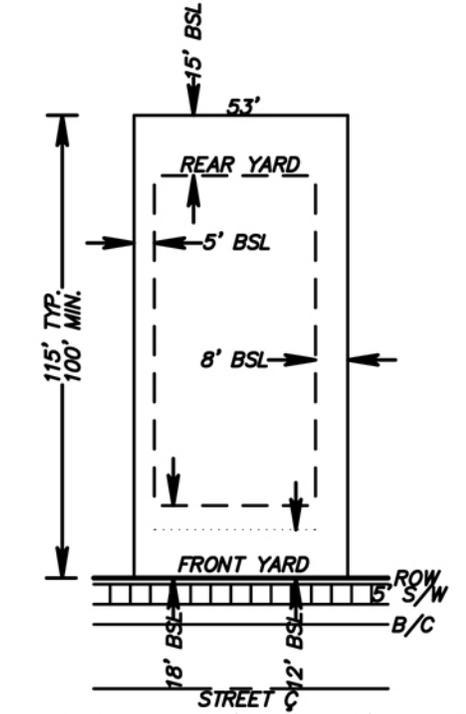
TYPICAL 63' x 125' LOT
 7,875 S.F. (TYP.)
 7,000 S.F. (MIN.) N.T.S.

**LDR-2 &
 LDR-2G**



TYPICAL 58' x 120' LOT
 6,960 S.F. (TYP.)
 6,300 S.F. (MIN.) N.T.S.

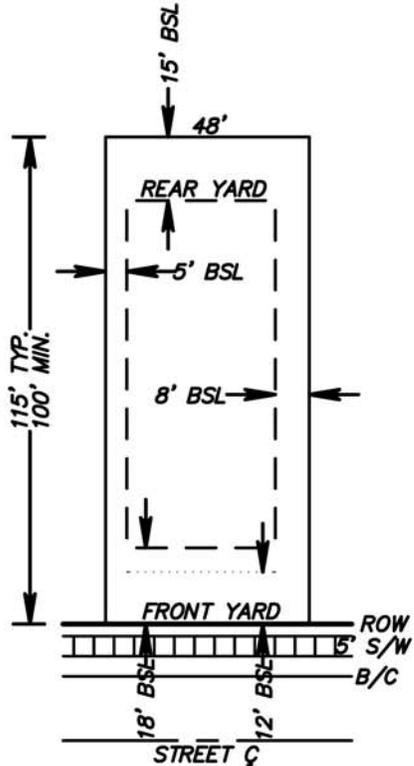
**LDR-3 &
 LDR-3G**



TYPICAL 53' x 115' LOT
 6,095 S.F. (TYP.)
 5,500 S.F. (MIN.) N.T.S.

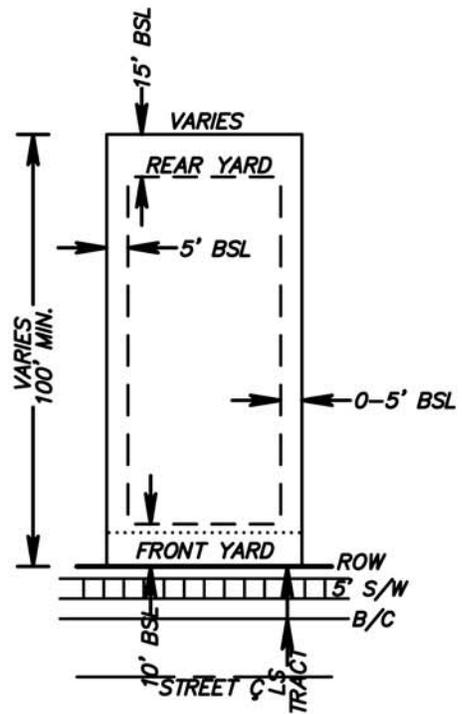
LDR-4

Desert Trails



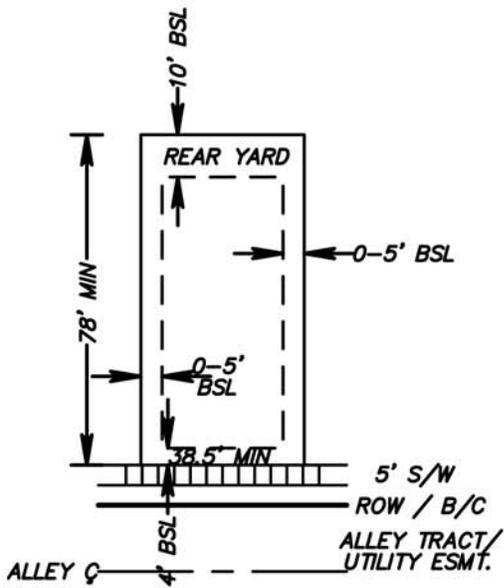
TYPICAL 48' x 115' LOT
 5,520 S.F. (TYP.)
 5,000 S.F. (MIN.) N.T.S.

MDR-1



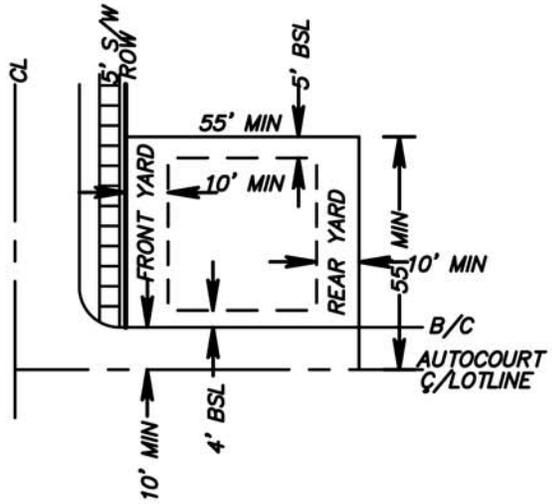
TYPICAL Z LOT
 3,800 S.F. N.T.S.

MDR-Z



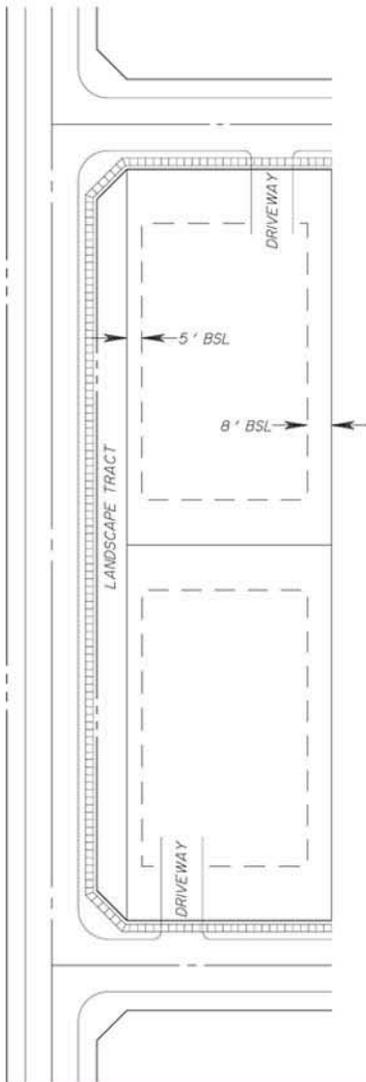
TYPICAL VILLA LOT
 3,000 S.F. N.T.S.

MDR-V

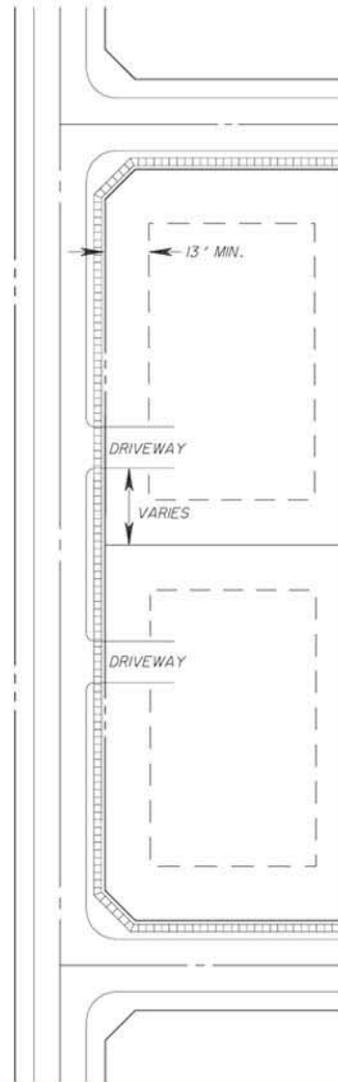


TYPICAL CLUSTER LOT
 3,000 S.F. N.T.S.

MDR-C



TYPICAL CORNER LOT PLAN



OPTIONAL SIDE ENTRY GARAGE

NOTE:
 APPLIES TO LDR-1G, LDR-2,
 LDR-2G, LDR - 3, LDR-3G, 8 LDR-4

**TABLE 4.2
DESERT TRAILS DEVELOPMENT SUMMARY**

<u>PARCEL #</u>	<u>ACRES</u>	<u>LAND USE</u>	<u>DENSITY RANGE</u> ⁽¹⁾	<u>PHASE</u> ⁽⁷⁾
1	30.4	LDR	2 - 5 DU/AC	1A
2	29.0	MDR	4 - 8 DU/AC	1A
3	36.6	LDR	2 - 5 DU/AC	1A
4	16.3	MU	4 - 20 DU/AC	1A
5	35.0	PARK	-	1A
6	12.7	LDR ⁽⁴⁾	2 - 5 DU/AC	1A
7	34.1	LDR	2 - 5 DU/AC	1B
8	25.5	LDR	2 - 5 DU/AC	1B
9	43.6	MDR	4 - 8 DU/AC	1B
10	30.8	LDR	2 - 5 DU/AC	1C
11	29.2	LDR	2 - 5 DU/AC	1C
12	13.8	MDR ⁽⁵⁾	4 - 8 DU/AC	1C
13	25.8	MDR	4 - 8 DU/AC	2
14	18.1	LDR	2 - 5 DU/AC	2
15	18.2	LDR	2 - 5 DU/AC	2
16	25.0	LDR	2 - 5 DU/AC	2
17	20.0	LDR	2 - 5 DU/AC	3
18	22.9	LDR	2 - 5 DU/AC	3
19	24.7	MDR	4 - 8 DU/AC	4
20	14.6	MU	4 - 20 DU/AC	4
21(G)	42.6	LDR	2 - 5 DU/AC	5
22(G)	33.3	LDR	2 - 5 DU/AC	6
23(G)	32.2	LDR	2 - 5 DU/AC	6
SUBTOTAL =	614.4	-	-	-
OPEN SPACE ⁽²⁾	214.9	-	-	-
ROW ⁽³⁾	60.3	-	-	-
TOTAL =	889.6	-	-	-

⁽¹⁾ FINAL DENSITY WILL BE DETERMINED AT THE TIME OF DEVELOPMENT, BUT SHALL FALL WITHIN THIS RANGE.

⁽²⁾ INCLUDES SIGNATURE REGIONAL TRAIL BUT DOES NOT ACCOUNT FOR OPEN SPACE WITHIN PARCELS OR PARCEL 5.
TOTAL ESTIMATED PROJECT OPEN SPACE IS APPROXIMATELY 360 ACRES OR 40%.

⁽³⁾ INCLUDES ARTERIAL AND COLLECTOR RIGHT OF WAY.

⁽⁴⁾ PLANNED LOCATION FOR WATER CAMPUS.

⁽⁵⁾ PLANNED LOCATION FOR SCHOOL SITE.

⁽⁶⁾ MAXIMUM LOT COUNT OF 2,140 ALLOWED

⁽⁷⁾ PHASING SEQUENCE IS PRELIMINARY AND SUBJECT TO CHANGE AS APPROVED BY THE COMMUNITY DEVELOPMENT DEPARTMENT.

^(G) DENOTES POSSIBLE GATED COMMUNITY.

14.6 acre parcel, it results in a total of approximately 159,000 square feet of leasable area. The final configuration and amount of commercial space will be determined at final site plan.

The Community Plaza area is anticipated to have several thousand square feet of space. A few possible inclusions are recreation and workout facilities, coffee shop and other retail/food opportunities, swimming pool and associated structures (bathrooms, dressing rooms, etc), and trailhead. Allowable uses for MU designated parcels have previously been approved with the Amended Fox Trails PAD. Uses consistent with the previously approved PAD have been incorporated into **Table 4.3 - Desert Trails Mixed Use District** for inclusion in the current proposed PAD.

4.6 COMMUNITY AMENITIES

Extensive community amenities proposed for Desert Trails include the following:

- * 214 acres of natural wash open space
- * 35 acre regional Community Park
- * Approximately 16.5 miles of local and regional trail system
- * 14 neighborhood parks
- * Approximately 160 acres of internal open space proposed
- * Approximately 40% total open space
- * 2 regional trailheads with equestrian access facilities
- * Community Plaza area, including pool, workout facilities, amphitheater and farmer's market area
- * Disc golf course area



4.7 SERVICE PROVIDERS

The following represents a list of service providers for the Desert Trails development:

Water -	City of Surprise
Sewer -	City of Surprise
Electric -	Arizona Public Service Company
Gas -	Southwest Gas Company
Telephone -	Qwest Communications
Solid Waste Disposal -	City of Surprise

Desert Trails



**TABLE 4.3
DESERT TRAILS MIXED USE DISTRICT**

PERMITTED COMMUNITY USES	
1.)	COMMUNITY CENTER, RECREATION FACILITY, CLUBHOUSE, MEETING HALL, ATHLETIC CLUBS, SWIMMING POOL, TENNIS COURTS
2.)	LIBRARY, POST OFFICE, DAY CARE CENTER, PLACE OF WORSHIP, PUBLIC BUILDINGS, ESSENTIAL PUBLIC SERVICE OR UTILITY
3.)	OPEN SPACE, PUBLIC PARKS, LANDSCAPE BUFFERS, LINEAR PARKS, DETENTION OR RETENTION BASINS, WATER FEATURES, PLAZAS, COURTYARDS, RECREATION FIELDS, TRAIL HEADS

PERMITTED RETAIL AND SERVICE USES	
1.)	CLOTHING SHOP, COFFEE SHOP, DRUGSTORE, ELECTRONICS STORE, FLORIST, GIFT SHOP, NEWS STAND, PASTRY SHOP, PET STORE, SPORTING GOODS, SPECIALTY MARKET, SUPERMARKET, WHOLESALE, FARMERS MARKET
2.)	BARBER SHOP, BEAUTY SALON, CLOTHING ALTERATIONS, DRY CLEANERS, FURNITURE AND APPLIANCE REPAIR, COPYING SHOPS, SELF-SERVICE LAUNDRY, SHOE REPAIR, CARPET CLEANING SERVICES, KEY AND LOCK SERVICE, TRAVEL BUREAUS, EQUIPMENT RENTAL
3.)	RESTAURANTS AND ENTERTAINMENT ESTABLISHMENTS INCLUDING: BOWLING ALLEYS, ELECTRONIC GAME CENTERS AND ARCADES, ICE AND ROLLER RINKS, MINIATURE GOLF, BILLIARDS, PERFORMING ARTS CENTERS, THEATERS (ANY OF WHICH SHALL BE OF HIGH QUALITY AND/OR COMBINED WITH OTHER ENTERTAINMENT USES
4.)	BANKS AND FINANCIAL INSTITUTIONS
5.)	DRIVE-THRU FOR BANKS, DRY CLEANING, COFFEE SHOP, BAKERY, PHARMACY
6.)	BAR/COCKTAIL LOUNGE
7.)	PRIVATE HEALTH CLUB

PERMITTED RESIDENTIAL USES	
1.)	SINGLE FAMILY RESIDENTIAL (4-20 DU/ACRE) - SINGLE FAMILY DETACHED, VILLAS, Z-LOT, CLUSTER, OPEN SPACE
2.)	MULTI-FAMILY RESIDENTIAL (10-20 DU/ACRE) - 2, 3, 4, & MULTIPLE FAMILY RESIDENTIAL, TOWNHOUSE, GROUP HOMES
3.)	URBAN MIXED USE RESIDENTIAL - COMMERCIAL BUILDING TYPES, SUCH AS OFFICE OR RETAIL THAT PERMIT RESIDENTIAL UNITS ABOVE THE GROUND FLOOR
4.)	HOME BASED BUSINESSES, UTILITY & PUBLIC SAFETY STRUCTURES, RESIDENTIAL SETTING CARE FACILITY, IN-HOME CHILD CARE

PERMITTED INSTITUTIONAL USES	
1.)	LIBRARIES, AUDITORIUMS, MUSEUMS, AMPHITHEATERS
2.)	INSTITUTIONS OF A RELIGIOUS, EDUCATIONAL, OR PHILANTHROPIC NATURE; PRIVATE CLUBS, LODGES, ETC.
3.)	SCHOOLS, UNIVERSITIES AND COLLEGES, TRADE SCHOOLS
4.)	CULTURAL FACILITIES FOR THE ARTS, SUCH AS DANCE, THEATRE, ART, MUSIC, ETC.
5.)	POST OFFICE
6.)	URGENT CARE FACILITY, CONGREGATE CARE FACILITY

PERMITTED OFFICE USES	
1.)	BUSINESS AND PROFESSIONAL OFFICES WHICH USES MAY INCLUDED, BUT ARE NOT LIMITED TO, LAW ARCHITECT, ENGINEER, INSURANCE, TRAVEL, GOVERNMENTAL, REAL ESTATE, BROKERAGE, TITLE INSURANCE
2.)	MEDICAL, DENTAL, AND OPTICIAN OFFICES
3.)	LABORATORIES WHEN INCIDENTAL TO MEDICAL AND SIMILAR USES
4.)	FINANCIAL INSTITUTIONS

Desert Trails



Police Protection -	City of Surprise (Litchfield Road & Statler Street) Distance to Desert Trails: 10 Miles
Fire Protection - (Joint use with police)	City of Surprise (219 th Avenue & Beardsley Road) Distance to Desert Trails: 1 Mile (Planned Location)
Emergency Services Dispatch -	City of Surprise
Cable Television -	Cox Communications

SECTION 5 - PHASING PLAN

5.1 GENERAL

A project phasing plan can be found displayed in **Exhibit 5.1 - Phasing Plan**. The projected phasing may be consolidated in some instances. The initial main infrastructure requirements consisting of 219th Avenue from Sun Valley Parkway to Deer Valley Road, the north half of Deer Valley Road, the west half of 211th Avenue (north of Deer Valley Road) and the necessary wells and water campus will all be constructed in conjunction with phase one. The regional sewer system and developer phase of the sewage treatment plant have been constructed as part of the WSLG/City efforts. Subsequent phases will include construction of adjacent infrastructure as agreed upon in the Development Agreement for the project. The main infrastructure phasing is also as indicated on **Exhibit 5.1**. The initial water system including initial wells, water storage facilities and all internal water lines will be sufficient for Phases 1, 2 and 3. Based on actual well pumping data, if necessary the final system shall be constructed with Phase 4 sufficient for the remaining phases. All trails located within the wash corridors will be phased with adjacent parcels.

A Master Water Study (including phases), Master Sewer Study, Traffic Impact Analysis, and Master Drainage Study including Conceptual Grading Plan have been submitted under separate cover. Each document addresses phasing issues for the project. Additionally, the sanitary sewer will be phased concurrent with the parcel phasing as indicated in **Exhibit 5.1** and the water system phasing is shown in **Appendix C**. Provisions will be made to insure general vehicular traffic patterns throughout the phasing process. Early phases shall be provided sufficient right of way to accommodate emergency vehicle travel through each



PINNACLE PEAK ROAD

WATER CAMPUS

PHASE 3

PHASE 1C

PHASE 1B

PHASE 1C

PHASE 1A

PHASE 2

PHASE 4

DEER-VALLEY ROAD

PHASE 1A

PHASE 5

PHASE 6

TRILBY WASH

WEST IONA WASH

EAST IONA WASH

TRILBY WASH

219TH AVENUE

211TH AVENUE

TO SUN VALLEY PARKWAY

TO 195TH AVENUE

LEGEND

PHASE	COMPLETION DATE
	PHASE 1A 2012
	PHASE 1B 2013
	PHASE 1C 2014
	PHASE 2 2015
	PHASE 3 2015
	PHASE 4 2016
	PHASE 5 2016
	PHASE 6 2017
	WATER CAMPUS 2012
	SIGNATURE REGIONAL TRAIL
	WASH TRAIL

*COMPLETION DATES ARE PRELIMINARY AND SUBJECT TO CHANGE
 *TRAILS WILL COINCIDE WITH THE ADJACENT PARCEL PHASING AND DEVELOPMENT

Desert Trails



phase and will be continued throughout the entire project.

SECTION 6 - CIRCULATION PLAN

6.1 GENERAL

A detailed Traffic Impact Analysis (TIA) has been prepared and submitted concurrent with this Amended Planned Area Development case. The TIA is considered as fully set forth herein. The TIA has identified necessary roadway infrastructure improvements both regional and within the Desert Trail development itself. All phases of the project will be provided with two points of ingress and egress at a minimum. The City of Surprise General Plan 2030 establishes 219th Avenue as a Minor Arterial, 211th Avenue and Pinnacle Peak Road as Major Arterials and Deer Valley Road as an Arizona Parkway. Each of these roadways will serve as access to the subject property in various phases.

Primary access to the site will be from 219th Avenue. Secondary access will be provided by Deer Valley and 211th Avenue. Internal access shall be provided through a network of residential collector streets. The overall circulation plan for Desert Trails can be found on **Exhibit 6.1 - Vehicular Circulation Plan.**

SECTION 7 - OPEN SPACE PLAN

7.1 DESIGN PHILOSOPHY

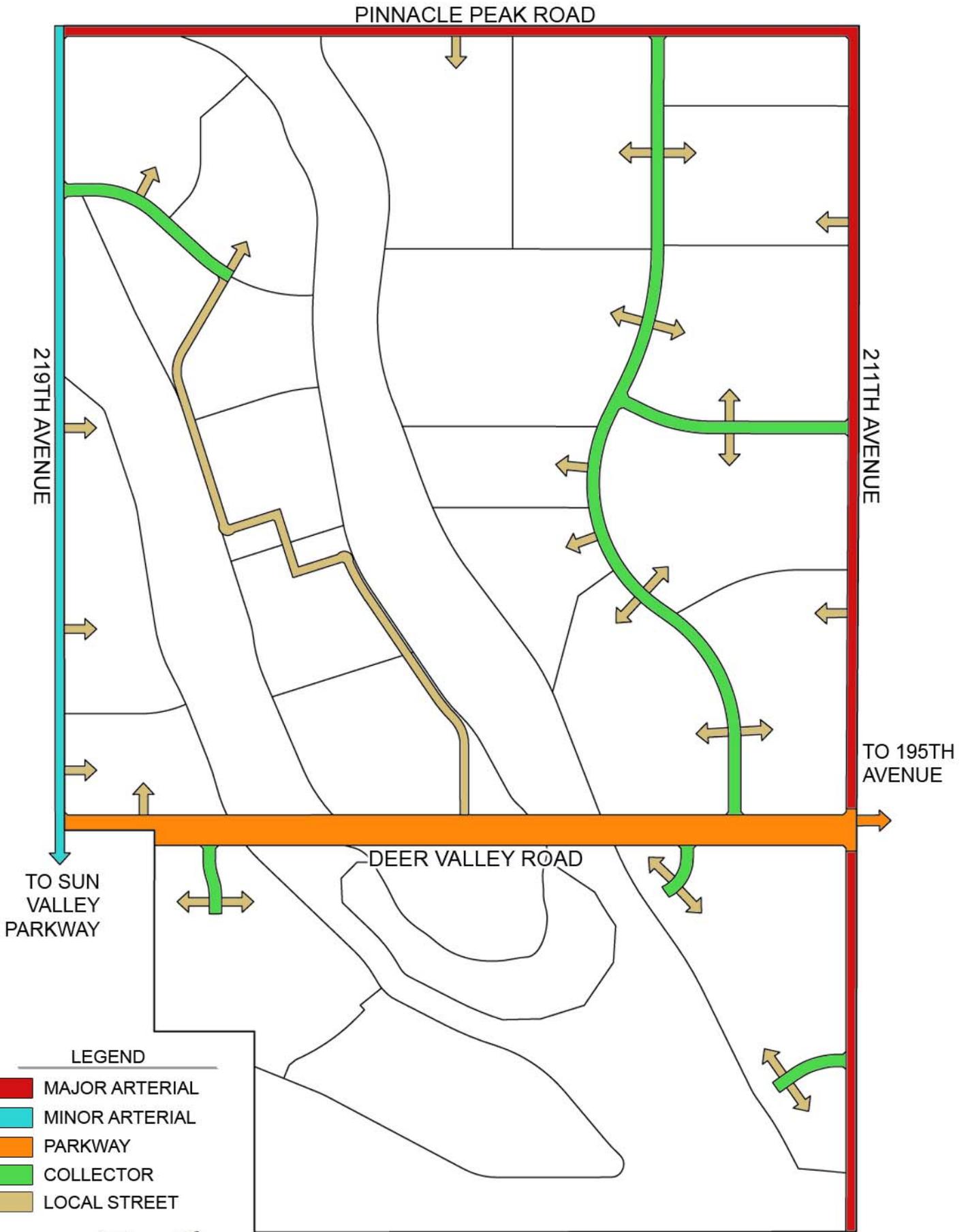
With the exception of the Community Plaza core area, the treatment of the Desert Trails open space is considered to be the key design element and primary organizing element within the community. The open space is planned to maximize the orientation to the existing natural wash corridors and mountain views. A comprehensive trail system within the open space is designed to



establish connections from the homes to the neighborhood parks, the Community Plaza, the

Desert Trails





LEGEND

- MAJOR ARTERIAL
- MINOR ARTERIAL
- PARKWAY
- COLLECTOR
- LOCAL STREET

Desert Trails



City of Surprise Community Park and the Signature Regional Trail.

The open space and trail system provides safe, walk-able areas that meet the needs of the residents through connections to the community amenities. The trail system is designed with a series of varying length loops for all fitness levels and abilities. Signature signage will be provided throughout the development indicating location and fitness levels available. The signage will have a character that emulates the style of a National Park or Trail. Since the trails are cornerstone design elements to the development, this standard will make them easily identifiable to users as well as evoking a sense of ownership and preservation. The Signature Regional Trail will be lighted utilizing current Dark Sky standards. Bollards will be located to direct traffic but not create light pollution. All fixtures will be environmentally friendly and of the full cut-off style.

A defined hierarchy of open space, park facilities and trail systems has been incorporated into the project Master Plan. This hierarchy and corresponding design philosophy is described below. An overall depiction of the proposed parks and trail systems can be found in **Exhibit 7.1 - Parks Master Plan** and **Exhibit 7.2 – Trails Master Plan**.

7.2 OPEN SPACE /PARKS

- * Wash Corridors
 - * Regional Community Park
 - * Community Plaza Park/Recreation Area
 - * Neighborhood Parks



Based on the City of Surprise Parks and Trails Master Plan, Desert Trails is required to provide nine acres of open space per 1,000 residents. Six acres are to be programmed as active open space and three acres as passive. Utilizing 2.6 people per household, Desert Trails is required to provide 54 acres of open space, 36 acres being active. The proposed open space represents significantly more than the minimum required amount. This includes approximately 280 acres of open space with over 60 acres being active. **As a result of the excessive open space in the development, all residents of Desert Trails are within a**

Desert Trails



Butterfly Garden - Active

- botanical planting
- butterfly -themed play structure
- butterfly houses
- turf

Swing Garden - Active

- zip line
- tire swing
- rope bridge
- swings
- turf
- picnic tables
- hammocks

Aviary Garden - Active

- tree top deck
- bird houses
- binoculars
- turf
- picnic tables under trees

Arizona Garden - Active

- superstition mountains climbing wall
- replicated farming
- sunset observation deck

Community Plaza - Active

- community meeting rooms
- amphitheater
- fitness center
- lap pool
- family pool
- event lawn
- sport courts
- trail head ramada
- free play area
- tot lots
- climbing structures
- playhouses

The Ruins - Active Garden

- bridge
- building 'ruins'
- orchard
- fire place
- turf
- picnic tables in orchard

Eco-Garden - Active

- community garden
- use of recycled materials
- water harvesting
- environmental
- education

Climbing Garden - Active

- climbing wall
- slide w/ 2 tier area
- sand
- boulders for climbing
- bridge
- cottonwood trees
- turf
- picnic tables

Picnic Garden - Active

- rose arbors
- picnic tables
- lawn steps
- turf

Elegant Garden - Active

- formal planting
- play gardens
- play houses
- arbors/trellises
- turf

Shade Garden - Active

- picnic table under trees
- turf
- sand/water play

UNDERPASS

UNDERPASS

DEER VALLEY ROAD

PARK

Art Garden - Active

- art pieces as play
- art land forms
- contemplative spaces
- turf

Community Park - Active

- frisbee golf
- open multi-use field areas
- restroom/concession bldg.
- trail head w/ ramada
- equestrian parking
- equestrian tie up area - separated from sports field
- parking (240 cars max)
- tot lot

Water Garden - Active

- water/sand play
- water in the desert design
- riparian planting
- turf

Court Garden - Active

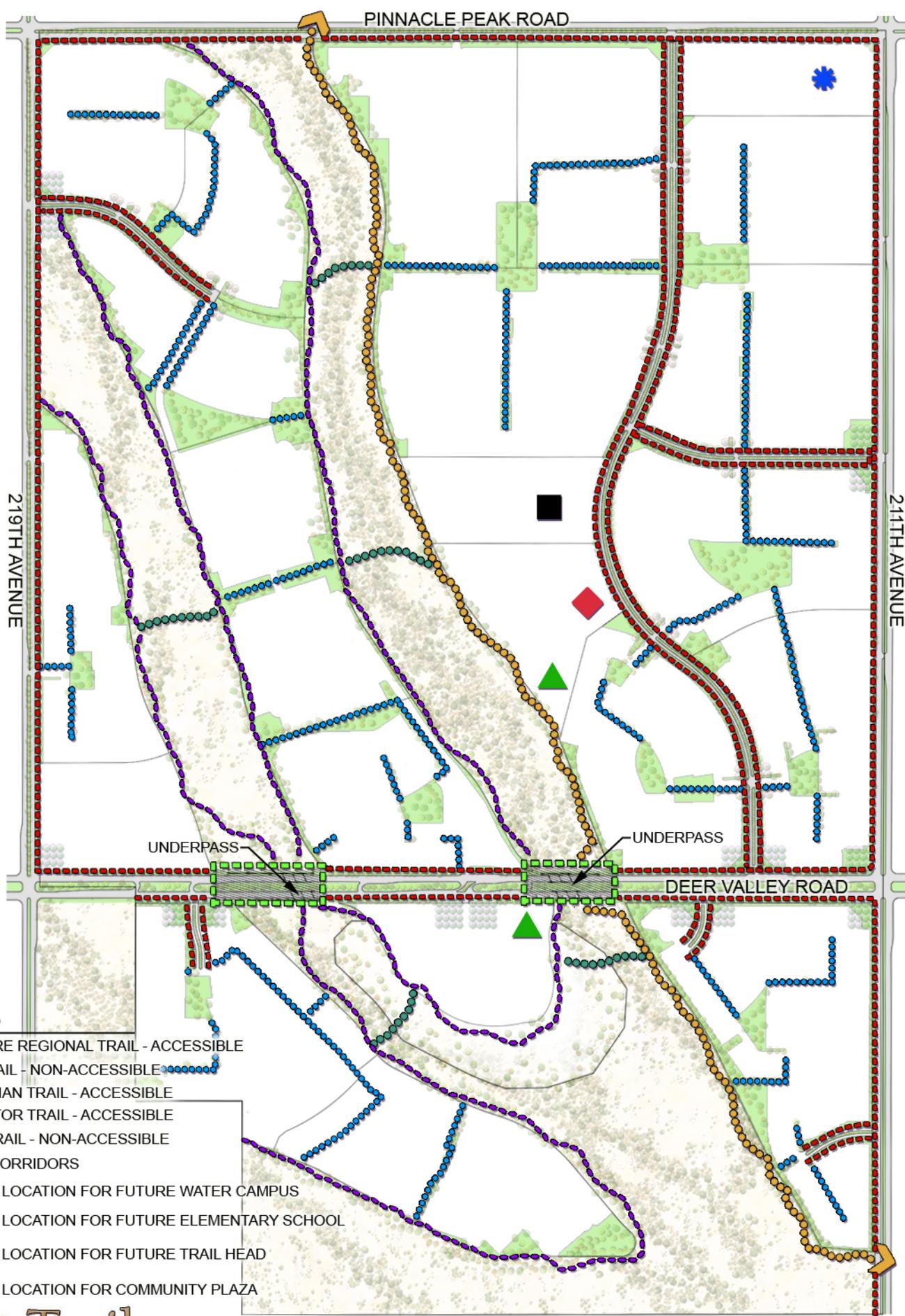
- sport courts
- garden walls
- turf

LEGEND

-  ACTIVE OPEN SPACE
-  PASSIVE OPEN SPACE

**Park designs and components are conceptual and subject to change based upon material availability and grade conditions.





LEGEND

- SIGNATURE REGIONAL TRAIL - ACCESSIBLE
- WASH TRAIL - NON-ACCESSIBLE
- PEDESTRIAN TRAIL - ACCESSIBLE
- CONNECTOR TRAIL - ACCESSIBLE
- NATIVE TRAIL - NON-ACCESSIBLE
- BRIDGE CORRIDORS
- ✱ PLANNED LOCATION FOR FUTURE WATER CAMPUS
- PLANNED LOCATION FOR FUTURE ELEMENTARY SCHOOL
- ▲ PLANNED LOCATION FOR FUTURE TRAIL HEAD
- ◆ PLANNED LOCATION FOR COMMUNITY PLAZA

Desert Trails



¼ mile walking distance of an open space feature and 85% are within a tenth of a mile.

WASH CORRIDORS

A total of approximately 214 acres of wash corridor/open space is being preserved in its natural state within the boundary of Desert Trails. This open space will be selectively cleared by hand to provide significant passive opportunities. **Exhibit 7.3 – Typical Wash Corridor** illustrates the components of the Desert Trails wash corridors. No habitable structures will be erected within 75 feet of the USACE ordinary high water mark to provide an expansive natural corridor. With direct access provided throughout by both the regional Signature Trail System, the public trailheads and Community Park, as well as the Desert Trails community wash trail systems; this acreage is made available to all of the citizens of Surprise.

COMMUNITY PARK

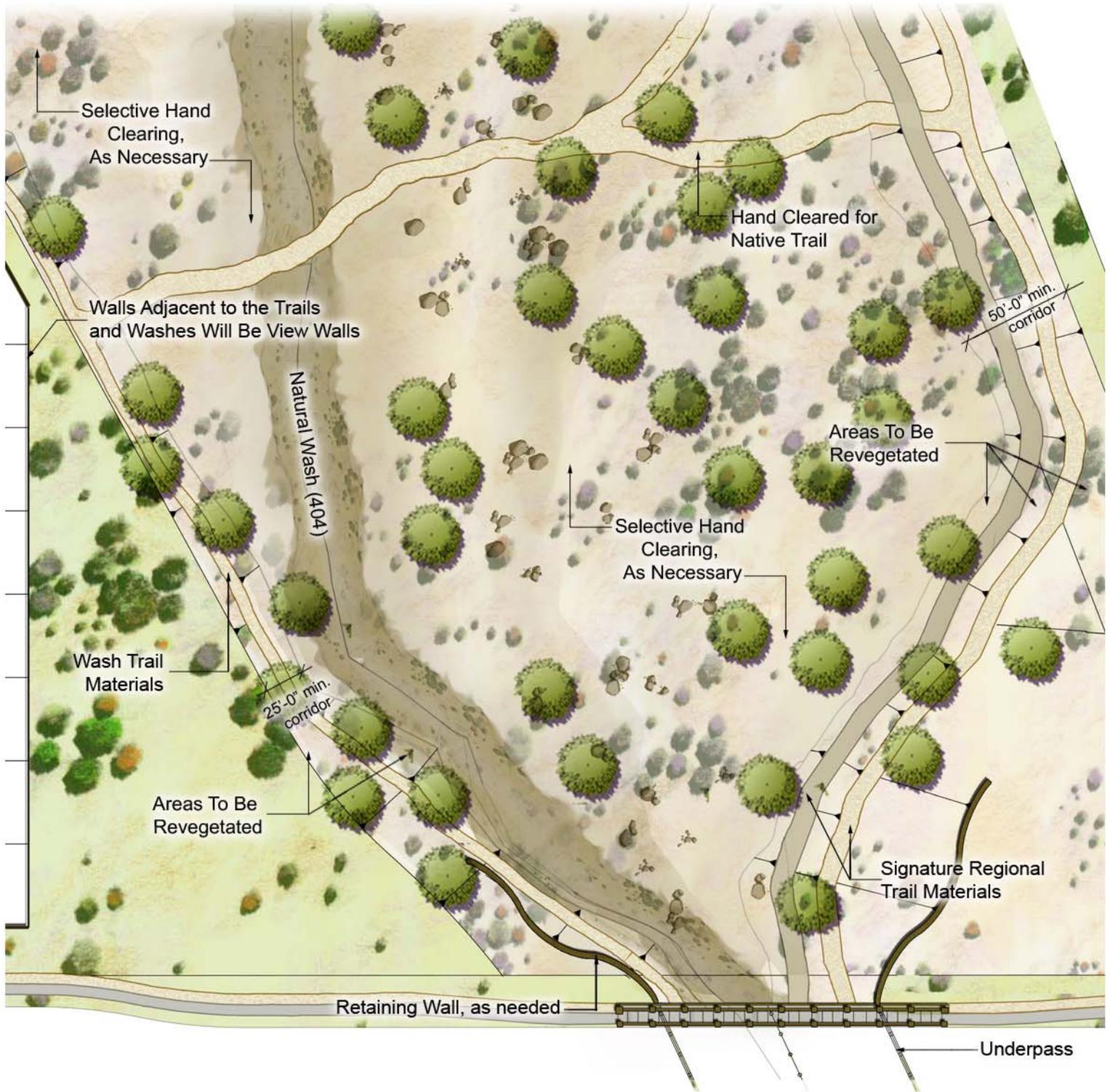
An approximately 35 acre Community Park is strategically located adjacent to Deer Valley Road. The Community Park is being programmed in coordination with the City of Surprise Parks Department, but currently it is anticipated to contain multi-use fields, trailhead with parking for horse trailer facilities, an 18-hole disc golf course, etc. The Community Park is anticipated for use by City of Surprise residents within a 3-5 mile radius of its location. This includes a majority of the future residents within Village 4 (previously SPA 3). A preliminary concept of the regional park facility can be found on **Exhibit 7.4 - Community Park**.

COMMUNITY PLAZA PARK/RECREATION AREA

The Desert Trails community core is located at the Community Plaza, immediately adjacent to the Trilby Wash nature corridor and in Phase One of the development. The Community Plaza park and recreation area is a critical component of the Desert Trails Open Space Master Plan. Acting as the centerpiece of the overall development, the open space area is designed to serve as a community focal point. The Community plaza contains many different facilities within its boundaries. Conceptual planned facilities include a recreation center (with fitness facilities), amphitheater, community swimming pools, structured gardens

Desert Trails





Desert Trails

**Wash, Trail & Bridge designs are conceptual and subject to change based upon material availability and grade conditions.

Typical Wash Corridor

Exhibit 7.3



Desert Trails



with individual sport courts throughout, splash play area, dog park and separate free play area. Also included will be a trailhead ramada since the Community Plaza is conveniently



located immediately adjacent to the Signature Regional Trail and Trilby Wash nature corridor. It should be noted that the Community Plaza and associated park area is orientated to allow for

spectacular views of the White Tank Mountains. The Community Plaza is located at the epicenter of the Desert Trails development shown on both the Urban Connectivity Plan (**Exhibit 4.2**) and the Parks Master Plan (**Exhibit 7.1**). Conceptual Community Plaza programming can be seen in **Exhibit 4.3 - Community Plaza**. These facilities are anticipated to be used by all residents of the Desert Trails Community.

NEIGHBORHOOD PARKS/PLAZAS

Each residential neighborhood includes a separate park for community events. General planning is for these local parks to be characterized by surrounding single loaded streets. This results in the parks becoming true focal gathering areas for the local communities. As currently planned, each of the parks will be provided a different theme as shown in **Exhibit 7.1**. Included concepts are Shade Garden, Swing Garden, Aviary Garden, Observatory Garden, Ruins Garden, Picnic Garden, Elegant Garden, Digging Garden, Court Garden, Water Garden, Arizona Garden and Climbing Garden. The incorporation of this variety of park types will encourage residents to travel within the community to experience the different themes. It is anticipated that these local parks will be used by all of the residents of Desert Trails, and in particular the children within the community. At a minimum, one ADA accessible route will be provided to each neighborhood park. A typical example of one of the parks, the proposed “Ruins Park” can be found in **Exhibit 7.5 - Neighborhood Park**. A rendering of the Ruins Park can be found in **Exhibit 7.6 - Neighborhood Park Perspective**.

Desert Trails





Desert Trails



Neighborhood "The Ruins" Park Plan

Exhibit 7.5



Desert Trails

Neighborhood Park Perspective
Exhibit 7.6

7.3 TRAIL SYSTEMS

- * Signature Regional Trail
 - * Wash Trails
 - * Pedestrian Trails
 - * Interior Park Connector Trails
 - * Native Trails



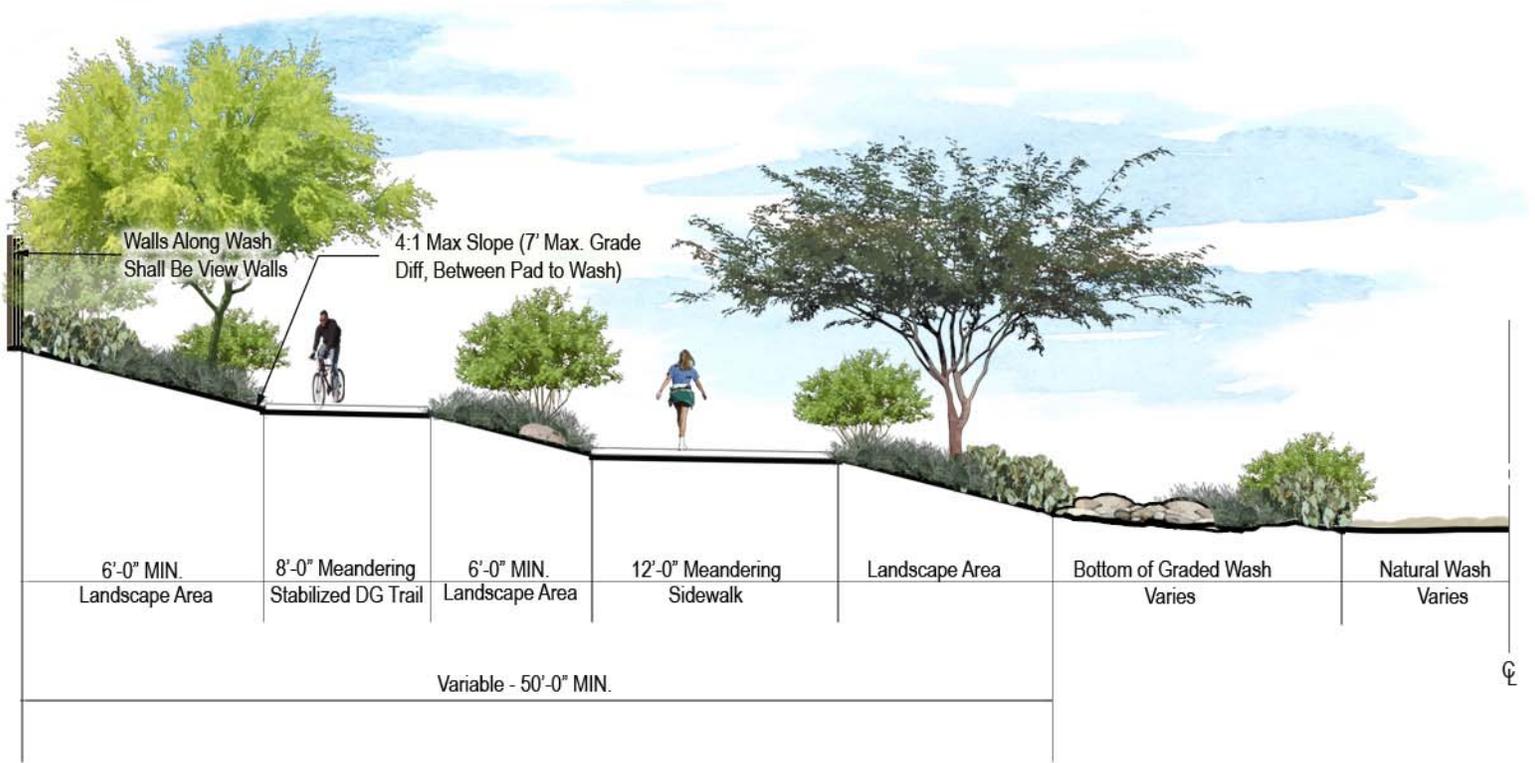
SIGNATURE REGIONAL TRAIL SYSTEM

The Signature Trail System as called for in the City of Surprise Parks and Trails Master Plan actually consists of two separate trails. One trail is a paved trail 12 feet in width. A second detached parallel trail consists of an 8 foot Decomposed Granite (DG) cross-section. The trails are separated by landscape and lie in a 50 foot wide tract. The trail will be extended from the far north limits of the property approximately 1.7 miles to the south. This trail system is envisioned by the Master Plan to provide a continuous circle throughout the City of Surprise. Long term, the potential users of the Signature Trail are unlimited. The system may actually be used for regional long distance events utilized by all of the citizens of Surprise. In the short term, the facilities are anticipated to be utilized by all of Desert Trails' residents, as well as any adjacent or nearby developments that occur. A display of the trail can be found in **Exhibit 7.7 - Signature Regional Trail Cross Section** and a rendering of the trail is seen in **Exhibit 7.8 - Signature Regional Trail Perspective**.

WASH TRAILS

Immediately adjacent to the all three washes are a proposed system of 8' wide DG trails. The trails lie within 25 foot open space corridors that will extend throughout the project. The Wash Trails, consisting of approximately 4.5 miles in total length, provide pedestrian access to the entire wash corridor within Desert Trails. The standard wash trail is displayed on **Exhibit 7.9 - Wash Trail Cross Section**.





Desert Trails

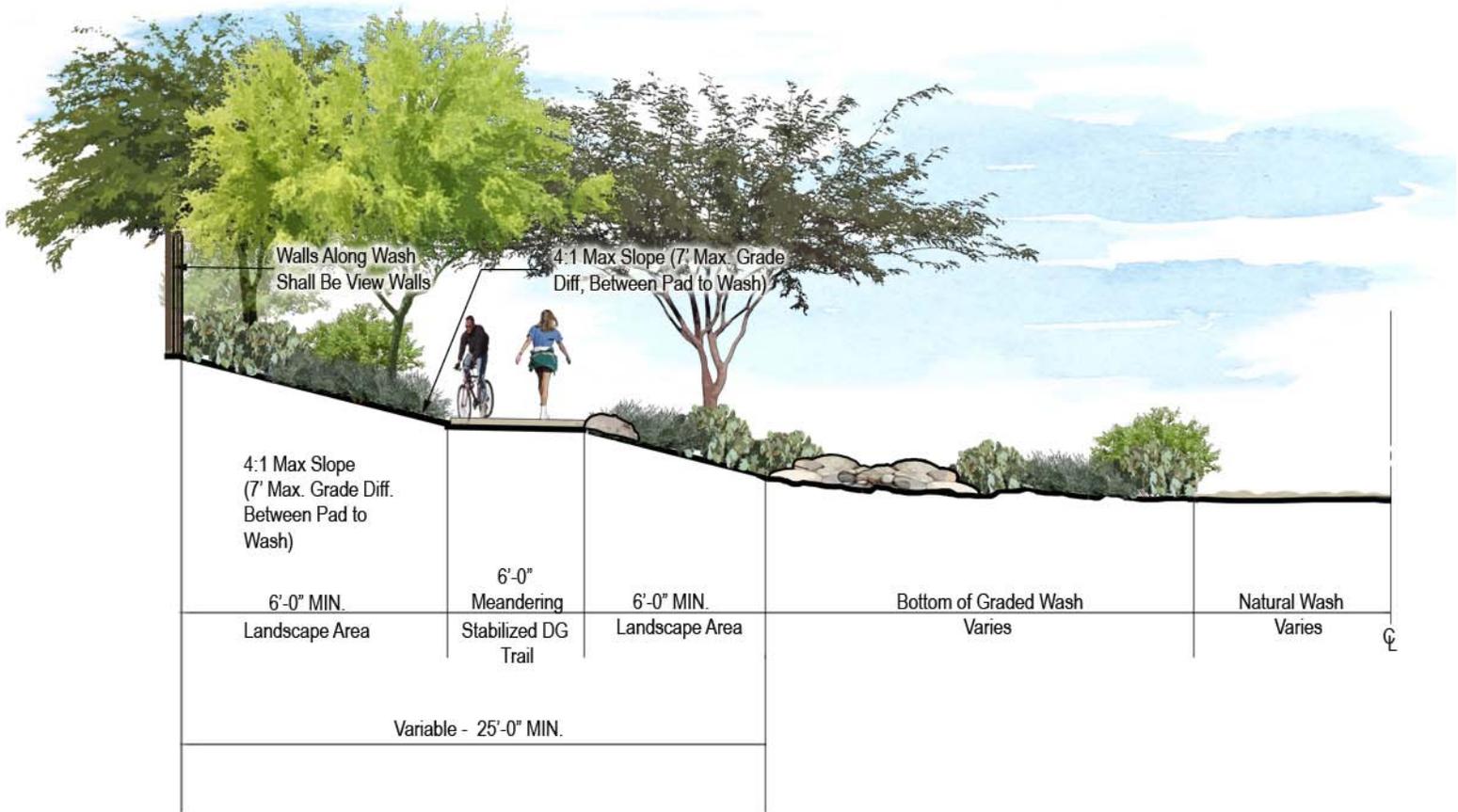
Signature Regional Trail Cross Section
Exhibit 7.7



Desert Trails

Signature Regional Trail Perspective

Exhibit 7.8



Desert Trails

PEDESTRIAN TRAILS

Each residential collector street within Desert Trails has an adjacent 25 foot open space to allow area for a trail system. The purpose of these trails, as seen on **Exhibit 7.2**, is to allow pedestrian connectivity between the neighborhoods and to the Community Plaza area. It is planned that all residents of Desert Trails will utilize these facilities.

INTERIOR PARK CONNECTOR TRAILS



Every park within Desert Trails is linked through an extensive system of interior trails.

This feature can be seen in **Exhibit 7.2**. The inter-relationship between the parks is clearly evident. This allows for pedestrian connectivity to all of the parks and further serves to link each neighborhood while developing an overall community interaction.

NATIVE TRAILS

Several miles of trails within the wash corridors are anticipated. It is the intent of these trails to be selectively cleared native trails that are designed for pedestrian and mountain bike traffic. The trails will be in hand cleared and groomed areas throughout the wash corridors, and will serve as access corridors from the various peninsulas and residential development areas that are separated by the preservation corridors. The main focal point (centerpiece) of these trails will be the Community Plaza as discussed. It is anticipated that the native trails will be used primarily by the residents of Desert Trails.

SECTION 8 - INFRASTRUCTURE (UTILITIES) PLAN

8.1 GENERAL

Desert Trails is an active member in the West Surprise Landowner's Group (WSLG). Based on a coordinated effort between the WSLG and the City of Surprise, utilities are available to participating entities within this region of Special Planning Area 3 (SPA 3 - now Village 4). Various agreements have been executed and facilities constructed as described

Desert Trails



herein to facilitate development within the region. Separate water and sewer studies have been submitted in conjunction with the PAD and are considered to be an extension of this document. All infrastructure improvements for the Desert Trails project shall be reviewed and approved by the City of Surprise.

8.2 SANITARY SEWER SYSTEM

The WSLG has participated financially in the design and construction of the “developer phase” sewage treatment plant located at 195th Avenue near Beardsley Road. The developer phase treatment plant has been constructed and tested, and currently awaits development within the region to be activated. In addition, agreements have been executed between the WSLG and the City of Surprise to construct future sewage treatment facilities as necessary. The northern sewer trunk main, which is designed for ultimate development of the region, has been constructed from the sewage treatment plant north to Deer Valley Road and west to 243rd Avenue. The trunk main is 30" in diameter adjacent to Desert Trails, and is at a depth to provide gravity flow sewage relief for the entire project. A detailed sanitary sewer system analysis has been submitted concurrently with this PAD document and is considered to be a part of the overall submittal. A layout of the internal sewage collection system as contained in the detailed analysis can be found in **Appendix C**.

8.3 WATER SUPPLY SYSTEM

The Desert Trails water supply system will be designed to be integrated into the overall regional City of Surprise system in the future. A detailed water supply system analysis has been submitted concurrently with this PAD document and is considered to be a part of the overall submittal. The main infrastructure for the project as determined necessary by the analysis can be found in **Appendix C**.

Desert Trails



SECTION 9 - GRADING AND DRAINAGE PLAN

9.1 GENERAL

Desert Trails is bisected by three washes, each of which carries significant amounts of storm water during the 100-year event. The project will be subject to a detailed grading master plan, floodplain use permit, Conditional Letter of Map Revision (CLOMR) as well as all typical project grading and drainage plans. The project is currently permitted with a Nationwide 404 permit through the Corps of Engineers (USACOE). All of these items will be processed prior to residents moving to the community. A Letter of Map Revision (LOMR) will also be processed to update the flood insurance rate map published by FEMA. This eliminates the future residents' need for flood insurance in the areas being reclaimed.

A Master Drainage Plan and Conceptual Grading Plan has been submitted concurrently with this PAD document and is considered to be a part of the overall submittal.



9.2 STORM WATER RETENTION

The City of Surprise and the Flood Control District of Maricopa County have previously agreed that due to the relative magnitude of the wash watershed areas and the on-site Desert Trails watershed areas that retention will not be required on areas discharging directly into the washes. In short, the extreme difference in the on-site time to peak flow and the overall watershed time to peak flow makes on-site retention not only inconsequential but perhaps even detrimental. All areas within Desert Trails discharging storm water directly into one of the three regional washes shall provide for first flush cleansing. All other areas shall provide standard retention facilities for the 100-year, 2-hr. event per City of Surprise criteria.

9.3 MASTER DRAINAGE REPORT

A Master Drainage Report has been submitted in conjunction with this document. The purpose of the preliminary master plan is to establish macro (generally off-site) and micro (generally on-site) methodology for the design of all drainage and retention structures. A



reduced size copy of the master plan, together with a preliminary grading plan can be found displayed in **Appendix D**.

SECTION 10 - PARKING MASTER PLAN

10.1 GENERAL

Sufficient information is not currently available for the proposed MU area at the intersection of 219th Avenue and Deer Valley Road to prepare a parking master plan. Obviously, such a master plan will be dependant upon the final usage for the acreage. At the time the tract



develops all necessary site plan, open space, landscape plans and parking plans shall be presented for City approval. For the medium density residential parcels it is expected that parking requirements will be met utilizing a combination of attached residential garages, on-street parking, and additional off-street guest parking.

SECTION 11 - LANDSCAPE AND BUFFERING PLAN

11.1 EXISTING VEGETATION

The project primarily consists of regional desert vegetation typified by Creosote flats broken up by sandy wash habitats. Predominate tree species found on-site include Blue Palo Verde, Mesquite and Ironwood. Large shrub species found associated with the wash corridors include Giant Bursage, Wolfberry and Graythorn. The remaining site consists of Creosote with an under story of Triangle Leaf



Bursage, Barrel Cactus, Salt Bush, and Brittlebush. Some invasive grasses are found throughout the site. Very little “specimen” vegetation lies within the boundary of the site.



11.2 PRESERVATION/WASH CORRIDORS



While little significant vegetation exists on-site, it is the intent of Desert Trails to maintain and enhance all of the wash corridors. A total of approximately 214 acres of wash corridor will be left in its natural state. All clearing of trails and other amenities and recreation facilities shall be done by hand. Any specimen tree found on-site will be attempted to be relocated within the

development to an area that shall remain natural. There is also an existing utility corridor on the south boundary of the property. This corridor is also a wash corridor (Iona West Wash) and will be treated similarly.

11.3 RECREATION AND OPEN SPACE TREATMENT

The land plan for Desert Trails establishes the backbone of the open space and pedestrian areas of the community. The open space and various community amenities are central to the community theme and character. Desert Trails is not just the name of the community, but instead the overall theme of the design. The connection of these amenities through the hierarchy of trails discussed in Section 7.3 establishes a community that values the pedestrian experience.

Pedestrian areas have been designed to provide views of the distant mountains, provide for clear circulation, and provide for a maximum recreational and environmental benefit. Within the community open spaces the landscape is integrated into the pedestrian areas. Trees are used to provide shaded walkways and plazas, promote views and establish character.



Concrete flatwork has been limited where possible, while softer landscape approaches are promoted.

Desert Trails



11.4 PROPOSED BUFFERS

Bounded by section line arterials on the west, north and east and the power line corridor on the south, very little buffering is required. Buffering in these areas will consist of the Arterial wall sections discussed below, together with the variable landscape palettes as discussed within this document. The existence of the Volvo Proving Grounds immediately east of the property does require a buffer and building height limitation. Negotiations with Volvo are on-going and are focused on a combination berm/wall system adjacent to the common boundary between Desert Trails and the testing facility. In addition, Desert Trails has agreed to limit all residential dwellings immediately adjacent to 211th Avenue to one story in height, as long as the Volvo Proving Grounds facility is active. A letter from Volvo outlining their requirements is included in **Appendix F**.

Luke AFB Auxiliary No. 1 lies approximately 1 mile north of the development. A representative from Luke AFB has reviewed the proposed density of Desert Trails and has verified that the development complies with the Graduated Density Concept (GDC). The GDC is guideline used by municipalities to promote lower residential densities near the Luke AFB Aux. 1 field. An e-mail from Luke Air Force Base has been included in **Appendix F**.

11.5 STREETScape AND LANDSCAPE THEME



The streetscape and general landscape character throughout the community complement the existing desert palette of the Sonoran Desert. With an overall landscape theme of native desert plants supplemented with seasonal colors and accents, the character will have year round appeal. The planned landscape will transition from the native palette of the washes to more

low-water use imports. All trees located within the right of way will be on the ADWR low water use list, and trees within 10 feet of a pedestrian route will be thornless. A hierarchy of landscapes will be developed that all visually connect to the overall theme. A street tree

Desert Trails



design concept can be found in **Exhibit 11.1 - Street Tree Program**. North-south arterial streets are assigned a street tree palette, with east-west arterials maintaining a separate palette. Each residential collector is assigned a palette, and each internal subdivision is assigned a different palette. A compilation of tree photos as well as shrubs ground covers and accents are included in **Appendix E**.

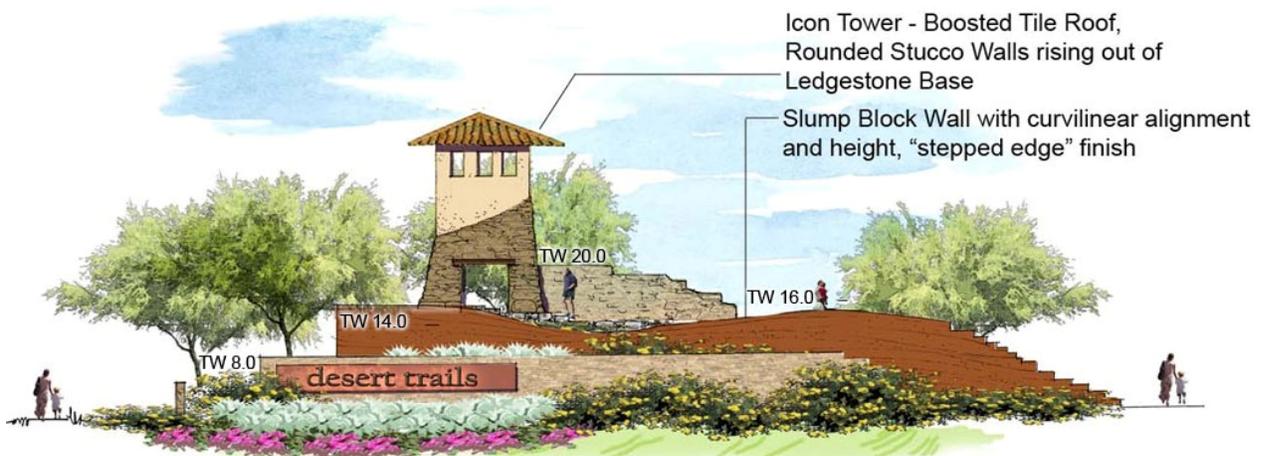
11.6 MAINTENANCE

Maintenance of the landscape has been a consideration in the design of the community. To not overburden the maintenance budgets, a hierarchy of planting has been considered. The wash corridors will be re-vegetated with native plants to reduce maintenance needs. The primary and secondary streets are designed with a more informal approach, mixing native specie with low water use colorful plantings to limit pruning and plant replacement. The residential collectors, streets, parks and plazas have been designed with a more urban approach which will balance concrete flatwork with formal planting. The Desert Trails Homeowners Association will be designated to maintain all open spaces except the City facilities including the Community Park and Signature Regional Trail.

SECTION 12 - SIGNAGE AND WALL PLAN

12.1 SIGNAGE PLAN

Integral to the overall Sonoran Desert theme of the Desert Trails project a detailed signage and wall plan shall be utilized. Much like open space and trail treatments, the signage for the development will be based on a defined hierarchy of product. The overall signage



Desert Trails



Palette A

- Mulga Acacia
- Sweet Acacia
- Desert Willow
- Desert Ironwood
- Desert Museum
- Texas Ebony
- Thornless Mesquite
- Chaste Tree



Desert Willow



Desert Museum



Mulga Acacia



Thornless Mesquite

Neighborhood Street Trees

- Raywood Ash
- Desert Museum
- Allee Elm



Raywood Ash



Desert Museum



Allee Elm

Palette B

- Sweet Acacia
- Desert Ironwood
- Desert Museum
- Texas Ebony
- Thornless Mesquite
- Chaste Tree



Sweet Acacia



Chaste Tree



Texas Ebony



Desert Ironwood

Palette C

- Mulga Acacia
- Caesalpinia cacalaco smoothie
- Chitalpa
- Desert Museum
- Chilean Mesquite
- African Sumac
- Texas Mountain Laurel



Caesalpinia cacalaco smoothie



Chitalpa



Chilean Mesquite



African Sumac

Palette D

- Mulga Acacia
- Chitalpa
- Fan-Tex-Ash
- Thornless Mesquite
- Honey Mesquite
- Southern Live Oak
- Texas Mountain Laurel
- Allee Elm



Allee Elm



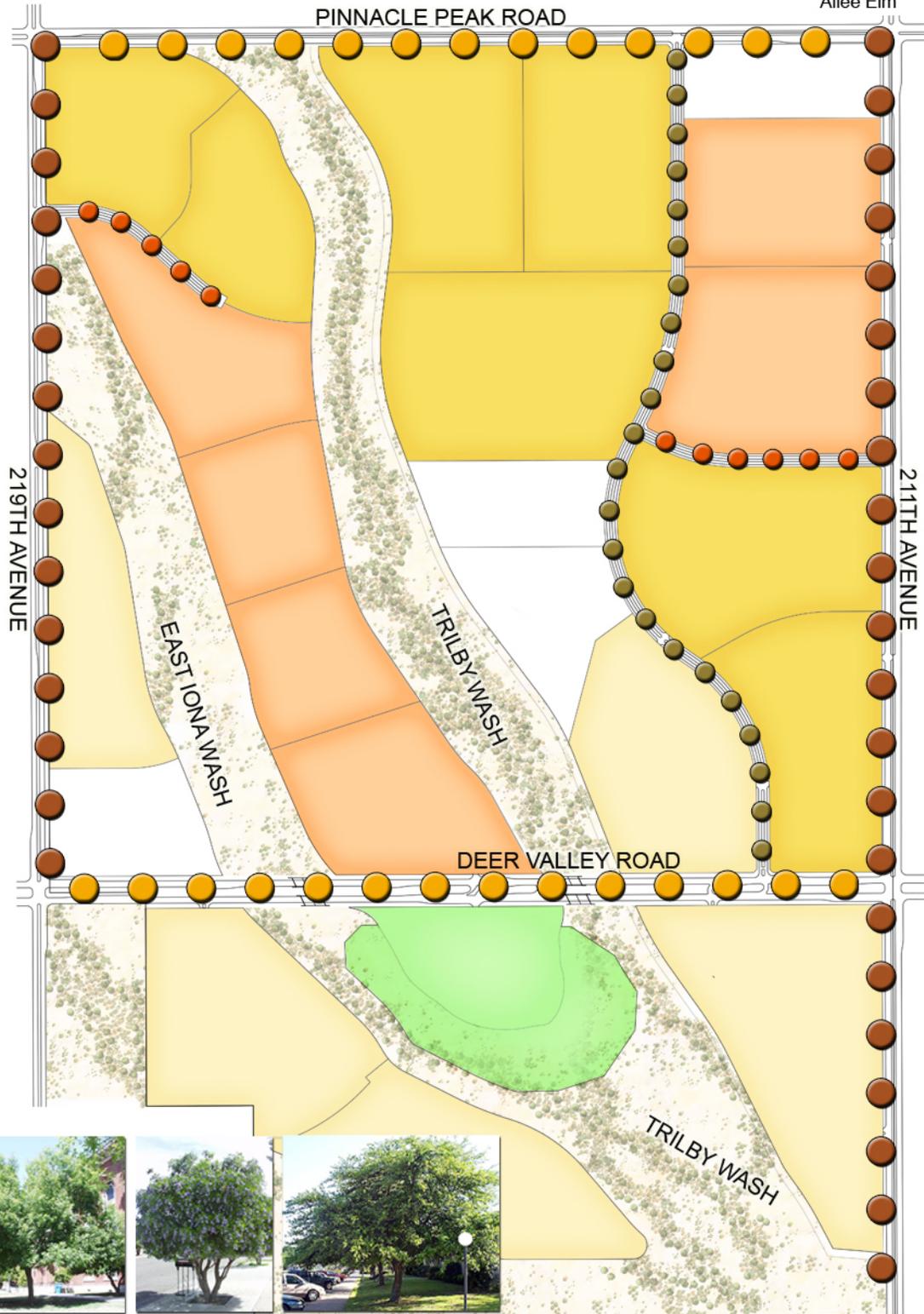
Fan-Tex-Ash



Texas Mountain Laurel



Southern Live Oak



Desert Trails



configuration can be found in **Exhibit 12.1 - Signage Program**. The main entrance to the project is 219th Avenue and Deer Valley Road. At this location, a detailed multi-level entry feature including icon tower, seating nook and development identification signage will be constructed. This entry signage will announce the residents' arrival into the overall Desert Trails Community. A detail of this feature can be found on **Exhibit 12.2 - Signature Primary Entry - Plan and Elevation**. As can be seen on **Exhibit 12.2** the walls surrounding the icon tower are curvilinear in nature and designed to allow for gradual adjusting of elevations. A perspective view of the entry feature can be found in **Exhibit 12.3 - Signature Primary Entry - Perspective**.

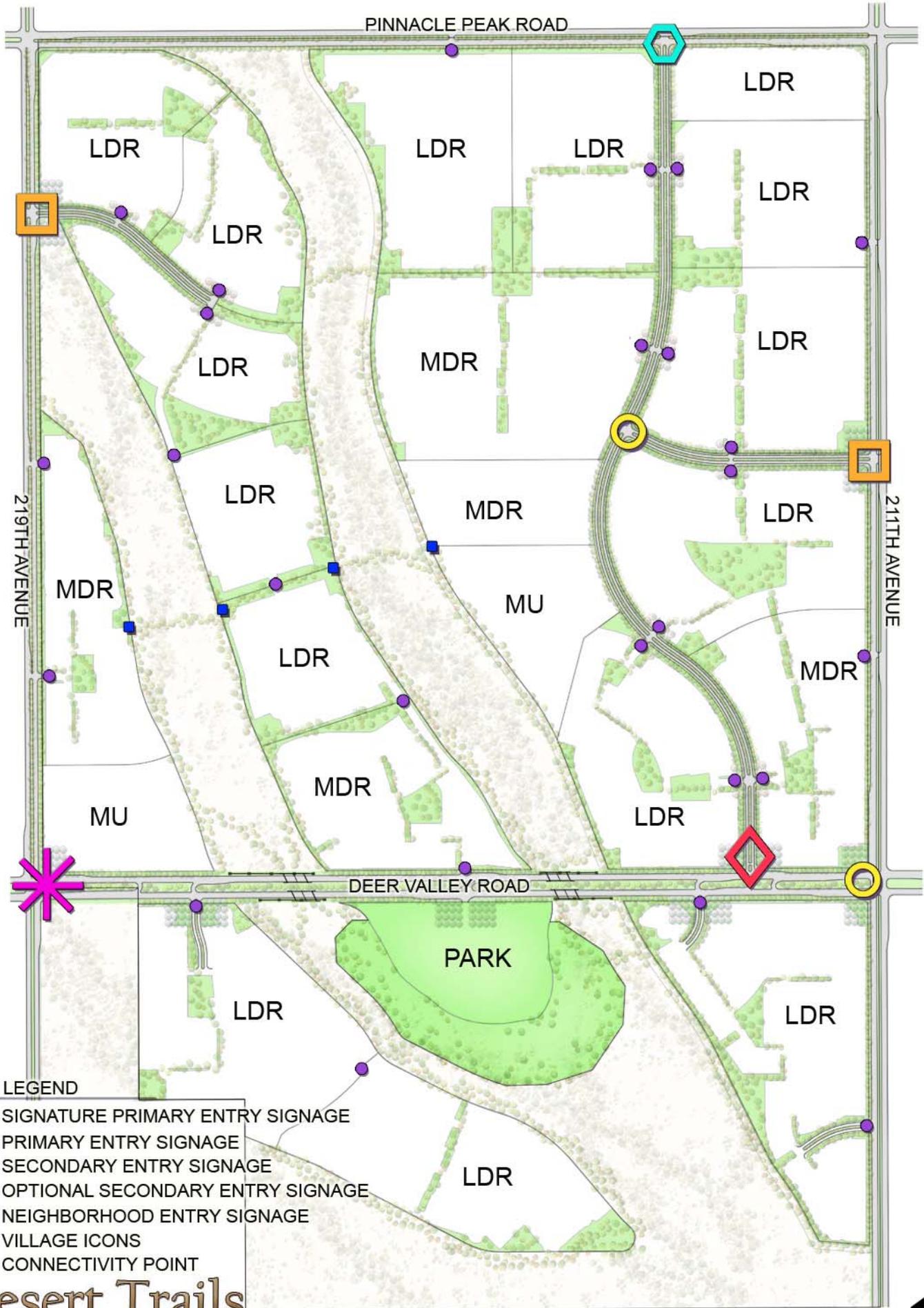
The second level of signage is referred to as Primary Entry, which is located at Deer Valley Road and the main entrance into the community. A plan and elevation view can be seen on **Exhibit 12.4 - Primary Entry - Plan and Elevation** while a perspective view is found on **Exhibit 12.5 - Primary Entry - Perspective**. The primary entry is similar to the signature primary entry in composition and character. The scale is less pronounced, yet contains the curvilinear wall/signage theme with variable height throughout. An arbor along the project pathway provides an entry portal welcoming pedestrians to the community.

The third level of signage will be located at the secondary entries into the development, primarily the residential collectors at 219th Ave and 211th Avenue. An optional secondary entry monument may be located at the Pinnacle Peak Road entrance. A plan and elevation view of the secondary entry can be found in **Exhibit 12.6 - Secondary Entry - Plan and Elevation**. This entry is a lower profile entry, utilizing a curvilinear design for wall and signage, but maintaining a consistent wall height. Vertical differentiation is provided through the utilization of variable height layering of vegetation, as well as small stacked stone accent walls.

The fourth and final level of hierarchy is the entry features into each neighborhood. These features can be found displayed in **Exhibit 12.7 - Neighborhood Entry - Plan and Elevation**. The neighborhood entry is designed to be more low profile as indicated. These entries are designed to complement the Signature Primary Entry through the use of similar

Desert Trails

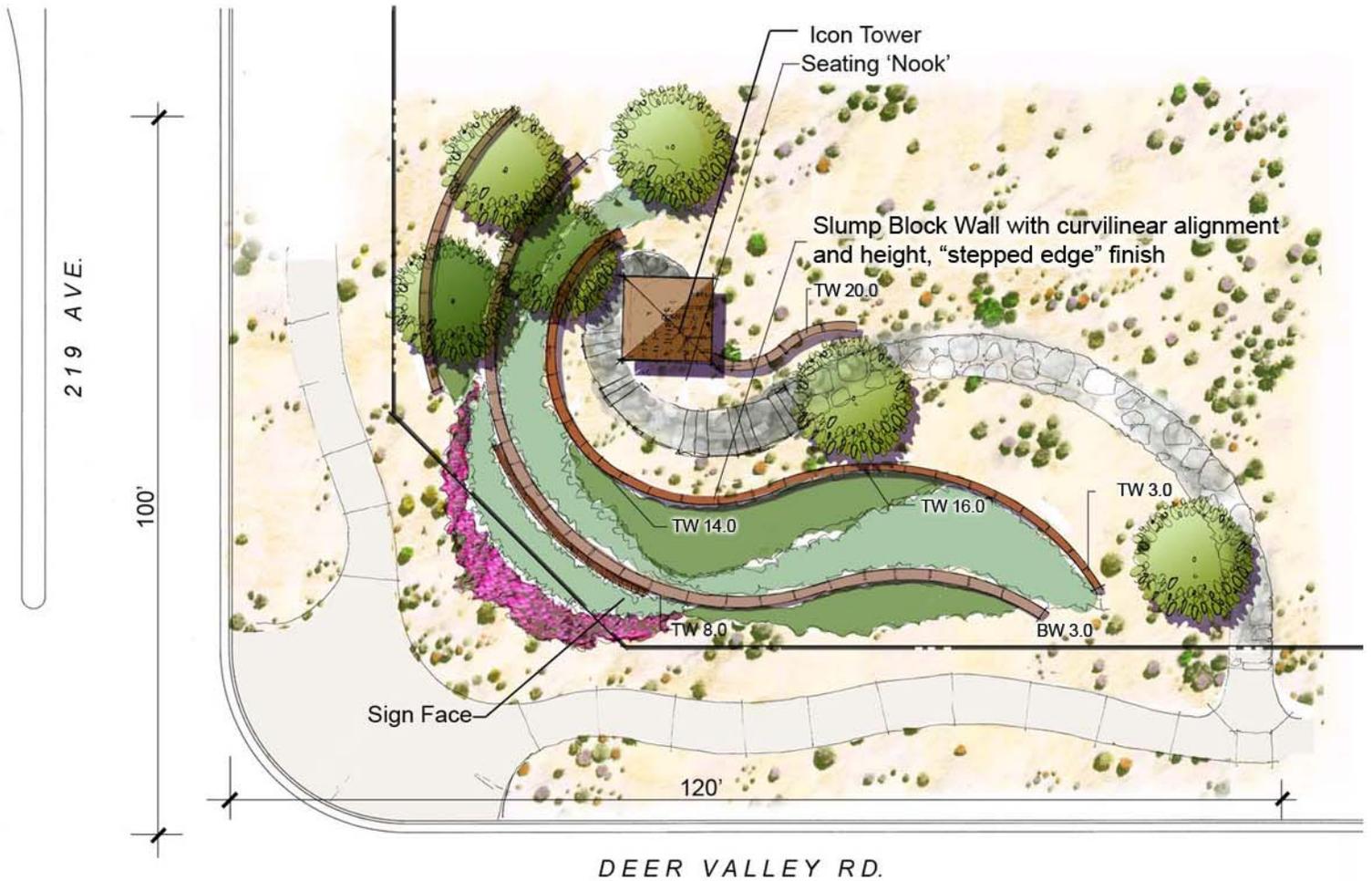
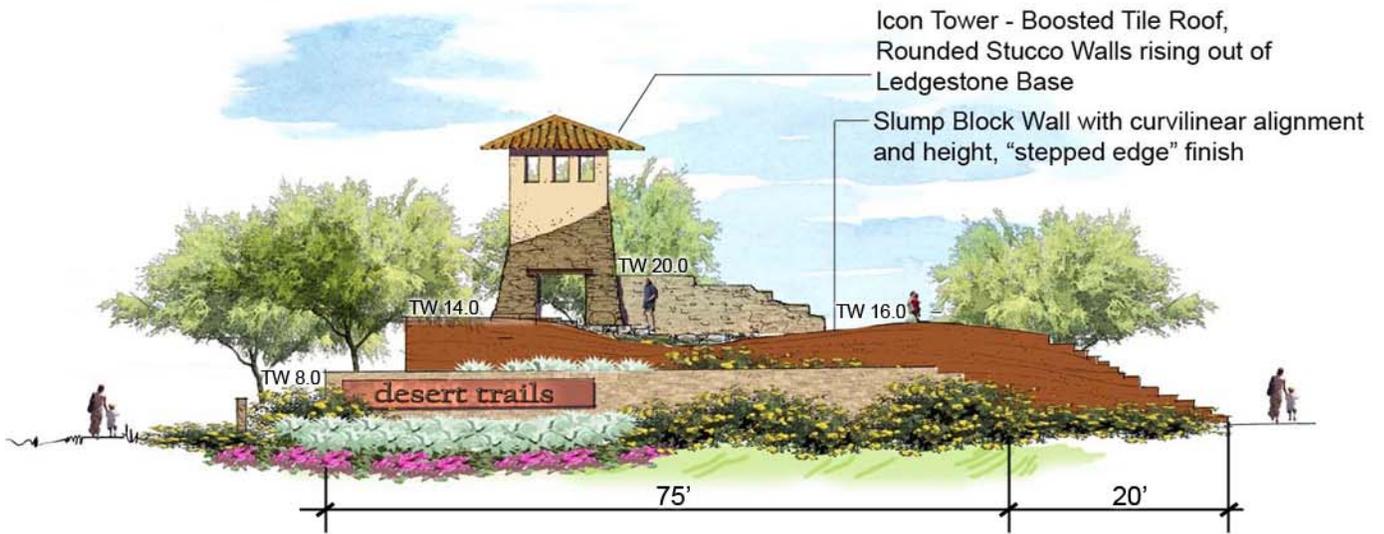




- LEGEND**
-  SIGNATURE PRIMARY ENTRY SIGNAGE
 -  PRIMARY ENTRY SIGNAGE
 -  SECONDARY ENTRY SIGNAGE
 -  OPTIONAL SECONDARY ENTRY SIGNAGE
 -  NEIGHBORHOOD ENTRY SIGNAGE
 -  VILLAGE ICONS
 -  CONNECTIVITY POINT

Desert Trails





Desert Trails

*DIMENSIONS PROVIDED ARE APPROXIMATE AND SUBJECT TO CHANGE

Signature Primary Entry - Plan & Elevation

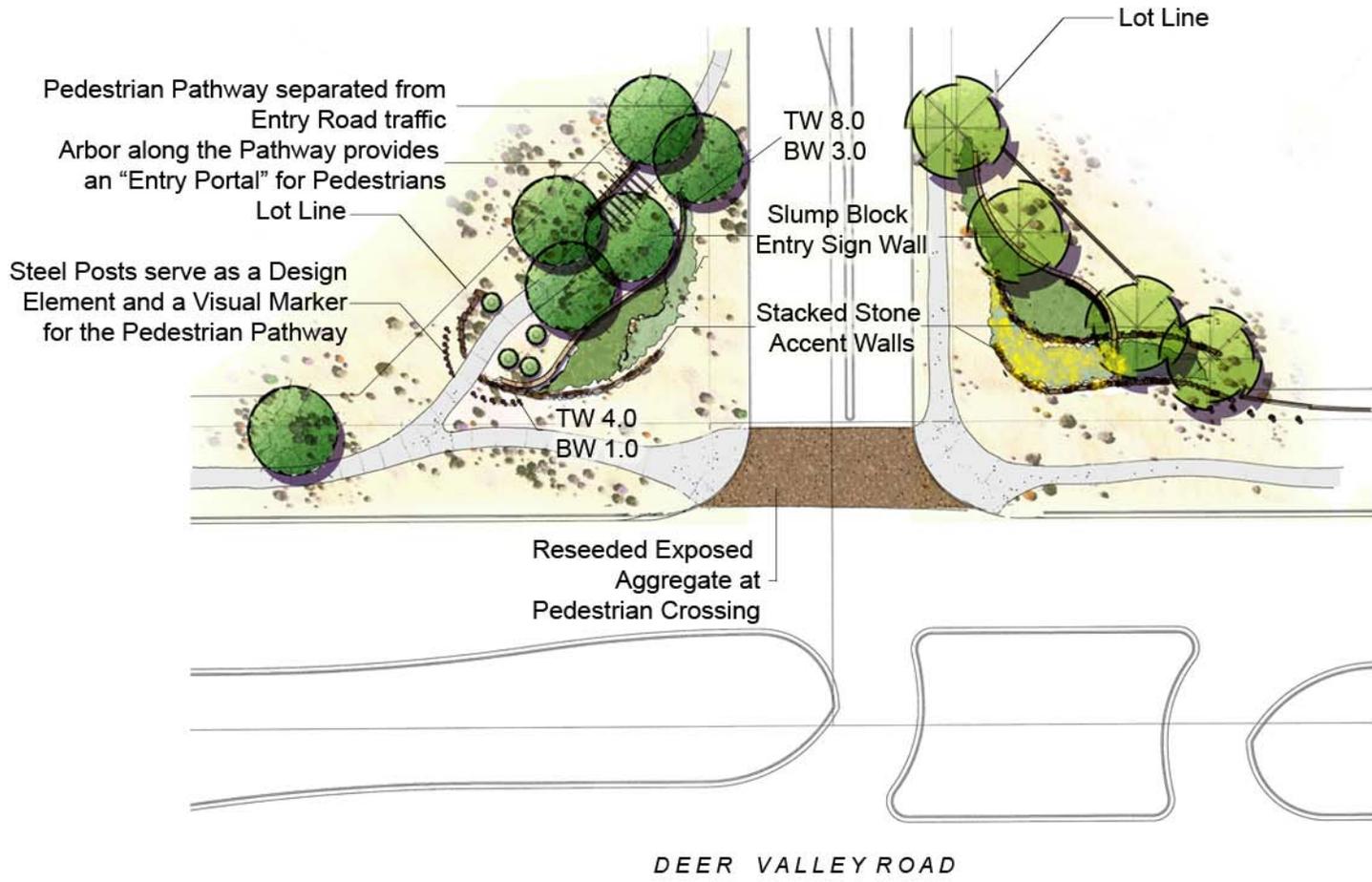
Exhibit 12.2



Desert Trails

Signature Primary Entry Perspective

Exhibit 12.3



Desert Trails

*DIMENSIONS PROVIDED ARE APPROXIMATE AND SUBJECT TO CHANGE

Primary Entry - Plan & Elevation

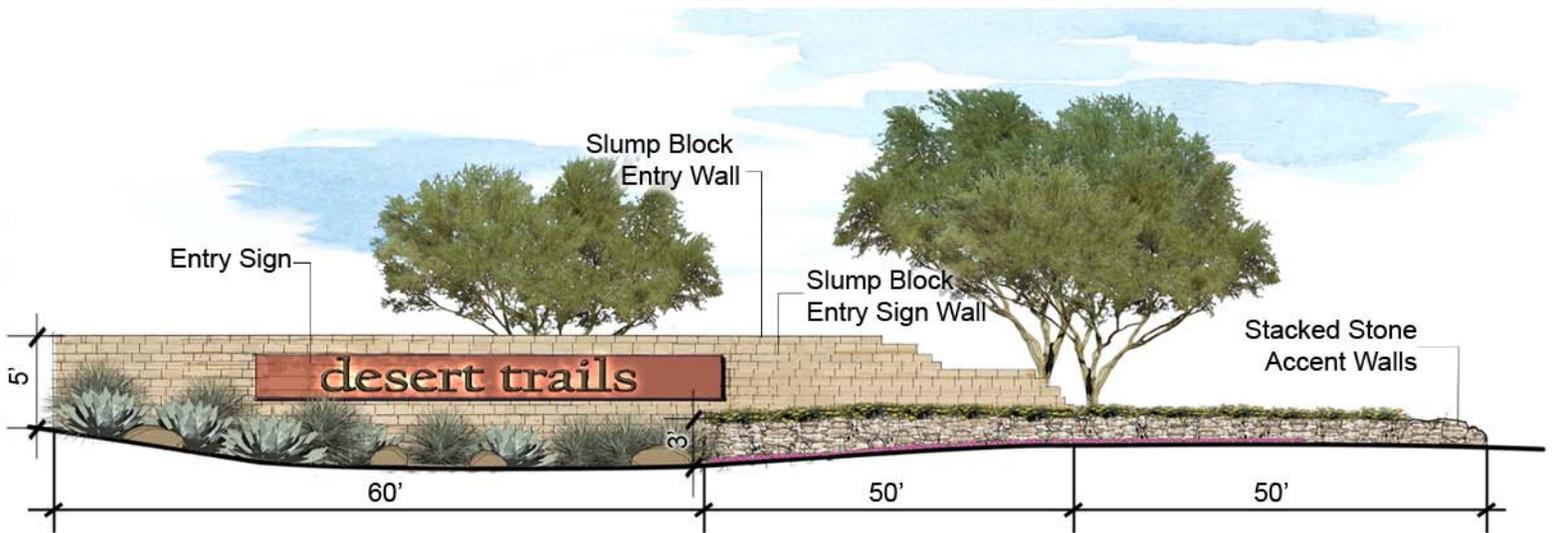
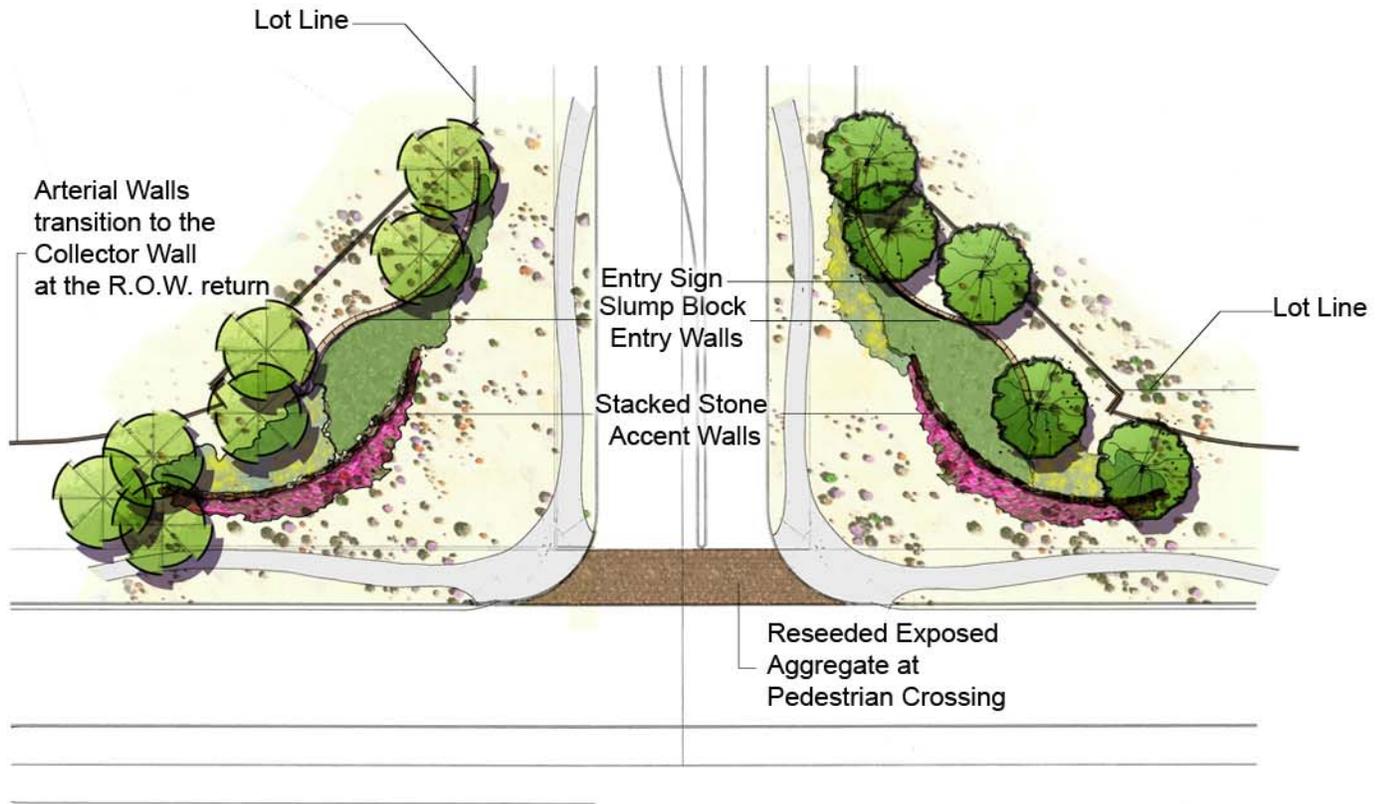
Exhibit 12.4



Desert Trails

Primary Entry Perspective

Exhibit 12.5

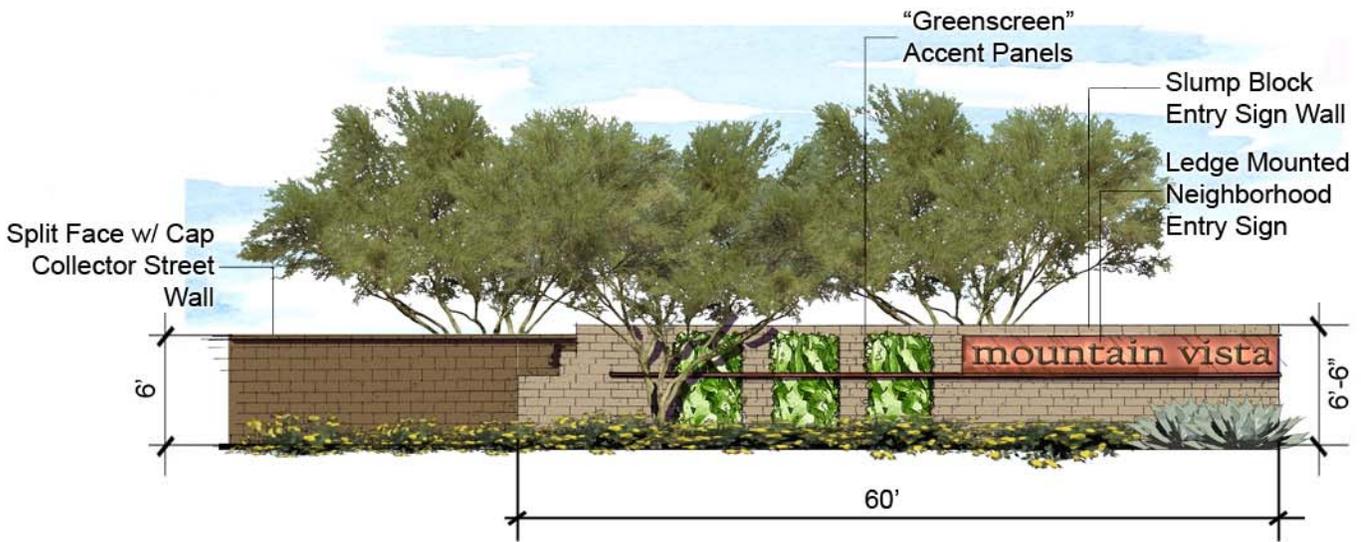
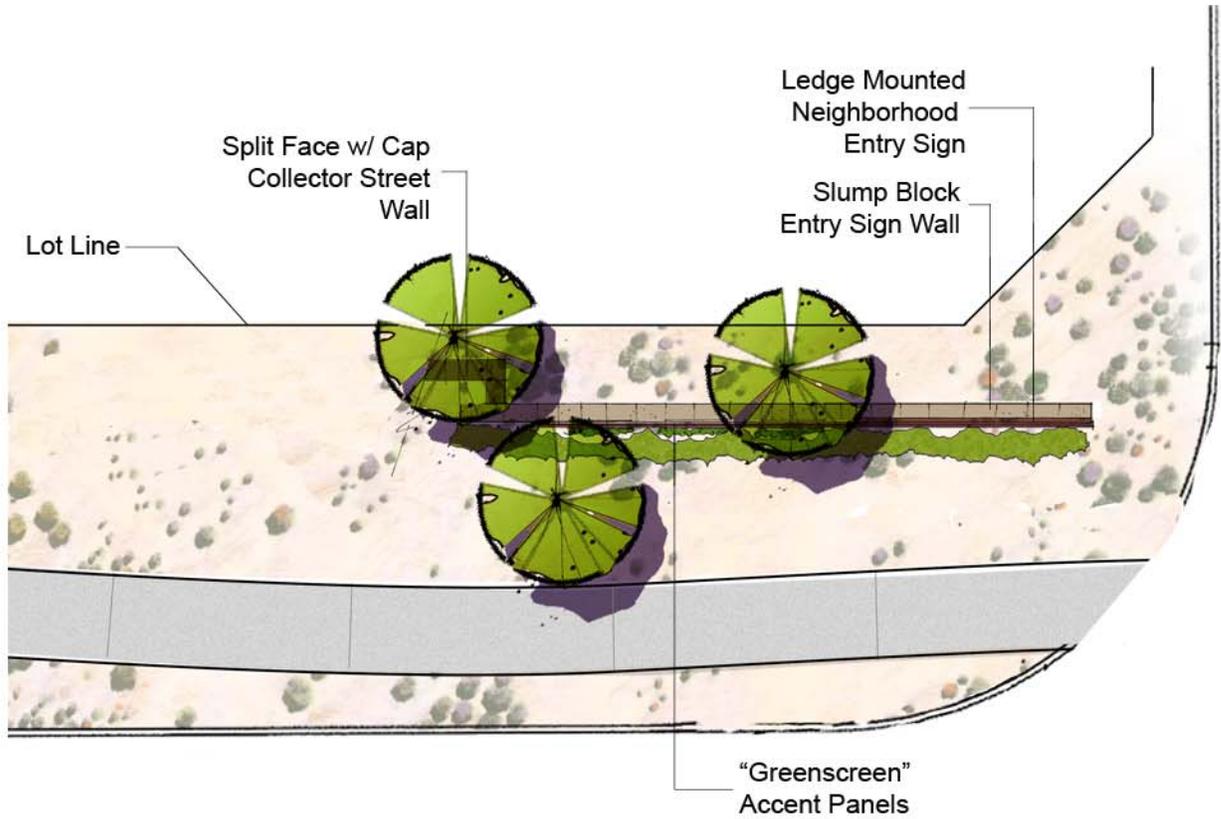


Desert Trails

*DIMENSIONS PROVIDED ARE APPROXIMATE AND SUBJECT TO CHANGE

Secondary Entry - Plan & Elevation

Exhibit 12.6



Desert Trails

*DIMENSIONS PROVIDED ARE APPROXIMATE AND SUBJECT TO

Neighborhood Entry - Plan & Elevation

Exhibit 12.7

materials. These entry features will tie into the residential collector wall system resulting in a symmetrical entrance welcoming the residents into their own neighborhood. Low level plantings will be used to accentuate the openness and overall harmony of the entry features. The neighborhood entry will be designed to present a strong sense of arrival for the residents.

12.2 WALL SYSTEMS

A hierarchy of wall systems has been designed for the project. All perimeter roadways (219th Avenue, 211th Avenue, Deer Valley Road and Pinnacle Peak Road) shall have a recessed variable height curvilinear wall system as indicated in **Exhibit**

12.8 - Arterial Street - Wall Detail.

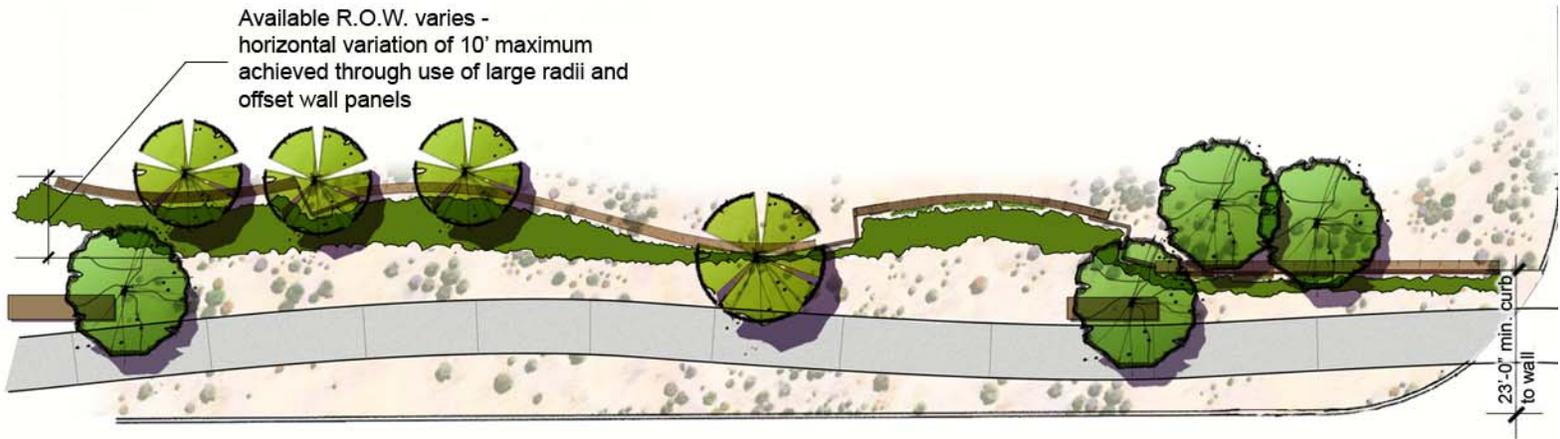
A variable width strip adjacent to the necessary right of ways allows for a meandering wall system. Curvilinear features are provided by large radii and offset wall panels. The wall systems utilize variable height



plantings, occasional iron view screening to assist in horizontal transitions, windows and green screen panels provide aesthetic relief throughout. A very similar wall section is proposed for the residential collector streets. As can be seen in **Exhibit 12.9 - Collector Streets - Wall Detail**, the proposed system is similar to that proposed on the main arterials in composition, texture and color. The meandering curvilinear wall has given way to a straighter wall parallel to the right of way configuration. Three-foot offsets are used throughout to provide breaks in horizontal location. Visual breaks will be provided with the use of green screen panels, large trees and vegetation, windows and low level landscaping.

The screening portion of walls in residential areas will not exceed six feet in height excluding any necessary retaining walls. Additional community wall details are provided in **Exhibit 12.10 – Community Wall Details** and **Exhibit 12.11 – View Fence Details.**





Arterial Street Wall Plan



Arterial Street Wall Elevation

Desert Trails

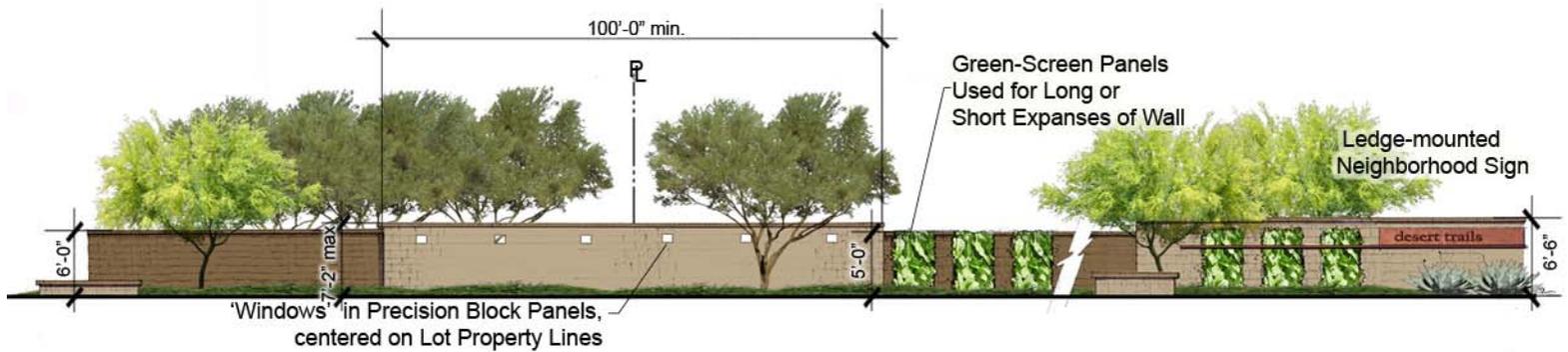
*DIMENSIONS PROVIDED ARE APPROXIMATE AND SUBJECT TO CHANGE

Arterial Street Wall Details

Exhibit 12.8



Collector Street Wall Plan



Collector Street Wall Elevation

Desert Trails

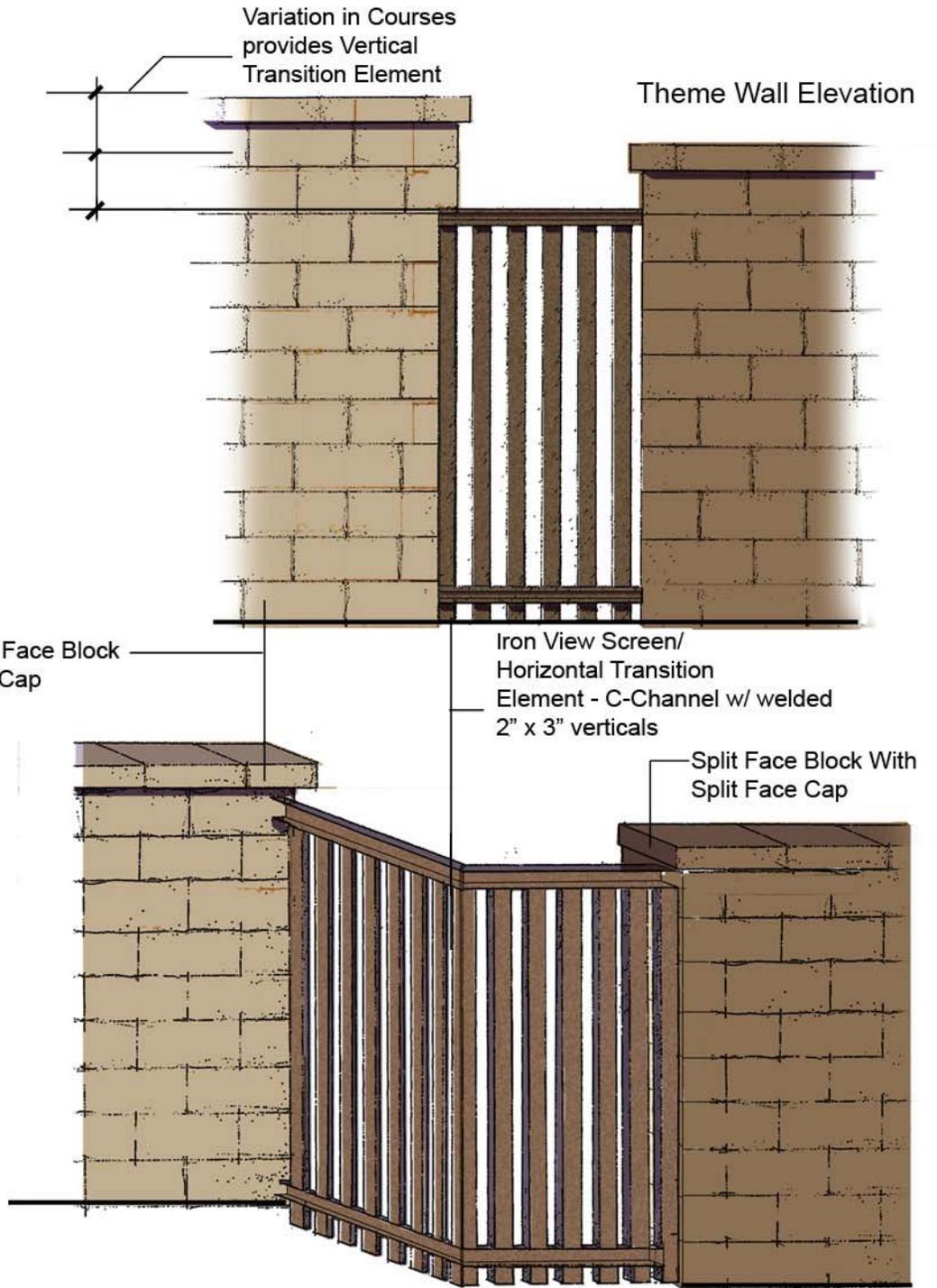
*DIMENSIONS PROVIDED ARE APPROXIMATE AND SUBJECT TO CHANGE

Collector Street Wall Details

Exhibit 12.9



Privacy Wall Elevation

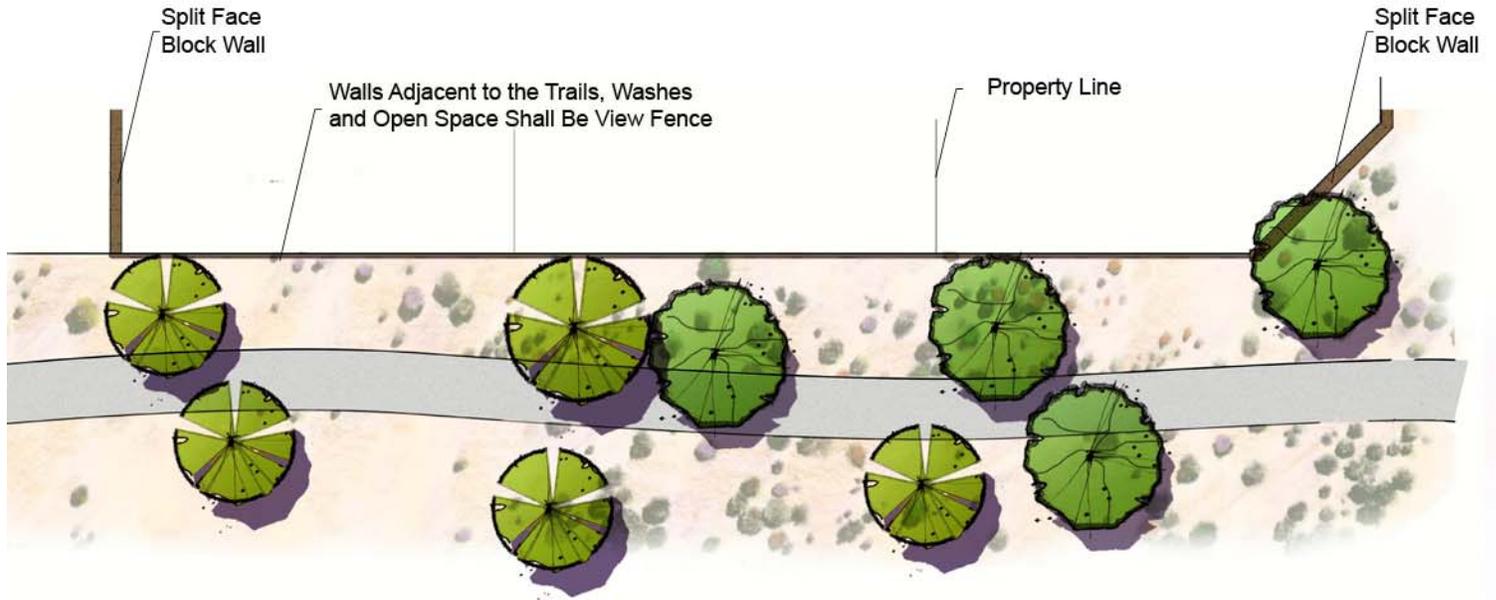


Theme Wall Isometric

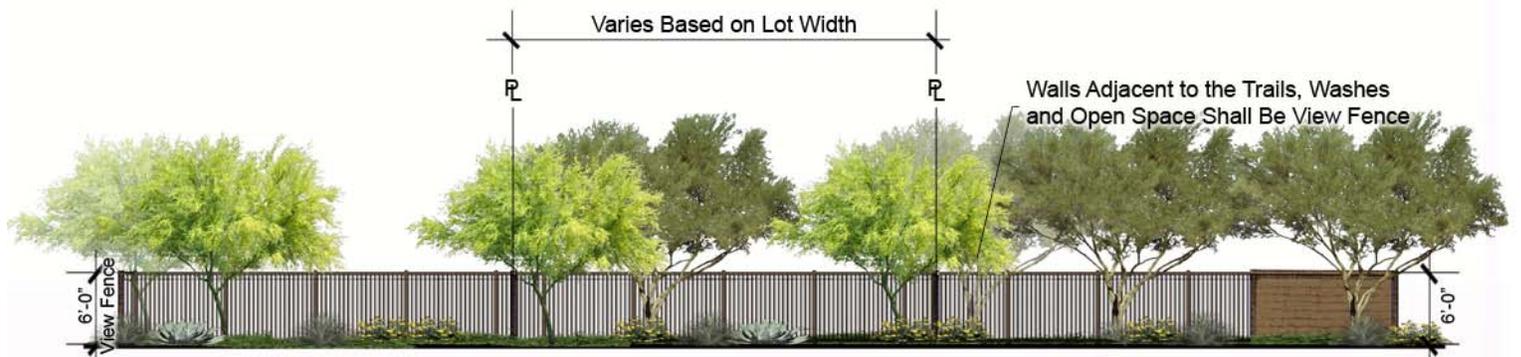
Desert Trails

Community Wall Details

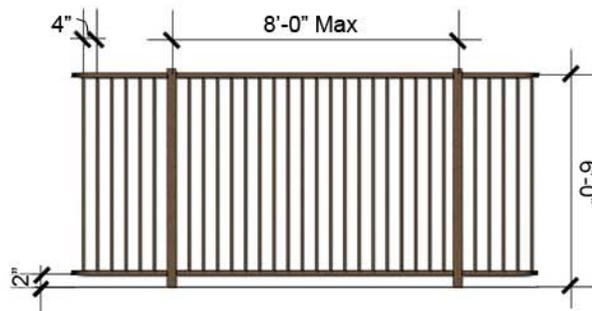
Exhibit 12.10



View Fence Wall Plan



View Fence Wall Elevation



Iron View Fence

Desert Trails

*DIMENSIONS PROVIDED ARE APPROXIMATE AND SUBJECT TO CHANGE

View Fence Details
Exhibit 12.11

SECTION 13 - ARCHITECTURAL DESIGN



The Desert Trails home product review will be submitted to the Community Development Department and will be in compliance with the Surprise municipal code at the time of site plan submittal. Additionally, the project will promote and encourage the use of innovative

architecture and sustainable building design within the development. The following architectural design styles shall be permitted within the Desert Trails community; Santa Barbara, Tuscan, Spanish-Colonial, Spanish-Mediterranean, Spanish-Mission, Hacienda, Desert Contemporary, Desert Prairie, and Ranch.

SECTION 14 - SUMMARY

It is important to review some of the most important design guidelines presented in City documents, primarily the “***City of Surprise General Plan 2030***”

“At the heart of most villages is a Community Center where residential, commercial, employment and civic uses are all present... The village center is a unique place that distinguishes the village and creates a place where people gather.”

“A proactive approach (to Community Design) can establish visual connections between neighborhood centers, scenic corridors, roads or gateways. Currently the city’s streets and corridors are geared to those traveling in vehicles. Thoughtful community design can provide public places for people as well as vehicles. These gathering places can offer people the opportunity to congregate, talk to their neighbors, and meet others with whom they share the community.”

“Villages are pedestrian friendly and so the streets encourage walking. Public spaces, such as parks and plazas are emphasized. Facilities are available to hold

Desert Trails



public events.”

“The conservation element is based on the premise that the existing natural environment possesses its own inherent values and qualities that should be preserved.”



The Desert Trails development finds its design philosophy embedded in the General Plan 2030 documentation. The Community Plaza blends passive and active recreational activities together with social and commercial opportunities. The proposed elementary school lies adjacent to the Community Plaza to further define the central core area. The combined area serves as a true focal point for the community. The extensive trail system connects each neighborhood to all other portions of the development. This is true through the wash corridors/open space, as well as throughout the residential areas themselves. The parks system as discussed offers regional community and neighborhood opportunities rarely found in one development. Numerous different lot sizes and housing opportunities, including gated and non gated communities offer residential opportunities across the socioeconomic scale. Finally, the project offers true “Sensitive Site Planning” through the protection of existing washes as well as the promotion of line of site corridors capitalizing on the regional natural amenity, the White Tank Mountains. Desert Trails has been shown to represent the essence and heart of design guidance offered by the City of Surprise.



Desert Trails



APPENDIX A

Desert Trails



Desert Trails

A portion of Sections 13 and 24, Township 4 North, Range 3 West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, being more particularly described as follows;

Commencing at the Northwest corner of said Section 13, being marked by a ½" Rebar, from which the North quarter corner of Section 13, being marked by a G.L.O. Brass Cap, bears South 89°59'50" East, a distance of 2639.48 feet;

Thence South 89°59'50" East along the North line of the Northwest quarter of said Section 13, a distance of 67.50 feet to the East line of the Right-of-Way for 219th Avenue, more particularly described in Document No. 2005-0146651, Records of Maricopa County, Arizona, also being the **Point of Beginning**;

Thence, continuing South 89°59'50" East along said North line, a distance of 2571.98 feet to the North quarter corner of said Section 13;

Thence North 89°59'33" East along the North line of the Northeast quarter of said Section 13, a distance of 2639.70 feet to the Northeast corner of said Section 13;

Thence South 00°03'06" West along the East line of said Northeast quarter, a distance of 2636.68 feet to the East quarter corner of said Section 13;

Thence South 00°19'05" West along the East line of the Southeast quarter of said Section 13, a distance of 2641.42 feet to the Southeast corner of said Section 13;

Thence South 00°01'28" West along the East line of the Northeast quarter of Section 24, Township 4 North, Range 3 West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, a distance of 2636.02 feet to the East quarter corner of said Section 24;

Thence South 89°55'35" West along the East-West mid-section line of said Section 24, a distance of 2630.51 feet to the Center of said Section 24;

Thence, continuing South 89°55'35" West along said East-West line, a distance of 1315.67 feet to the Southwest corner of the Southeast quarter of the Northwest quarter of said Section 24;

Thence North 00°03'46" East along the West line of Southeast quarter of the Northwest quarter, a distance of 1319.97 feet to the Northwest corner of said Southeast quarter of the Northwest quarter of Section 24;

Thence South 89°57'29" West along the South line of the Northwest Quarter of the Northwest Quarter of said Section 24, a distance of 657.64 feet to the Southwest corner of the East half of the Northwest quarter of the Northwest quarter of said Section 24;

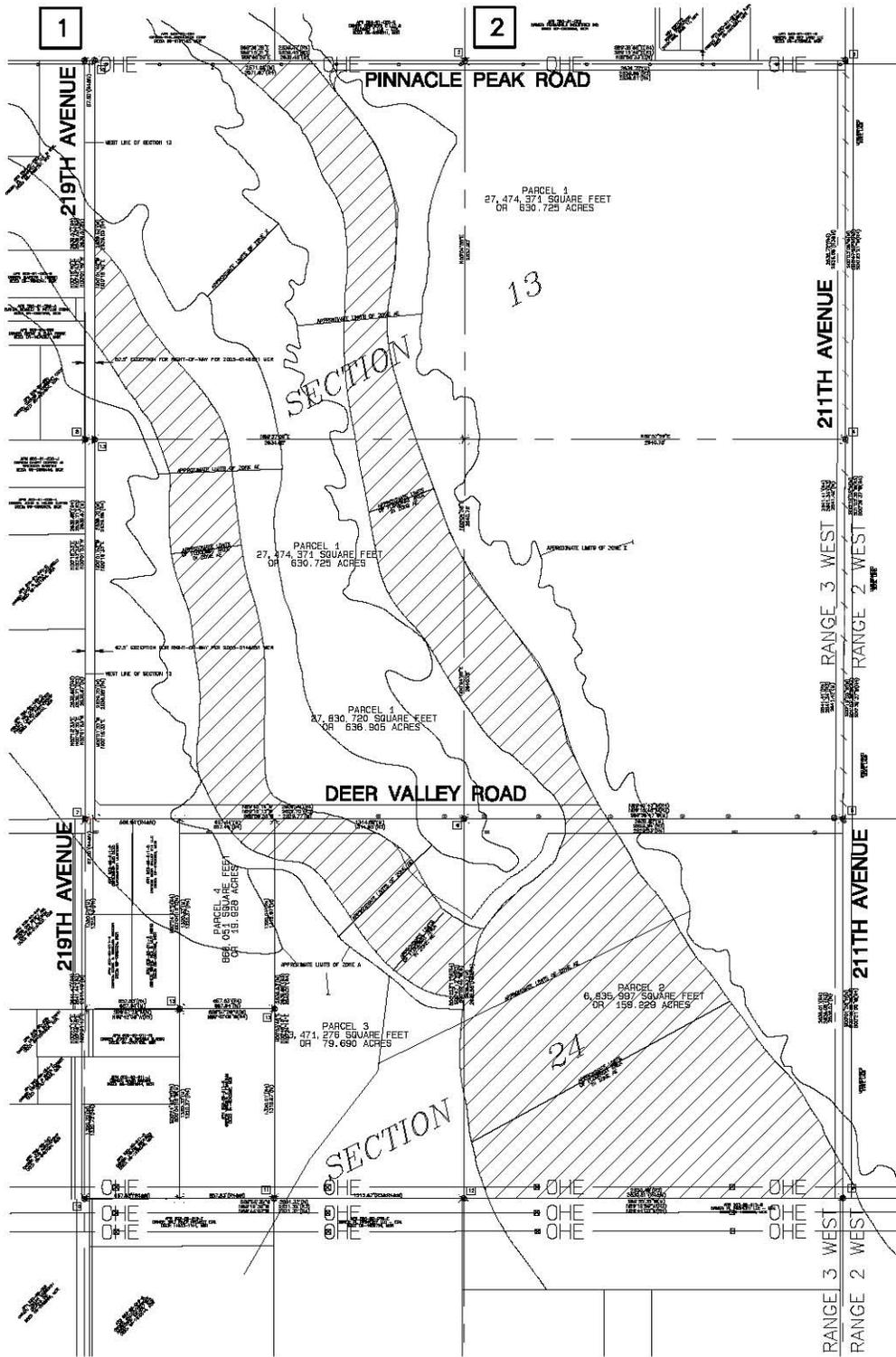
Thence North 00°04'16" East along the West line of the East half of the Northwest quarter of the Northwest quarter, a distance of 1320.33 feet to the North line of the Northwest quarter of said Section 24;

Thence South 89°59'24" West along the North line of the Northwest quarter of said Section 24, a distance of 589.94 feet to East line of the Right-of-Way for 219th Avenue as described in Document No. 2005-0146651 Maricopa County Records;

Thence North 00°01'53" West along said East Right-of-Way line being parallel with and 67.50 feet East of the West line of the Southwest quarter of Section 13, Township 4 North, Range 3 West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, a distance of 2639.70 feet;

Thence North 00°01'49" West, continuing along said East Right-of-Way line and being parallel with and 67.50 feet East of the West line of the Northwest quarter of said Section 13, a distance of 2639.53 feet to the **Point of Beginning**.

Said parcel contains 38,749,696 square feet or 889.57 acres, more or less.



LEGEND

⊕ ELECTRIC POST

⊙ MONUMENT

⊠ TRANSMISSION LINE

⊙ SEWER MANHOLE

⊗ GAS VALVE

 INDICATES FLOODWAY

BASIS OF BEARING - S89°59'50"E ALONG THE MONUMENT LINE OF PINNACLE PEAK (ALIGNMENT) AS MEASURED BETWEEN MONUMENTS NUMBERED 1 AND 2.

1 FOUND 1/2" REBAR W/ NO TAG. NORTHWEST CORNER OF SECTION 13

2 FOUND 2" GLO BRASS CAP STAMPED: 1/4 S.12, S.13 1915

Desert Trails

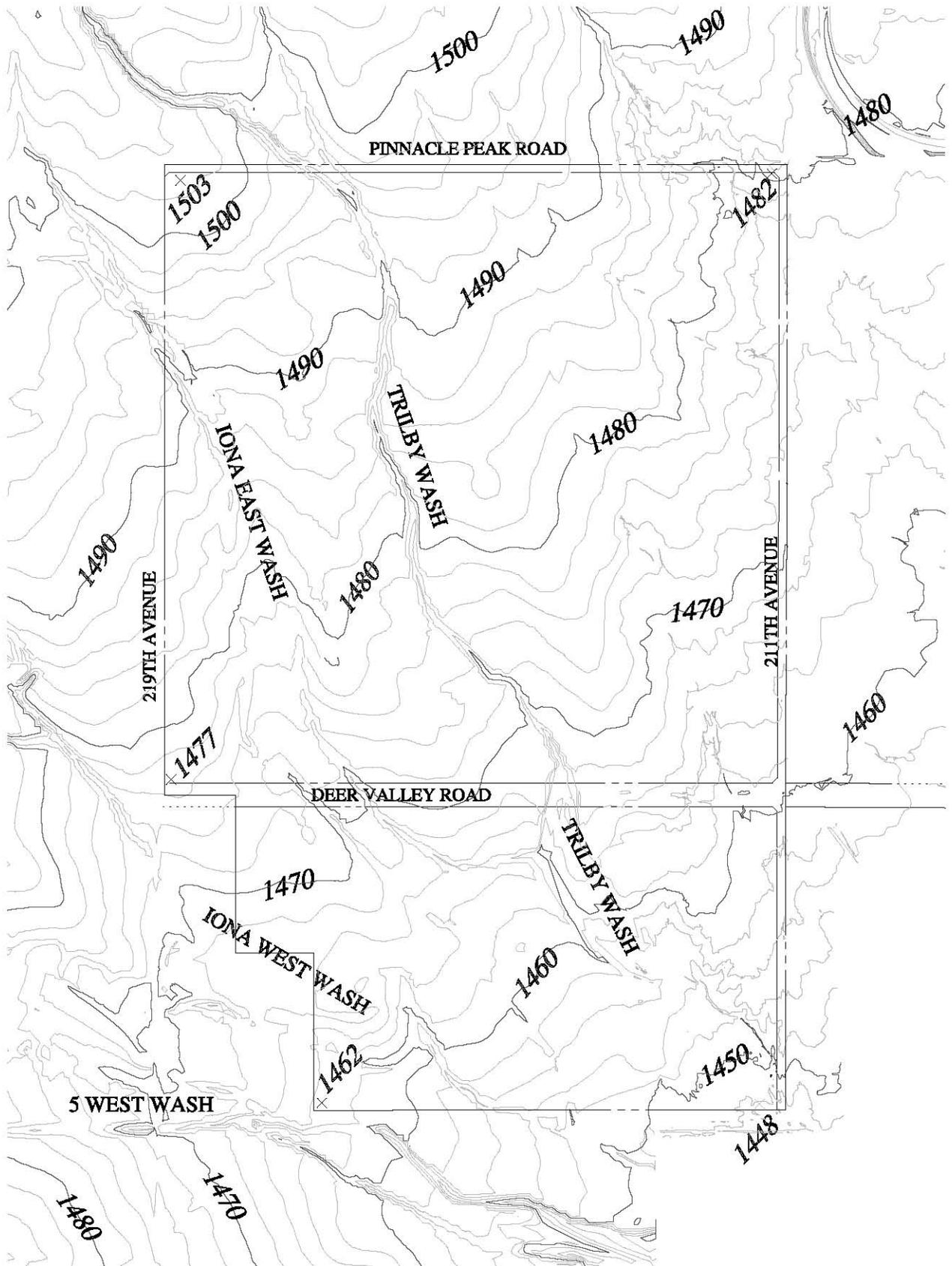


Alta Survey

APPENDIX B

Desert Trails

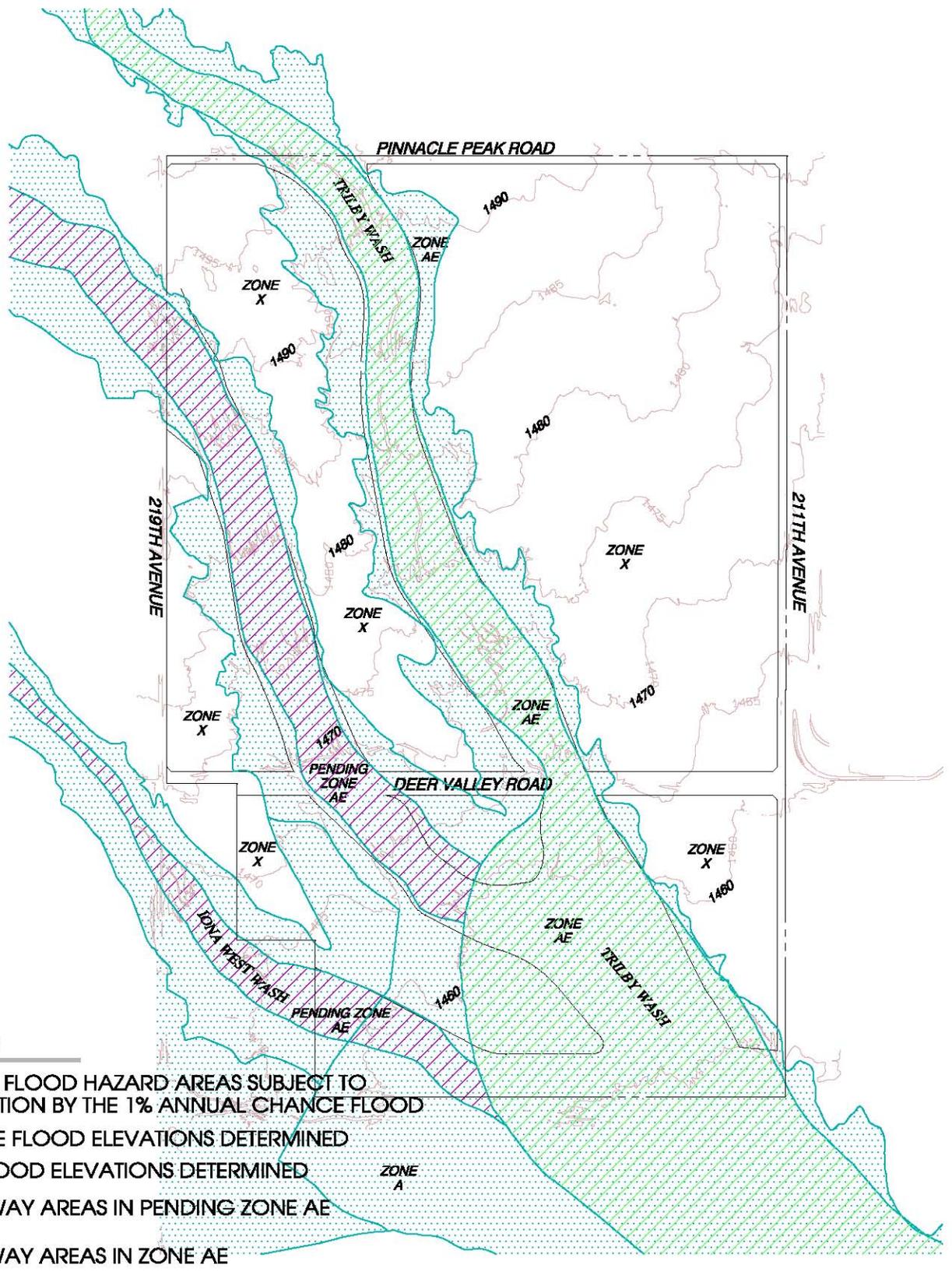




Desert Trails



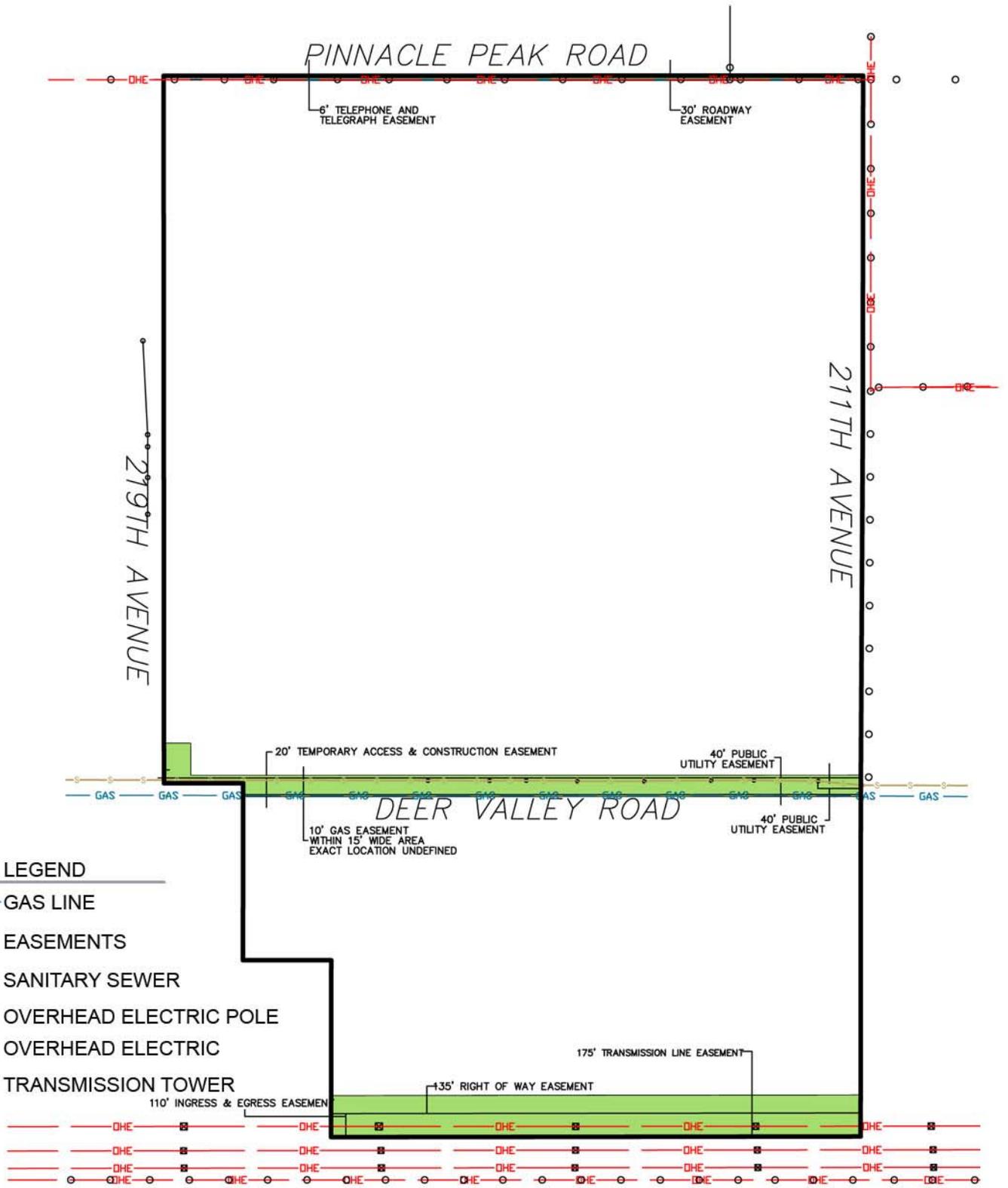
Existing Topography Map



LEGEND

-  SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
-  **ZONE A** NO BASE FLOOD ELEVATIONS DETERMINED
-  **ZONE AE** BASE FLOOD ELEVATIONS DETERMINED
-  FLOODWAY AREAS IN PENDING ZONE AE
-  FLOODWAY AREAS IN ZONE AE
-  OTHER FLOOD AREAS
-  **ZONE X** AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.



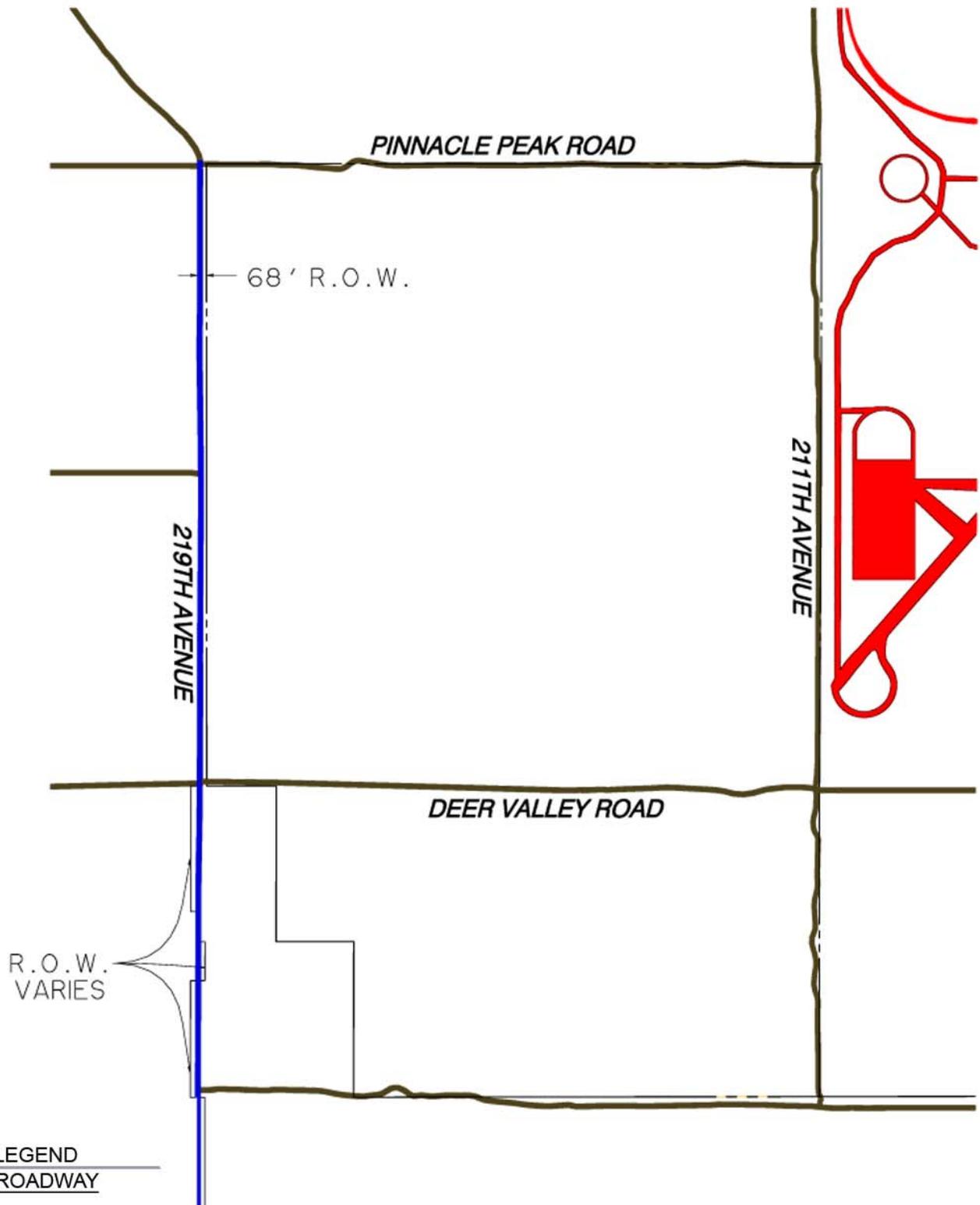


Desert Trails



Existing Utilities & Easements

EXISTING R.O.W. & ROADWAY TYPE



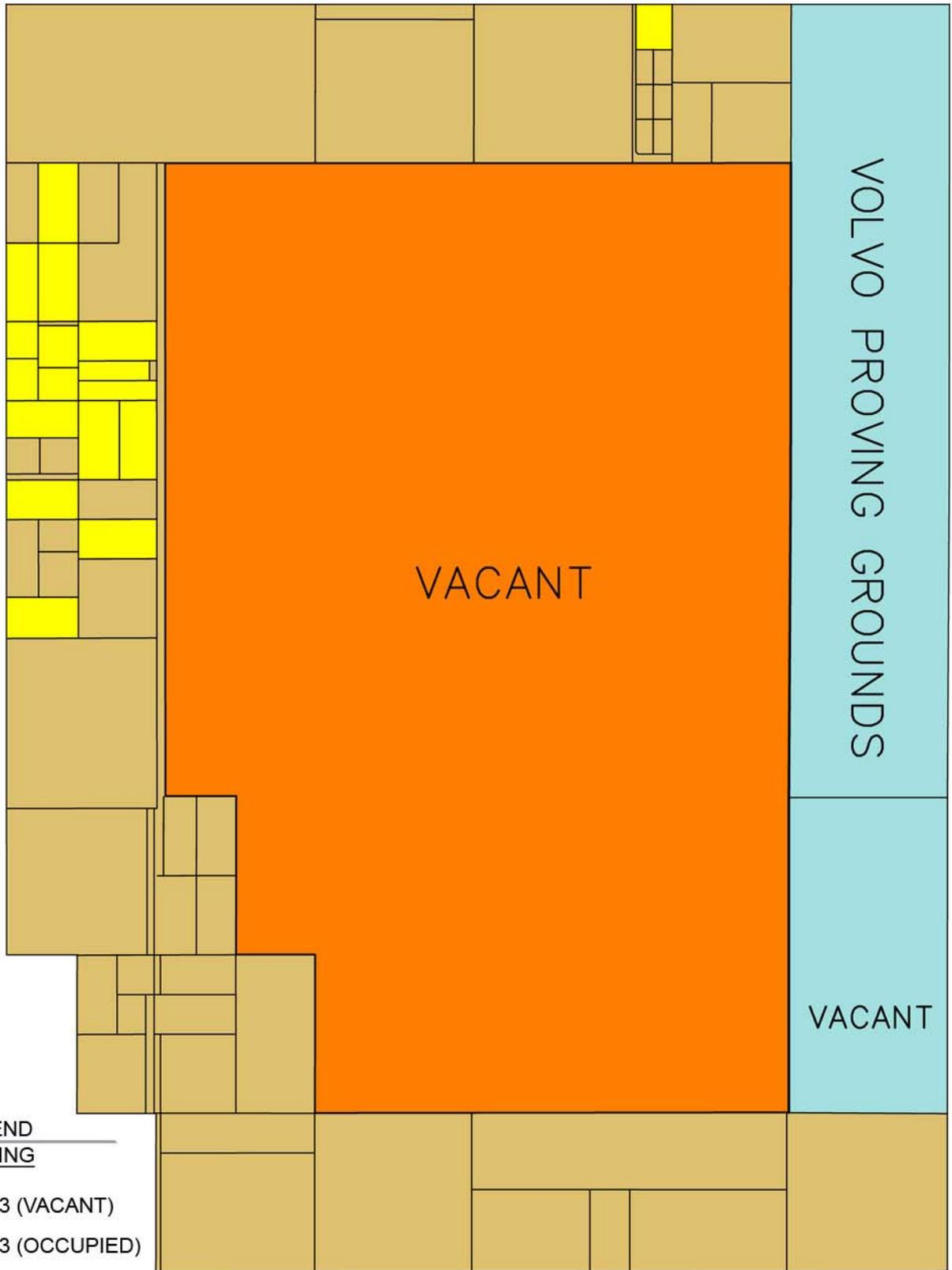
LEGEND ROADWAY

- EXISTING DIRT/GRAVEL ROAD
- EXISTING ASPHALT (2-LANE)
- PRIVATE ROAD

Desert Trails



Existing ROW & Roadway Types



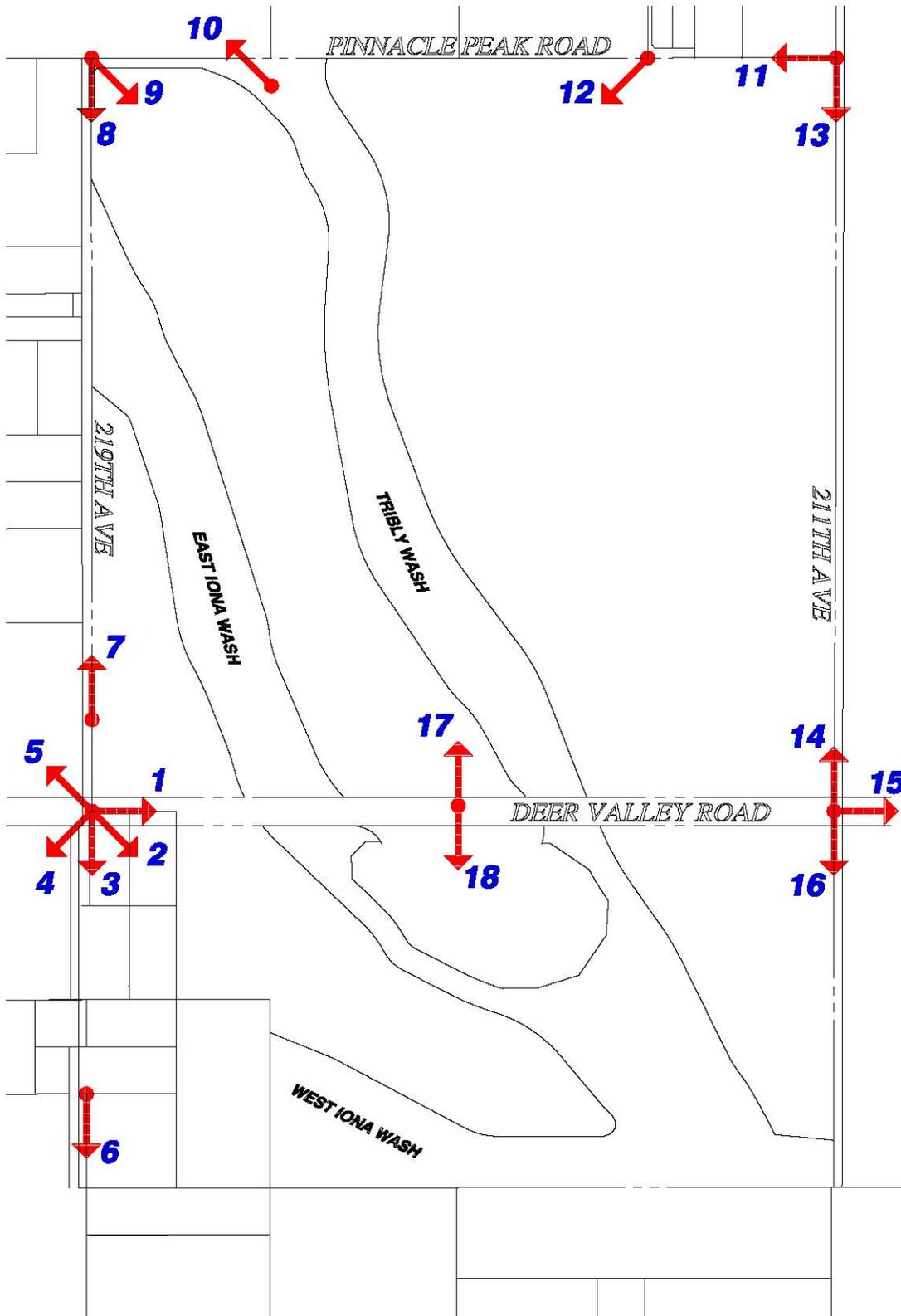
LEGEND
ZONING

- R1-43 (VACANT)
- R1-43 (OCCUPIED)
- PAD
- COUNTY

Desert Trails



Existing Land Use & Zoning Map



Desert Trails



Photo Location Map

DESERT TRAILS SITE PHOTOGRAPHS



1) DEER VALLEY & 219TH, LOOKING EAST



2) DEER VALLEY & 219TH, LOOKING SE



3) DEER VALLEY & 219TH, LOOKING SOUTH



4) DEER VALLEY & 219TH, LOOKING SW



5) DEER VALLEY & 219TH, LOOKING NW



6) 219TH AVENUE, LOOKING SOUTH

Desert Trails

Site Photos

DESERT TRAILS SITE PHOTOGRAPHS



7) 219TH AVENUE, LOOKING NORTH



8) PINNACLE PEAK & 219TH, LOOKING SOUTH



9) PINNACLE PEAK & 219TH, LOOKING SE



10) TRILBY WASH, LOOKING NORTHWEST



11) PINNACLE PEAK & 211TH, LOOKING WEST



12) PINNACLE PEAK, LOOKING SOUTHWEST

Desert Trails

Site Photos

DESERT TRAILS SITE PHOTOGRAPHS



13) PINNACLE PEAK & 211TH, LOOKING SOUTH



14) DEER VALLEY & 211TH, LOOKING NORTH



15) DEER VALLEY & 211TH, LOOKING EAST



16) DEER VALLEY & 211TH, LOOKING SOUTH



17) DEER VALLEY, LOOKING NORTH



18) DEER VALLEY, LOOKING SOUTH

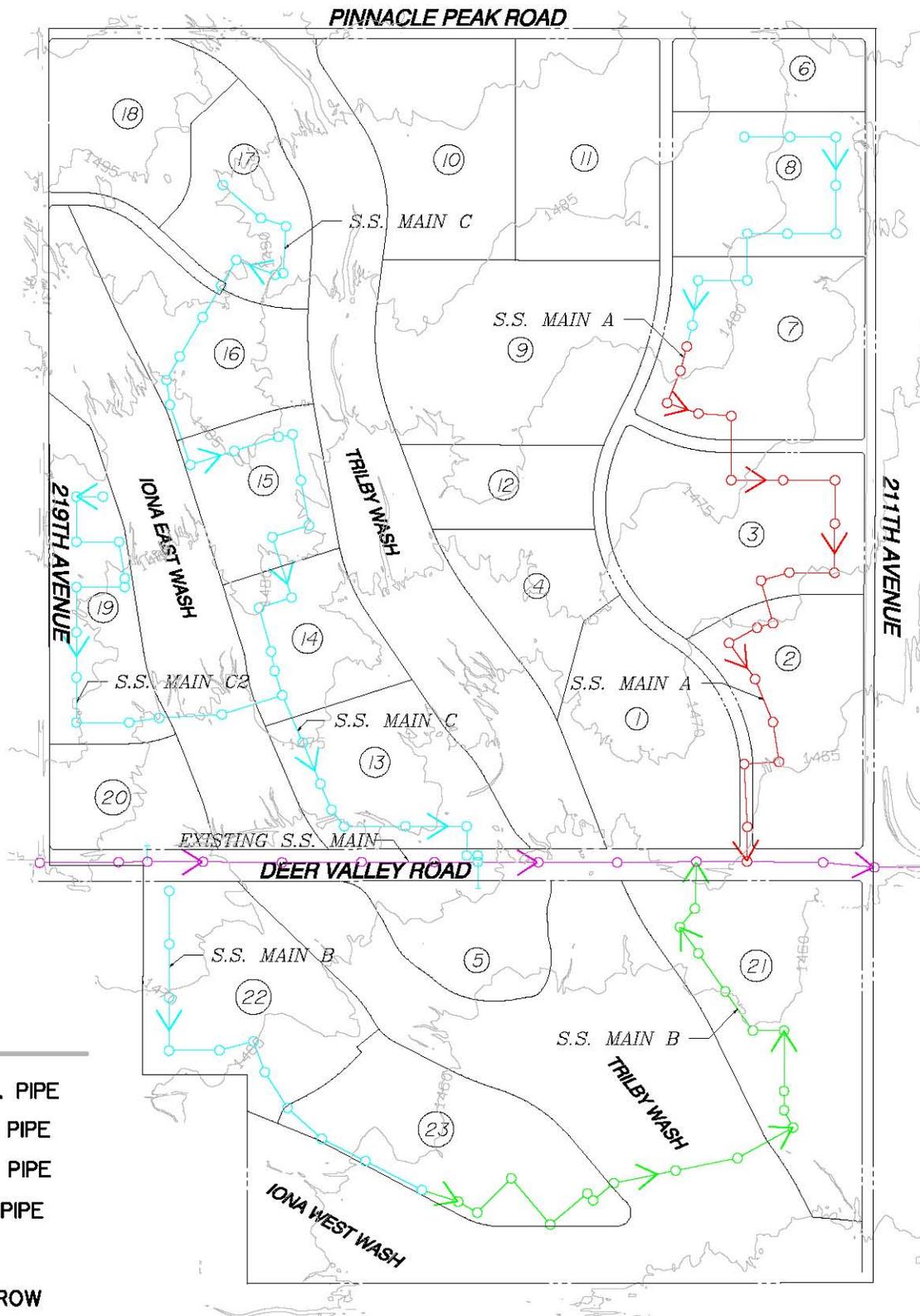
Desert Trails

Site Photos

APPENDIX C

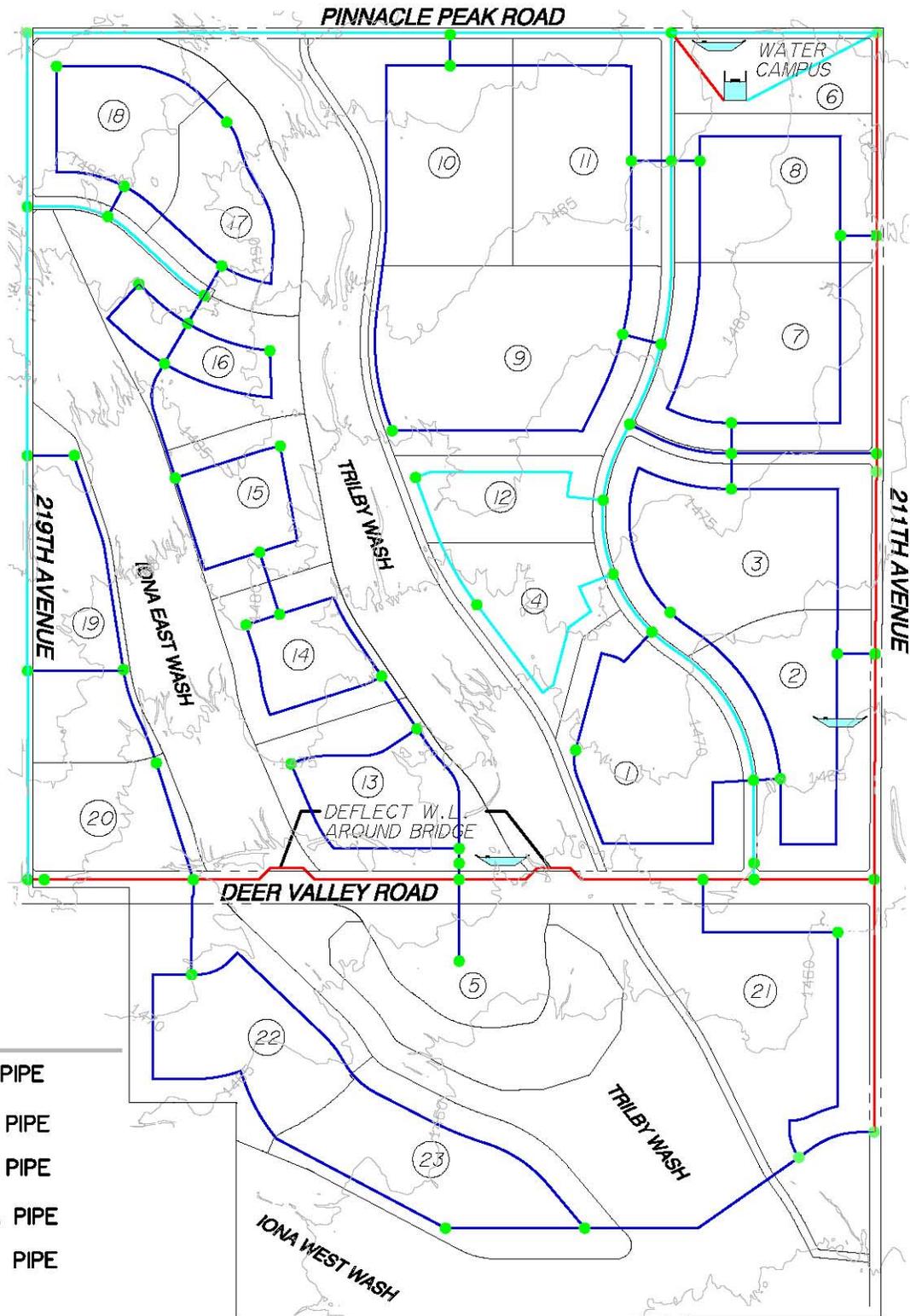
Desert Trails





LEGEND

- 30' S.S. PIPE
- 12' S.S. PIPE
- 10' S.S. PIPE
- 8' S.S. PIPE
- ⑤ PARCEL
- > FLOW ARROW



LEGEND

- 8" W.L. PIPE
- 12" W.L. PIPE
- 16" W.L. PIPE
- 24" W.L. PIPE
- 30" W.L. PIPE
- ⑤ PARCEL
-  STORAGE TANK
-  PRELIMINARY WELL AND BOOSTER PUMP LOCATION

* WATER CAMPUS TO INCLUDE STORAGE TANKS, WATER TREATMENT, & BOOSTER PUMPS
 ** WATER FACILITIES SHOWN REFLECT THE ULTIMATE BUILD OUT CONFIGURATION. REFER TO DESERT TRAIL MASTER WATER REPORT FOR MORE INFORMATION.

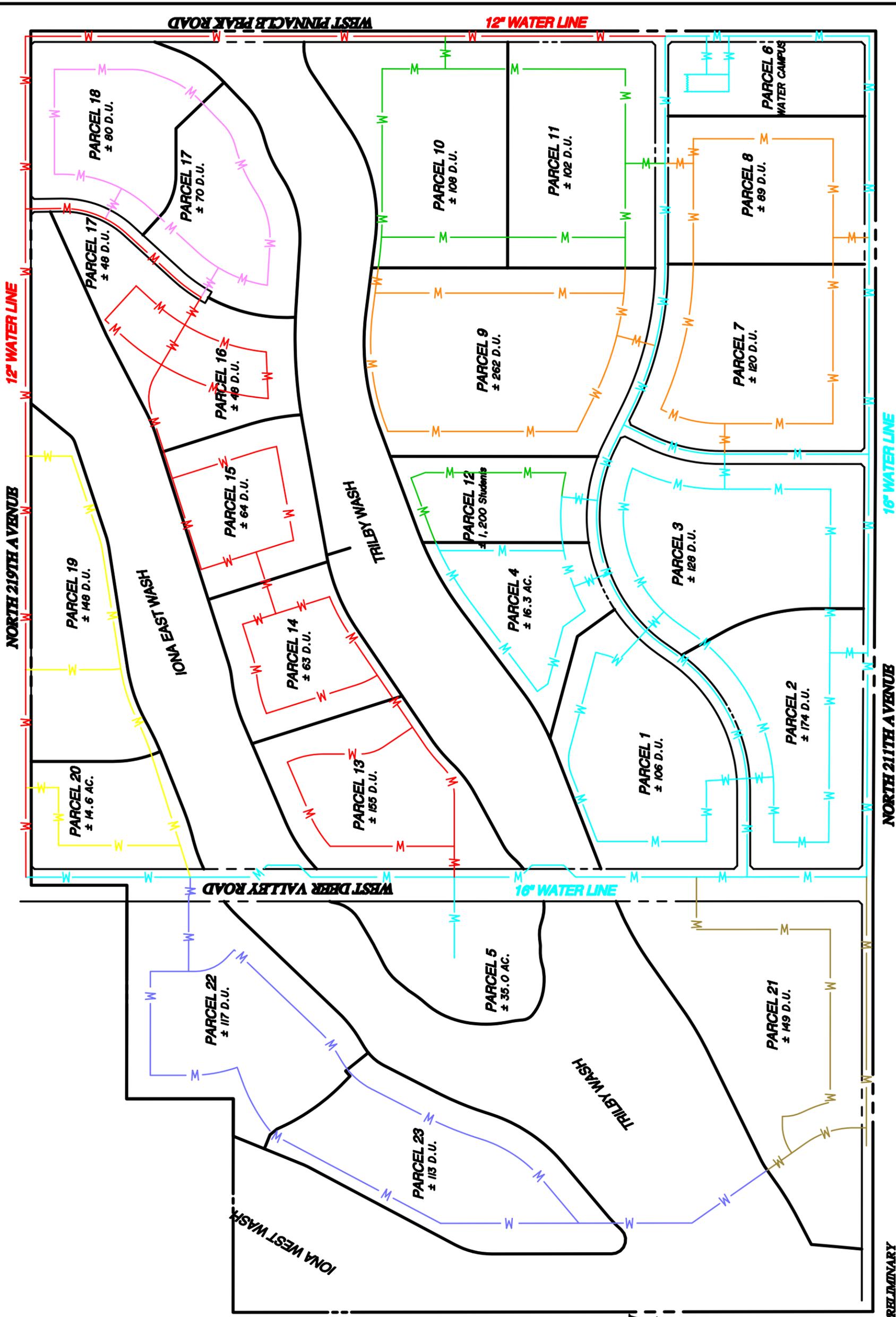
Desert Trails



Proposed Water Facilities



SCALE: 1" = 600'



LEGEND

PHASE	COMPLETION DATE
PHASE 1A	2011
PHASE 1B	2013
PHASE 1C	2014
PHASE 2	2015
PHASE 3	2015
PHASE 4	2016
PHASE 5	2016
PHASE 6	2017

COMPLETION DATES ARE PRELIMINARY AND SUBJECT TO CHANGE

GOODWIN & MARSHALL
 CIVIL ENGINEERS - PLANNERS - SURVEYORS
 6000 W. Pap Road, #110
 Chandler, Arizona 85226
 (480) 219-7222

PRELIMINARY WATER DISTRIBUTION INFRASTRUCTURE PHASING

DESERT TRAILS,
 CITY OF SURPRISE, MARICOPA COUNTY, ARIZONA

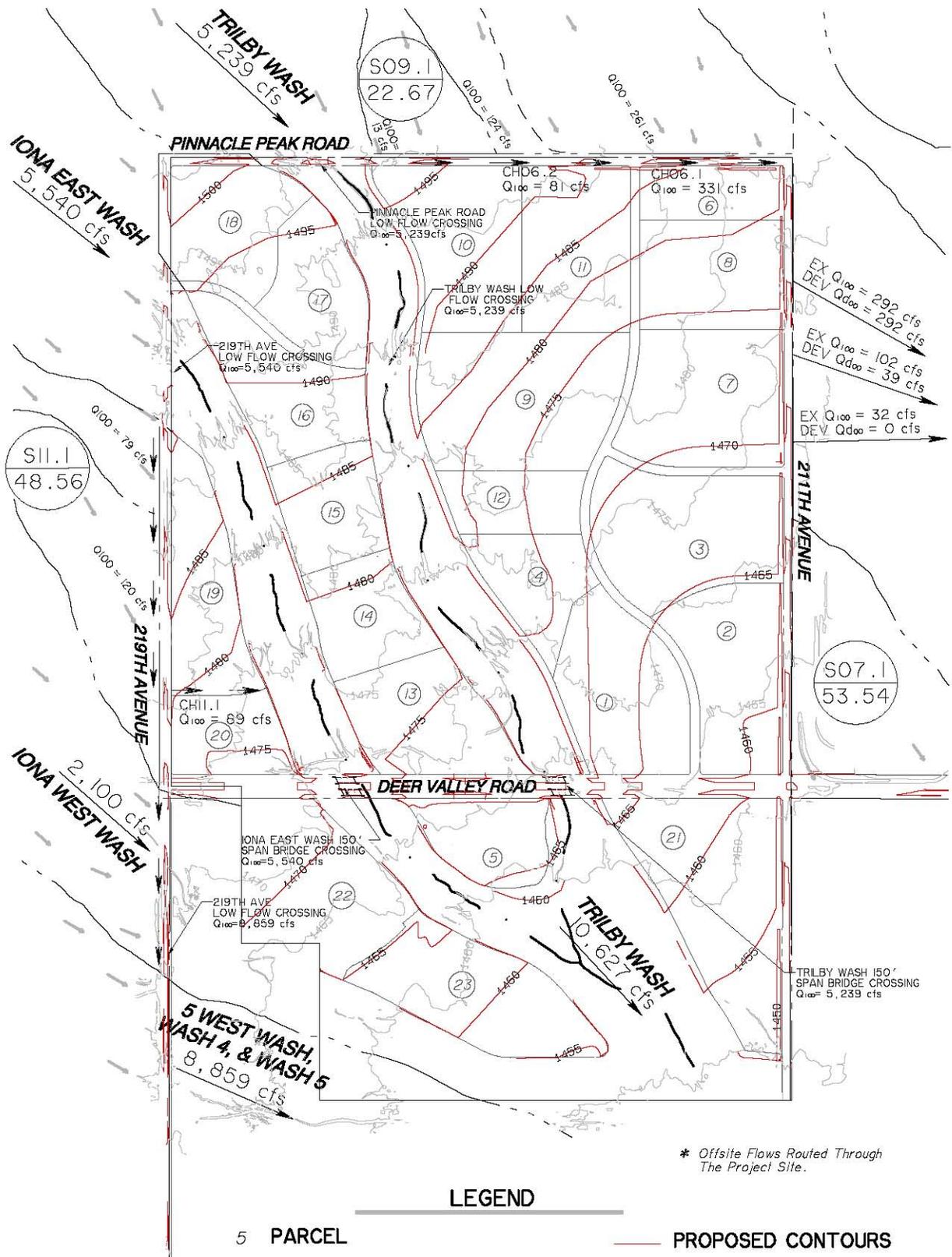
Scale:	NA
Date:	FEB 2010
Job No.:	10331A
Drafted:	BAC
Checked:	WCR

FIGURE 7

APPENDIX D

Desert Trails







THE ELLMAN COMPANIES
International Real Estate and Corporate Investments
Established 1972

May 27, 2009

Ms. Sallie McGuire
U.S. Army Corps of Engineers
Los Angeles District
Arizona Regulatory Branch
3636 North Central Avenue Suite 900
Phoenix, Arizona 85012

RE: Desert Trails (Formerly Fox Trail)
404 Permit Owner Transfer, Extension Request and Annual Update
CORPS File # SPL-1999-15952-SDM

Dear Ms. McGuire:

Per your recent conversation with our project engineer, Warren C. Russell, P.E. with Goodwin and Marshall, Inc., this correspondence is being written to request confirmation of the March, 17 2008 transfer of the existing 404 permit for the above referenced project, request a permit renewal pursuant to USACE regulations, and to provide an annual update as to the status of the permitted work.

The current permittee is HE Capital Fox Trails, LLC. The property was sold by Centex to The HE Capital Fox Trails, LLC. A copy of the March 17, 2008 transfer statement for Permit # SPL-1999-15952-SDM is attached for your records.

The letter of verification issued by the USACE regarding the above referenced permit is noted to become invalid on June 6, 2009. Please accept this letter as our official request to renew the letter of verification. The Fox Trail project has submitted application for a PAD amendment (rezoning) at the City of Surprise. The PAD amendment proposes to change the development name to Desert Trails and modify the zoning districts within the development. No changes to the impacts to the Water's of U.S. are proposed at this time.

Relative to the annual report for the project, please accept this correspondence as notification that construction has not commenced on the project improvements nor has work has begun on the 404 permitted activities.

Thank you for your time regarding this matter and should you have any questions please do not hesitate to contact me.

Sincerely,
HE Capital Fox Trails, LLC

A handwritten signature in black ink, appearing to read "Jeff Teetsel", with a large, sweeping flourish extending to the right.

Jeff Teetsel
Senior Vice President of Development



DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
ARIZONA-NEVADA AREA OFFICE
3636 NORTH CENTRAL AVENUE, SUITE 900
PHOENIX, ARIZONA 85012-1939

May 5, 2006

REPLY TO
ATTENTION OF:

Office of the Chief
Regulatory Branch

Jack K. Moody
Director, Water Resources
WRG Design, Inc.
9977 North 90th Street
Scottsdale, Arizona 85258-4423

File Number: 1999-15952-SDM

Dear Mr. Moody:

Reference is made to your letter of January 17, 2006 in which you inquired as to the jurisdictional limits of Section 404 of the Clean Water Act for the Trilby Wash and Iona Wash at the proposed Fox Trails residential development (Sections 13 & 24, T4N, R3W), Surprise, Maricopa County, Arizona.

The enclosed aerial photograph or map delineates the waters of the United States, including wetlands, regulated by Section 404 of the Clean Water Act. This approved jurisdictional determination will remain in effect for five years from the date of this letter unless an unusual flood event occurs. After this five-year period or after an unusual flood event alters stream conditions, the Corps of Engineers reserves the authority to retain the original jurisdictional limits or to establish new jurisdictional limits as conditions warrant.

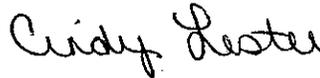
Each water of the United States herein delineated is a water that is tributary to an interstate water. The Section 404 jurisdictional limit for a water of the United States is defined at 33 CFR 328. The jurisdictional limit for a non-tidal water of the United States is determined by the jurisdictional wetland boundary and/or the ordinary high water mark. The jurisdictional limit of a wetland is determined in accordance with the Corps of Engineers 1987 Wetlands Delineation Manual. Otherwise, presence of the indicators stated in the definition of ordinary high mark (33CFR 328.3(e)) are used to establish the jurisdictional limit of a water of the United States. The basis of this jurisdictional determination is shown on the enclosed checklist.

Any discharge of dredged or fill material within the designated jurisdictional area requires a Section 404 permit from the Corps of Engineers. The Corps of Engineers emphasizes avoidance of the delineated jurisdictional area. Please review this delineation and evaluate your proposed activity to ensure that avoidance of the jurisdictional area is given full consideration in your design. If all discharges of dredged or fill material occur outside the designated jurisdictional area, no Section 404 permit is required. If avoidance is not practicable, please reference File Number 1999-15952-SDM when submitting your Section 404 permit application to the Corps of Engineers. Please be advised that your application needs to substantiate that avoidance of designated jurisdictional areas is not practicable and substantiate that impacts to waters of the United States have been minimized.

Furthermore, you are hereby advised that the Corps of Engineers has established an Administrative Appeal Process for jurisdictional determinations which is fully described at 33 CFR 331. The Administrative Appeal Process for jurisdictional determinations is diagrammed on the enclosed Appendix C. If you decide not to accept this approved jurisdictional determination and wish to provide new information please send the information to this office. If you do not supply additional information you may appeal this approved jurisdictional determination by completing the attached "Notification of Administrative Appeal Options and Process and Request for Appeal" form and submitting it directly to the Appeal Review Officer at the address provided on the form.

The receipt of your letter is appreciated. If you have questions, please contact Sallie D. McGuire at (602) 640-5385 x 221.

Sincerely,



Cindy Lester P.E.
Chief, Arizona Section
Regulatory Branch

Enclosures

Copy Furnished:
(Without Enclosures)

Helen Agelakos
Atlantis Fox Trail LP
8665 East Hartford Drive, Suite 200
Scottsdale, Arizona 85255-7807

Basis of Jurisdictional Determination

Date of desk determination: May 5, 2006

Supporting documentation:

- Applicant's proposed jurisdictional determination
- Wetland delineation following 1987 Corps Wetland Delineation Manual
- Aerial photography interpretation
- Ground photographs/videotape of site
- Topographic map interpretation
- Review of historical records and/or aerial photography
- Comparison of previously accepted delineations of the area
- USGS map(s)
- Flow data (drainage reports, modeled flows, USGS gage data, or other sources)
- Floodplain maps
- Soil Maps
- Environmental Assessment/ Environmental Impact Statement
- National Wetland Inventory Maps
- Staff knowledge of precipitation and fluvial dynamics of the region
- Biological resource reports
- Other

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND
PROFFER FOR APPEAL

Applicant: Atlantis Fox Trail LP	File Number: 1999-15952-SDM	Date: May 5, 2006
Attached is:		See Section below
<input type="checkbox"/>	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
<input type="checkbox"/>	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
<input type="checkbox"/>	PERMIT DENIAL	C
<input checked="" type="checkbox"/>	APPROVED JURISDICTIONAL DETERMINATION	D
<input type="checkbox"/>	PRELIMINARY JURISDICTIONAL DETERMINATION	E

The following provides you with the administrative appeal options and process available to you. The following provides you with the administrative appeal options and process available to you.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the DISTRICT engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the DISTRICT engineer. Your objections must be received by the DISTRICT engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the DISTRICT engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit.

ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the DISTRICT engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) engineer (address on reverse). This form must be received by the DIVISION (not district) engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) engineer (address on reverse) engineer. This form must be received by the DIVISION (not district) engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) engineer (address on reverse) engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial offered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial offered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINTS OF CONTACT FOR QUESTIONS OR NEGOTIATION

If you have questions regarding this decision and/or the appeal process you may contact:
DISTRICT ENGINEER
Los Angeles District, Corps of Engineers
Attn: Chief, Regulatory Branch
PO Box 532711 Los Angeles, CA 90053 (Tel. 213-452-3425)

If you only have questions regarding the appeal process you may also contact:
Doug Pomeroy, Administrative Appeal Review Officer
Army Corps of Engineers, CESP-D-PDS-O
333 Market Street, Room 923
San Francisco, CA 94015 (Tel. 415-977-8035)

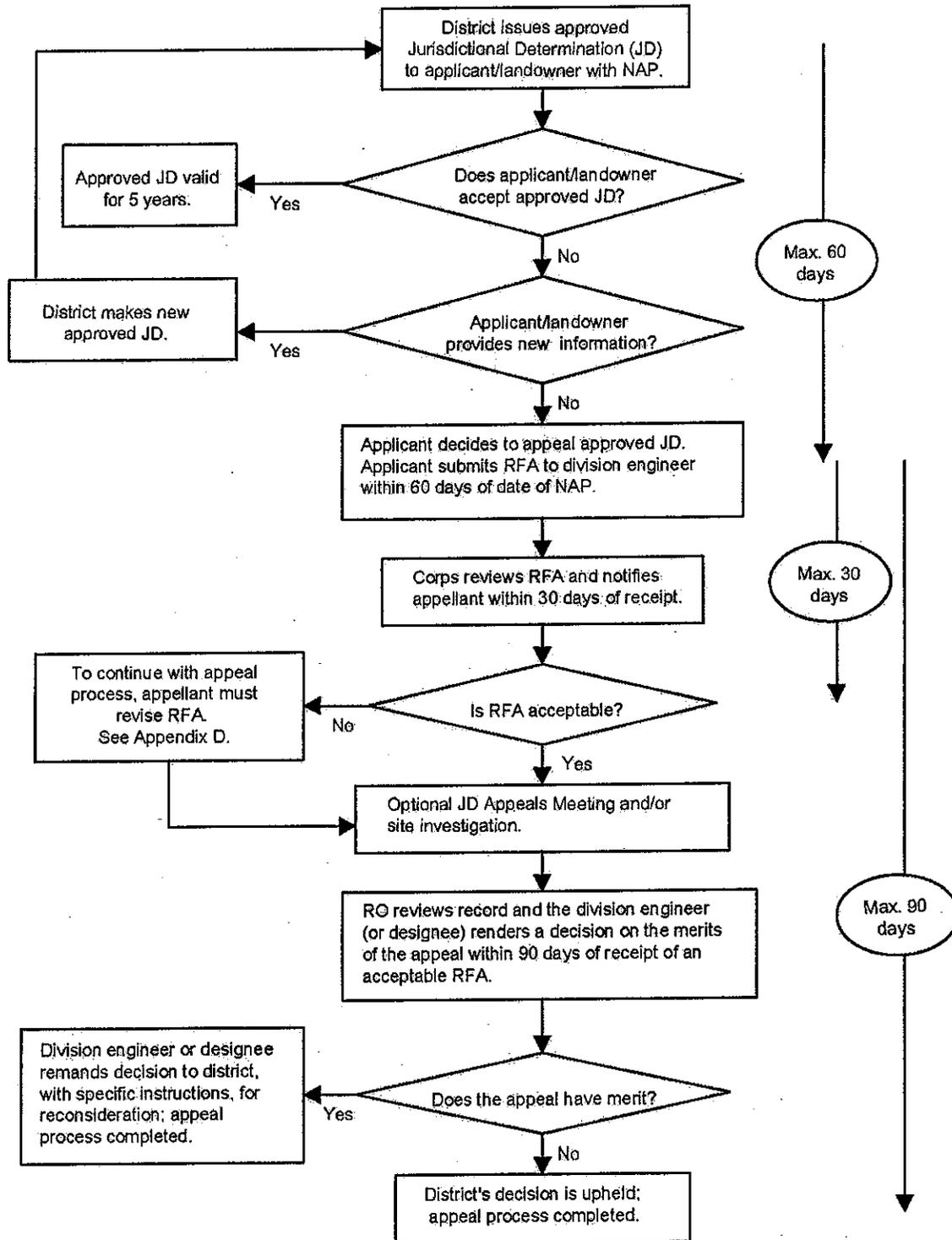
RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Signature of appellant or agent.

Date:

Telephone number:

Administrative Appeal Process for Approved Jurisdictional Determinations



Appendix C

APPENDIX E

Desert Trails



TREES



Mulga Acacia



Sweet Acacia



Anacacho Orchid Tree



Desert Museum



Honey Mesquite



Texas Ebony



Thornless Mesquite



Texas Red Oak



Desert Ironwood



Chitalpa



Thornless Cascalote



Arizona Sycamore



Screwbean Mesquite



Southern Live Oak



Chaste Tree



Texas Mountain Laurel



Raywood Ash



Cottonwood



Allee Elm

Desert Trails

Plant Character

EXTRA LARGE SHRUBS



Bougainvillea Rosenka



Mexican Bird of Paradise



Arizona Rosewood



Orange Jubilee



Purple Hopseed



White Lady Banks Rose

LARGE SHRUBS



Red Chuparosa



Red Fairy Duster



Silver Cassia



Creosote Bush



Rio Bravo Sage



Chaparral Sage



Jojoba

Desert Trails

Plant Character

MEDIUM SHRUBS



Black Dalea



Valentine Bush



Brittlebush



Turpentine Bush



Dwarf Pomegranate



Ruellia



Compact Texas Sage



White Roses



Collingwood Ingram Rosemary



Desert Ruellia



Double Red Hibiscus

SMALL SHRUBS



Dwarf Myrtle



Triangle Leaf Bursage



Desert Mallow



Summer Snow

Desert Trails

Plant Character

GROUNDCOVER



Damianita



Prostrate Acacia



Angelita Daisy



Purple Lantana



Blackfoot Daisy



Trailing Rosemary



Dwarf Star Jasmine

VINES



Dwarf Star Jasmine



Bougainvillea 'San Diego red'

Desert Trails

Plant Character

CACTI/ACCENTS



Century Plant



Parry's Agave



Twin Peaks Agave



Victoria's Agave



'Blue Elf' Aloe



Weber's Agave



Desert Milkweed



Saguaro



Desert Spoon



Golden Barrel



Gophter Plant



Ocotillo



Purple Prickly Pear



Regal Mist Muhly



Bear Grass



Indian Fig Prickly Pear



Organ Pipe



Firecracker Penstemon



Soaptree Yucca



Slipper Plant

Desert Trails

Plant Character

BOTANICAL NAME	COMMON NAME	WATER USAGE	WILDLIFE ATTRACTANT	USE			
				NATIVE DESERT	DESERT ADAPTIVE	ENHANCED DESERT	REGIONALLY ORNAMENTAL
TREES							
Acacia anuera	Mulga	low	habitat		●	●	●
Acacia smallii	Sweet Acacia	low	habitat	●			
Acacia willardiana	Palo Blanco	low	habitat	●			
Bauhinia congesta	Anacacho Orchid Tree	low			●	●	●
Caesalpinia cacalaco smoothie	Thornless Cascalote	low			●	●	●
Chilopsis linearis	Desert Willow	low	hummingbird, wildlife food, habitat	●	●	●	●
Chitalpa tashkentensis*	Chitalpa	low	habitat		●	●	●
Fraxinus angustifolia	Raywood Ash	moderate					●
Fraxinus greggi	Little Leaf Ash	moderate					●
Fraxinus velutina 'Rio Grande'	Fan-Tex-Ash	moderate					●
Fraxinus velutina*	Arizona Ash	moderate					●
Lysiloma microphylla	Desert Fern	low				●	●
Olea europea	Wilsonii' Olive	low			●	●	●
Olneya tesota	Desert Ironwood	low		●	●		
Parkinsonia floridum	Blue Palo Verde	low	habitat		●	●	●
Parkinsonia hybrid	Desert Museum	low		●	●	●	●
Parkinsonia microphylla	Foothills Palo Verde	low		●	●		
Platanus wrightii	Arizona Sycamore	moderate				●	●
Populus fremonti	Cottonwood	moderate				●	●
Pithecellobium flexicaule	Texas Ebony	low				●	●
Pithecellobium mexicanum	Mexican Ebony	low			●	●	●
Prosopis alba	Argentinie Mesquite	low			●	●	
Prosopis chilensis	Chilean Mesquite	low			●	●	
Prosopis SA hybrid 'Thornless'	Thornless Mesquite	low	habitat		●	●	●
Prosopis juliflora	Arizona Native Mesquite	low		●	●	●	
Prosopis glandulosa	Honey Mesquite	low			●		
Prosopis pubescens	Screwbean Mesquite	low	habitat	●	●	●	●
Prosopis velutina	Velvet Mesquite	low	habitat	●	●	●	●
Quercus buckleyi	Texas Red Oak	low				●	●
Quercus virginiana	Southern Live Oak	moderate	wildlife food, habitat			●	●
Rhus lancea	African Sumac	low				●	●
Sophora secundiflora	Texas Mountain Laurel	low			●	●	●
Ulmus parvifolia*	Lacebark Elm	low	habitat				●
Vitex agnus-castus	Chaste Tree	low	habitat			●	●
SHRUBS							
Acacia greggii	Catclaw acacia	low					
Aloysia sp.*	Blue Hibiscus	moderate				●	●
Ambrosia deltoidea	Triangle Leaf Bursage	low		●	●	●	●
Anisacanthus therberi	Desert Honeysuckle	moderate	hummingbird			●	●
Aquilegia chrysantha	Golden Columbine	moderate			●	●	●
Bougainvillea 'Barbara Karst'	Shrub form Bougainvillea	low				●	●
Bougainvillea 'Rosenka'	Bougainvillea	low				●	●
Buddleia marrubiifolia	Woolly Butterfly Bush	low	butterfly, bee		●	●	●
Caesalpinia mexicana	Mexican Bird of Paradise	moderate				●	●
Caesalpinia pulcherrima	Red Bird of Paradise	low			●	●	●
Calliandra californica	Baja Red Fairy Duster	low	hummingbird, habitat			●	●
Calliandra eriophylla	Fairy Duster	low	hummingbird, habitat			●	●
Celtis pallida	Desert Hackberry	low	habitat	●	●	●	●
Cassia artemisioides	Feathery Cassia	low			●	●	●
Chrysactinia mexicana	Damianita	low			●	●	●
Cordia boissieri	Texas Olive	low			●	●	●
Cordia parvifolia	Little Leaf Cordia	low			●	●	●
Dalea frutescens	Black Dalea	low			●	●	●
Dalea pulchra	Pink Indigo Bush	moderate				●	●
Dodonaea viscosa	Hop Bush	low		●	●	●	●
Dodonaea viscosa 'Purpurea'	Purple Hop Bush	low			●	●	●

				USE			
BOTANICAL NAME	COMMON NAME	WATER USAGE	WILDLIFE ATTRACTANT	NATIVE DESERT	DESERT ADAPTIVE	ENHANCED DESERT	REGIONALLY ORNAMENTA
<i>Duranta erecta</i> 'Sweet Memory'	Duranta	low		●	●	●	●
<i>Encelia farinosa</i>	Brittlebush	low		●	●	●	●
<i>Eremophila x summertime blue</i>	Summertime Blue	low				●	●
<i>Eremophila maculate</i> 'Valentine'	Valentine Shrub	low				●	●
<i>Ericamerica laricifolia</i>	Turpentine Bush	low		●	●	●	●
<i>Erigeron divergens</i> 'Effusion'	Native Fleabane	low		●	●	●	
<i>Eriogonum wrightii</i>	Wright Buckwheat	low		●	●		
<i>Hibiscus rosa-sinensis</i> diamond head	Double Red Hibiscus	moderate					●
<i>Hyptis emoryi</i>	Desert Lavender	low					
<i>Justicia californica</i>	Chuparosa	low		●	●	●	●
<i>Justicia spicigera</i>	Mexican Honeysuckle	moderate				●	●
<i>Larrea tridentata</i>	Creosote Bush	low	bee, habitat	●	●	●	●
<i>Leucophyllum candidum</i> 'Thunder Cloud'	Thundercloud Texas Ranger	low	bee, habitat		●	●	●
<i>Leucophyllum frutescens</i>	Texas Ranger	low	bee, habitat		●	●	●
<i>Leucophyllum frutescens</i> 'Compacta'	Compact Texas Ranger	low	bee, habitat		●	●	●
<i>Leucophyllum langmaniae</i> 'Rio Bravo'	Rio Bravo Sage	low	bee, habitat		●	●	●
<i>Leucophyllum sp.</i> 'Heavenly Cloud'	Heavenly Cloud Sage	low			●	●	●
<i>Myrtus communis</i> 'compacta'	Dwarf Myrtle	moderate	hummingbird, wildlife food				●
<i>Perovskia atriplicifolia</i>	Russian Sage	low			●	●	●
<i>Plumbago auriculata</i>	Cape Plumbago	moderate					●
<i>Plumbago scandens</i>	Summer Snow	low					●
<i>Punica granatum</i>	Dwarf Pomegranate	moderate					●
<i>Rosa banksiae</i> 'Alba Pena'	White Lady Banks Rose	moderate					●
<i>Rosa sp.</i>	Yellow Roses	moderate					●
<i>Rosemarinus officinalis</i>	Rosemary	low				●	●
<i>Rosemarinus officinalis</i> 'Collingwood Ingram'	Collingwood Ingram Rosemary	low					●
<i>Rosemarinus officinalis</i> 'Tuscan Blue'	Tuscan Blue Rosemary	low					●
<i>Ruellia brittoniana</i>	Ruellia	low				●	●
<i>Ruellia peninsularis</i>	Desert Ruellia	low		●	●	●	●
<i>Salvia clevelandii</i>	Chaparral Sage	low	hummingbird			●	●
<i>Simmondsia chinensis</i>	Jojoba	low		●	●	●	●
<i>Sphaeralcea ambigua</i>	Desert Mallow	low		●	●	●	●
<i>Tagetes lucida</i>	Mexican Tarragon	moderate			●	●	
<i>Tecoma alta</i> 'Orange Jubilee'	Orange Jubilee	low			●	●	●
<i>Tecoma x 'Sunrise'</i>	Sunrise	low			●	●	●
<i>Tecomaria capensis</i>	Cape Honeysuckle	moderate					●
<i>Vauquelinia californica</i>	Arizona Rosewood	Low	bee, habitat				●
<i>Viquiera deltoidea</i>	Goldeneye	low		●		●	●
<i>Zauschneria californica</i>	Hummingbird Flower	low	hummingbird		●	●	●
ACCENTS							
<i>Agave americana</i>	Century Plant	low			●	●	●
<i>Agave augustifolia</i>	Variegated Agave	low			●	●	●
<i>Agave gemniflora</i>	Twin Peaks Agave	low			●	●	●
<i>Agave murpheyi</i>	Murphey's Agave	low		●	●	●	●
<i>Agave parryi-huachucensis</i>	Parry's Agave	low		●	●	●	●
<i>Agave parryi v. truncata</i>	Agave Parryi	low		●	●	●	●
<i>Agave salmiana x ferox</i>	Large Leaf Agave	low			●	●	●
<i>Agave schidigera</i> 'Durango Delight'	Durango Delight	low			●	●	●
<i>Agave victoriana</i>	Victoria's Agave	low			●	●	●
<i>Agave weberi</i>	Weber's Agave	low			●	●	●
<i>Aloe barbadensis</i>	Aloe Vera	low			●	●	●
<i>Aloe ferox</i>	Tree Aloe	low			●	●	●
<i>Aloe hybrid</i>	Blue Elf Aloe	low			●	●	●
<i>Asclepias subulata</i>	Desert Milkweed	low		●	●	●	●
<i>Bulbine frutescens</i>	Shrubby Bulbine	low				●	●
<i>Carnegiea gigantea</i>	Saguaro	low		●	●		
<i>Cereus hildmannianus</i>	Night Blooming Cereus	low			●	●	●

				USE			
BOTANICAL NAME	COMMON NAME	WATER USAGE	WILDLIFE ATTRACTANT	NATIVE DESERT	DESERT ADAPTIVE	ENHANCED DESERT	REGIONALLY ORNAMENTA
Dasyliion acrotiche	Green Desert Spoon	low	habitat	●	●	●	●
Dasyliion quadrangulatum	Mexican Grass Tree	low			●	●	●
Dasyliion wheeleri	Desert Spoon	low	habitat		●	●	●
Echinocactus grusonii	Golden Barrel Cactus	low	wildlife food		●	●	●
Echinocarpus engelmannii	Strawberry Hedgehog	low		●	●	●	●
Hesperaloe parvifolia	Red Yucca	low	hummingbird, wildlife food		●	●	●
Opuntia acanthocarpa	Buckhorn Cholla	low		●	●		
Opuntia basilaris	Beavertail Prickly Pear	low		●	●		
Opuntia engelmannii	Engelmann's Prickly Pear	low		●	●		
Opuntia ficus indica	Indian Fig Prickly Pear	low			●	●	
Opuntia fulgida	Chainfruit Cholla	low		●	●		
Opuntia lindheimeri forma linguiformis	Cow's Tongue Prickly Pear	low		●	●		
Pedilanthus macrocarpus	Slipper Plant	low				●	●
Penstemon eatonii	Firecracker Penstemon	low				●	●
Penstemon parryi	Parry's Penstemon	low	hummingbird, bee	●	●	●	●
Penstemon pseudospectabilis	Canyon Rose Penstemon	low	hummingbird, bee			●	●
Stenocereus thurberi	Organ Pipe	low			●	●	
Yucca baccatta	Banana Yucca	low		●	●	●	●
Yucca elata	Soap Tree Yucca	low		●	●	●	●
Yucca rostrata	Yucca	low			●	●	●
Yucca schidigera	Mohave Yucca	low		●	●	●	●
GRASSES							
Muhlenbergian capillaris	Regal Mist	low				●	●
Muhlenbergia lindheimeri	Autumn Glow	low				●	●
Muhlenbergia rigens	Deer Grass	low				●	●
Nolina bigelovii	Bear Grass	low	butterfly, hummingbird, wildlife food, bee		●	●	●
Nolina matapensis	Bear Grass	low			●	●	●
GROUND COVERS							
Acacia redolens	Desert Carpet/Low Boy Acacia	low				●	●
Convolvulus cneorum	Bush Morning Glory	low				●	●
Dalea capitata	Sierra Gold Dalea	low				●	●
Euphorbia rigida	Spurge (Gopher Plant)	low				●	●
Gaura lindheimeri	Gaura	low	butterfly, hummingbird, bee		●	●	●
Gazania rigens leucolaena 'Sun Gold'	Trailing Yellow Gazania	low				●	●
Hymenoxis acaulis	Angelita Daisy	low			●	●	●
Lantana montevidensis	Purple Trailing Lantana	low	butterfly, hummingbird, bee		●	●	●
Lanatan montevidensis 'New Red'	Trailing Red Lantana	low			●	●	●
Lantana sp.	New Gold Lantana	low			●	●	●
Malephora latea	Yellow Ice Plant	low				●	●
Melampodium leucanthum	Blackfoot Daisy	low				●	●
Oenothera berlandieri	Mexican Evening Primrose	low				●	●
Penstemon sp.	Penstemon	low				●	●
Rosemarinus officinalis 'Prostratus'	Trailing Rosemary	low				●	●
Trachelospermum jasminoides*	Star Jasmine	moderate				●	●
Verbena gooddingii	Gooding Verbena	low	butterfly, bee		●	●	●
Verbena pulchella	Moss Verbena	low	butterfly, bee		●	●	●
Verbena temari	Purple Verbena	low	butterfly, bee			●	●
Wedelia trilobata	Wedelia	moderate				●	●
Zinnia grandiflora	Prairie Zinnia	moderate				●	●
VINE							
Bougainvillea brasiliensis	Bougainvillea	low				●	●
Bougainvillea 'Barbara Karst'	Bougainvillea	low				●	●
Bougainvillea 'San Diego Red'	Bougainvillea	low				●	●
Rosa banksiae	Lady Banksrose	moderate	butterfly, bee			●	●
Trachelospermum jasminoides*	Star Jasmine	moderate				●	●

APPENDIX F

Desert Trails



Matt Baacke

Subject: FW: Desert Trails - Luke AFB Aux 1 Coordination

Matt,

The former Fox Trail Development was designed to meet the GDC. The GDC is not identified in any statutes and is only enforced by the local municipalities. Luke AFB will not have any problems with the development, if it is continued as approved by the City of Surprise as was the previous Fox Trail Development. If there are increases in densities around the northern portion of the development, we would need to discuss these plans.

Please let me know if you require additional information.

Thanks,

Bob Dubsky
623 856-6195

-----Original Message-----

From: Matt Baacke [mailto:mbaacke@gmcivil.com]
Sent: Tuesday, May 26, 2009 6:37 AM
To: Dubsky, Robert A Civ USAF AETC 56 FW/CVE
Cc: 'Dallas Paulsen'
Subject: Desert Trails - Luke AFB Aux 1 Coordination

Bob - Desert Trails is a proposed master planned development located in the vicinity of the Aux 1 field (See Attached). The project is located south of the Pinnacle Peak Road alignment and is outside the 65 Ldn contour. This project was formerly called Fox Trail and was approved through the City of Surprise by Centex Homes a few years ago. A different developer has purchased the project and is processing a zoning amendment case through the City of Surprise.

The City has requested we obtain documentation from Luke Air Force Base outlining the requirements for the project. Per previous discussions (see below) you explained to me that the Graduated Density Concept (GDC) is enforced by the municipality, however there is no legal statute identifying it so it is a guideline and not a rule. At your earliest convenience, please send me a letter (mail, fax, or e-mail) stating any requirements that will be imposed on this development by LAFB. If you have any questions or need any additional information about the project, please do not hesitate to call or e-mail me.

Thank you.

Matt Baacke, P.E.

GOODWIN &

MARSHALL, INC.

6909 W. Ray Road #15

Chandler, AZ 85226

p: 602.218.7285

f: 480.344.3466

www.gmcivil.com <<http://www.gmcivil.com/>> mbaacke@gmcivil.com <<mailto:mbaacke@gmcivil.com>>

-----Original Message-----

From: Dubsky, Robert A Civ USAF AETC 56 FW/CVE [mailto:Robert.Dubsky@luke.af.mil
<<mailto:Robert.Dubsky@luke.af.mil>>]
Sent: Wednesday, November 19, 2008 10:27 AM
To: mbaacke@gmcivil.com
Subject: RE: 211th Ave & Luke AFB Aux 1

Matt,

Yes, the Graduated Density Concept applies to the Aux field as well as the main base. This is basically enforced by the municipality as there is no legal statute identifying the GDC.

Bob

-----Original Message-----

From: Matt Baacke [mailto:mbaacke@gmcivil.com <mailto:mbaacke@gmcivil.com>]
Sent: Wednesday, November 19, 2008 9:08 AM
To: Dubsy, Robert A Civ USAF AETC 56 FW/CVE
Subject: RE: 211th Ave & Luke AFB Aux 1

Bob - Thanks again for the information. I have one more question, does the "Graduated Density Concept" apply to the areas surrounding Aux Field #1?

If

so, is it strictly enforced? I've read that densities should be graduated away from the 65 Ldn line as follows:

65 Ldn to 1/2 mile away = 2 du/acre max.

1/2 mile to 1 mile away = 4 du/acre max.

1 mile to 3 miles away = 6 du/acre max.

Matt Baacke, P.E.
Goodwin & Marshall, Inc.
6909 W. Ray Road #15
Chandler, AZ 85226
(602) 218-7285
mbaacke@gmcivil.com



Volvo Cars of North America, LLC

June 5, 2009

HE Capital Fox Trails, LLC
Attn: Mr. Jeff Teetsel
Senior Vice President of Development
The Ellman Companies
2850 East Camelback Road #110
Phoenix, Arizona 85016

RE: Desert Trails PAD Amendment

Dear Mr. Teetsel:

Pursuant to our earlier meetings and conversations, this correspondence is being written to outline the key points we have agreed upon relative to the development of the Desert Trails project. The two items we asked be addressed as part of the development of Desert Trails were security (sightline visibility) and sound attenuation.

The sightline visibility concern is proposed to be addressed by two methods:

- 211th Ave. Screening – Desert Trails has agreed to construct, at no cost to Volvo, a 17 foot tall combination earthen berm and screening wall to obstruct the view of the Volvo Testing Facilities from the home owners within the development. The berm is to be constructed from the Deer Valley Road alignment to the Pinnacle Peak Road Alignment and located east of the ultimate east ROW line.
- 211th Ave. Single Story Homes – Desert Trails has agreed to limit the homes directly adjoining 211th Ave. from Deer Valley road to Pinnacle Peak Road to single story.

The construction of the 211th Ave. screening structure as proposed is an adequate solution to our concerns regarding sound attenuation.

A final letter agreement between HE Capital Fox Trials, LLC and Volvo shall be coordinated once the final design process has been initiated. Please do not hesitate to call me if you have any questions regarding this issue.

Sincerely,

Bjorn Bondo
General Manager

cc. Warren C. Russell, P.E.

APPENDIX G

Desert Trails



December 11, 2009

MMR TAC Staff
City of Surprise
12425 Bell Road
Surprise, Arizona 85374

RE: Desert Trails PAD Amendment (PADA09-036)

Dear Staff:

The PADA has been revised to address the Staff's revised comments provided on November 19, 2009. We offer the following responses to the staff comments. For ease of reference, each response from the Desert Trails project team is located underneath the original comment.

COMMENTS

a. The applicant's engineer shall re-submit the Master Drainage Report created by Goodwin and Marshall dated September 2009, to Engineering Development Services Division with the following information added / revised / clarified:

1. Appendix I – Collector Street Capacity Section – Revise the section and capacity analysis based upon the current City of Surprise Collector Street Section found in the Engineering Development Standards.
2. Appendix J – Include the May, 2009 correspondence from the applicant to the U.S. Army Corps of Engineers.
3. Appendix J – Include the U.S. Army Corps of Engineers response to the May, 2009 correspondence from the applicant regarding the request to renew the letter of verification that the proposed activities comply with the terms of the Nationwide Permits No. 12 & 14 and the expiration of those permits.

[The revised Master Drainage Report will be submitted concurrently with the PAD. The revised report will address comments 1-3 above.](#)

b. Prior to the Preliminary Plat Approval the applicant's engineer shall have to provide detailed sections of the proposed channels to route the offsite flows that will not flow through the site. Sizing, shape, surface, location, relation to current / future right-of-way, easement requirements, etc. shall have to be addressed to city staff's satisfaction.

[We acknowledge this requirement.](#)

c. All corrections to the Traffic Impact Analysis (TIA) created by Olsson Associates dated September 2009 shall be submitted as an addendum to the TIA.

1. The Pinnacle Peak Road reference on page 16, phase one (1), number four (4) of the TIA shall be changed to 211th Avenue.
2. The phasing of Deer Valley Road shall be consistent with the development agreement and the roads of regional significance reimbursement for parkways.

3. Future traffic signal locations shall provide traffic signal conduit, pull boxes, and other underground portions of the traffic signals installed at time of road construction. If any signals are required at spacing less than one half (1/2) mile and are warranted based on this development, design, and construction of the signal is the sole responsibility of the developer.
4. Future updates to the TIA may be required with future phases and shall be required with the development of the mixed use area.
5. All access points, medians, and turn lanes on Deer Valley Road from 211th Avenue to 219th Avenue shall be designed and approved by the City of Surprise Traffic Division prior to preliminary plat approval.

An addendum to the TIA will be submitted concurrently with the PAD. The addendum will address comments 1-5 above.

d. A signing and striping plan with cover sheet and notes, consistent with chapters four (4) and nine (9) of the City of Surprise Engineering Development Standards shall be required at the time of final plat submittal.

We acknowledge this requirement.

e. All arterial roads shall require two (2) three inch (3") ITS conduits installed for interconnect.

We acknowledge this requirement.

f. Traffic Signal Plans shall be required for the infrastructure with cover sheet and notes, consistent with the City of Surprise Engineering Development Standards, at the time of final plat submittal.

We acknowledge this requirement.

g. Street cross sections shall meet the City of Surprise standards at the time of construction document submittal. The street cross sections shown in the Desert Trails PADA document shall be removed.

The cross sections have been removed from the PADA.

h. The development and use of the site shall comply with the requirements for wildlife corridors as deemed necessary by the City of Surprise Community development Department based on recommendations by the Arizona Game and Fish Department (AGFD). Prior to issuance of Final Plat approval, the applicant shall seek review and comment from AGFD and shall provide written response to the City regarding how the applicant addresses their recommendations. Provided applicant carries through the design as described and implied in the PAD document, applicant shall be deemed to have complied with the recommendations of AGFD.

We acknowledge this requirement.

i. In keeping with the intent of the 2030 General Plan, the development and use of the site shall promote environmentally efficient building design.

We acknowledge this requirement.

j. The applicant shall provide restroom facilities with associated drinking water facilities at the community park.

[We acknowledge this requirement.](#)

k. Applicant shall provide security lighting for the Community Park and shall install conduit that will make the City's installation of sport field lighting easier in the future.

[We acknowledge this requirement.](#)

l. Any park that is to eventually be dedicated to the City of Surprise for public use must be a minimum of five (5) acres in area, provide restroom facilities, security lighting, and shall install conduit that will make the City's installation of sport field lighting easier in the future.

[We acknowledge this requirement.](#)

m. The applicant shall provide vehicular parking at a rate of one (1) space for every 1,000 square feet of programmable recreation area, and bicycle parking equivalent to four (4) spaces per acre of programmable recreation area.

[We acknowledge this requirement.](#)

n. The applicant shall designate that all baseball type fields follow softball standards with a minimum of 300' fenced field.

[The revised PADA does not include baseball type fields. The fields will be open multi-use type fields to allow for a variety of activities.](#)

o. The signature trail portion of the trail system shall be a minimum of 50 feet in width and not include the designated 404 area.

[We acknowledge this requirement.](#)

p. The design of the signature trail must be at a minimum standard as defined in the City of Surprise Parks and Trails Master Plan.

[We acknowledge this requirement.](#)

q. The Desert Trails owner or designated homeowners association shall be responsible for the maintenance of the wash areas.

[We acknowledge this requirement.](#)

r. The applicant shall identify the water source for the community park at any subsequent submittal.

[The community park will receive water through the water supply system designed in conjunction with Desert Trails. Additional information is provided in the Desert Trails Master Water Study.](#)

s. All playground equipment areas shall conform to National Playground Safety Standards and be covered by shading devices and provide drinking water facilities.

[The revised PADA has removed all references to the SUDC. Per our discussions with staff, this](#)

eliminates the requirement to provide drinking water facilities. Shading devices will be utilized for the playground equipment structures.

t. Applicant shall ensure an equal number of ADA accessible playground units as non-ADA accessible playground units adequately placed to provide the greatest accessibility for surrounding residents.

[We acknowledge this requirement.](#)

u. Based on the projected dwelling unit count of 2,200 dwelling units, the applicant must provide a minimum of 54 acres of open space. A minimum of 36 acres of the open space is to be designated and constructed as active open space.

[We acknowledge this requirement.](#)

v. The density of the Desert Trails Development shall be consistent with the Graduated Density Concept (GDC) as defined by Luke Air Force Base.

[We acknowledge this requirement.](#)

w. The maximum unit count found in the last paragraph of Page 3 of the Desert Trails PADA document shall be changed from 2,320 to 2,200 units.

[The requested change has been made to the revised PADA.](#)

x. The intersection of the signature trail and Pinnacle Peak Road shall require a pedestrian underpass consistent with the requirements set forth for the signature trail crossing of Deer Valley Road.

[We acknowledge this requirement.](#)

y. Provide an underlying zoning map.

a. The designations should be as follows based on the lot categories shown on table 4.1:

i.	LDR-1G	to	RL-5-M
ii.	LDR-2	to	RL-5-M
iii.	LDR-2G	to	RL-5-M
iv.	LDR-3	to	RM-6-M
v.	LDR-3G	to	RM-6-M
vi.	LDR-4	to	RM-6-M
vii.	MDR-1	to	RM-9-M
viii.	MDR-Z	to	RM-9-M
ix.	MDR-V	to	RM-12-M
x.	MDR-C	to	RM-12-M
xi.	Washes	to	OS
xii.	MU	to	MU-M
xiii.	Park	to	PF

[Per our discussions with staff, an underlying zoning map will be provided after approval.](#)

z. On table 4.1, change the lot category of LDR-3, LDR-3G, and LDR-4 to medium density residential designations. This may require reallocations of the land use

designations provided on exhibits 4.1 and 4.6 as well as table 4.2. Also provide an underlying zoning row based on the categories set forth in condition y (a).

The revised PADA has removed all references to the SUDC which should allow this comment to be removed.

aa. Change the medium density designation on the legend from 4-8 DU/AC to 6-8 DU/AC on exhibits 4.1 and 4.6 as well as the density range column on table 4.2.

The revised PADA has removed all references to the SUDC which should allow this comment to be removed.

bb. Parking requirements shall follow the Surprise Municipal Code at the time of construction document submittal.

We acknowledge this requirement.

cc. Thorned plant material is not to be utilized within ten feet (10') of any pedestrian walkway or parking area.

We acknowledge this requirement.

dd. Street trees shall follow standards set forth in the City of Surprise Engineering Development Standards (EDS).

We acknowledge this requirement.

ee. All walls are not to exceed six feet (6') in height measured from the side of the wall with the highest grade. In no case shall the height of either side of a wall exceed eight feet (8').

We acknowledge this requirement.

ff. Theme walls design and placement shall be in conformance with the City of Surprise Municipal Code.

We acknowledge this requirement.

gg. All open space areas, schools, and community plazas will provide a direct route to the wash trail areas. Sidewalks and trails shall function as part of the direct route.

We acknowledge this requirement.

hh. Other than the community identification signage defined in the PADA document, all signage shall conform to the City of Surprise Municipal Code at the time of construction document submittal.

We acknowledge this requirement.

ii. The PADA document shall provide design criteria that refer to a specific architectural style(s).

The PADA has been revised to include multiple architectural styles that will be permitted within the community.

jj. The applicant shall revise Table 4.1 to include lots larger than 68' that will accommodate estate homes in the LDR gated areas indicated in exhibit 4.6.

Table 4.1 does not limit the maximum lot size. Lots larger than 68' are permitted by Table 4.1.

kk. The applicant shall include a typical corner lot plan, showing a side load garage.

A typical corner lot plan showing a side load garage has been added to the PADA as Exhibit 4.9.

ll. The applicant shall revise the project overview in section 1.1 to include applicant's response to staff comments. Text shall read, "Desert Trails will orient numerous homes facing the existing washes to capitalize on this natural amenity".

The revised PADA includes the text modification suggested above.

mm. The applicant shall revise Exhibit 12.1 to include optional secondary monument features at the Pinnacle Road entry point.

Exhibit 12.1 has been revised and the third paragraph of section 12.1 in the revised PADA includes the statement that an optional secondary monument feature may be provided at the Pinnacle Peak Road entry point.

nn. Following approval by the Mayor and City Council, the applicant shall incorporate all conditions and submit seven (7) copies of the PADA document for staff review. Upon approval by staff that all conditions have been met, three (3) final copies in three (3) ring binders and a single digital copy are to be submitted to staff for the appropriate approval stamp and archiving.

We acknowledge this requirement.

Attached please find seven (7) copies of the revised PADA document for your review/approval. Please feel free to call me at (602) 218-7285 with any questions or comments. I appreciate your continued assistance in this matter.

Sincerely,

Goodwin and Marshall, Inc.

D. Matthew Goodwin, P.E.

DMG/mjb

Cc: Mr. Jeff Teetsel

Mr. Jeff Blilie



COMMUNITY DEVELOPMENT DEPARTMENT

Date: April 8, 2010

To: Mayor and City Council

From: Jeffrey J. Mihelich, Community Development Director
Hobart Wingard, Planner
hobart.wingard@surpriseaz.com 623-222-3156

Re: PADA09-036, a Major Planned Area Development Amendment for Desert Trails, formerly known as Fox Trail.

Application Summary

The applicant is requesting a major amendment to the Fox Trail Planned Area Development (PAD) to be known as Desert Trails. The amendment proposed will change the design concept of the 897-acre project from a new urbanist approach to a more traditional neighborhood design.

Location

Desert Trails is bounded by 219th Avenue to the west, Pinnacle Peak Road to the north, 211th Avenue to the east, and Rose Garden Lane to the south.

History

- On June 8, 1989, the subject project area was annexed into the City of Surprise.
- On January 11, 2001, the Fox Trail PAD was approved by the Mayor and City Council.
- On April 12, 2007, a major amendment to the Fox Trail PAD was approved by the Mayor and City Council.
- On October 23, 2007, a preliminary plat for Phase 1 of the Fox Trail development was approved by the Mayor and City Council.
- On February 25, 2009, the applicant submitted for a major amendment to the Fox Trail PAD and renamed the project Desert Trails.
- On March 2, 2010, the Fox Trails PADA was recommended for approval by the Planning and Zoning Commission.

Staff Review

In order for a change to occur to existing standards in a PAD, an amendment is required to move forward to the Planning and Zoning Commission for recommendation to the Mayor and City Council prior to finalizing the change.

There are certain factors that staff had to review and analyze before recommending the project for approval. Some of the primary factors include densities, transportation, architecture, and open space.

Densities

Overall gross density for the project is changing from 2.6 dwelling units per acre to 2.5 dwelling units per acre. A reduction in the maximum lot count from 2,320 to 2,140 as well as the increase in open space from 35 to 40 percent resulted in the lower density.

Transportation

The transportation element of the subject project has been revised to correspond to the City of Surprise Transportation Plan. It should be noted that street cross sections will meet the City of Surprise standards at the time of final plat submittal to ensure that the most recent standards will be utilized regardless of when construction will occur.

Architecture and Urban Design

The proposed Desert Trails community has chosen to take on a simplified design approach to its use of architectural elements. The selection of building and streetscape materials vary, but provides an opportunity for consistency and an adherence to the Desert Trails detailed design palette. Also unique to the Desert Trails community is the encouraged use of innovative architecture and sustainable building design. These elements, as well as the use of entry towers, undulating screen walls, and green screens, will provide an attractive streetscape and aid in establishing strong neighborhood character and identity.

Parks and Open Space

The integration of the City of Surprise Parks and Trails Master Plan is one of the core elements of the Desert Trails philosophy. A publicly accessible portion of the Signature Trail will contribute to the growing multi-modal network by providing over a mile of trails for walking, biking, and equestrian uses. Additionally, a 35-acre public community park owned and maintained by the city, will be located at the intersection of Deer Valley Road and the Signature Trail that will provide a trailhead, multi-use fields, horse trailer facilities, and an 18-hole disk golf course.

Citizen Review Process:

A citizen review meeting was held at 6 pm on February 10, 2010 at Willow Canyon High School at 17901 West Lundberg Street, Room 113. A citizen participation report is attached.

Department Review:

All departments involved in the subject review are recommending the project for approval subject to all conditions.

Planning and Zoning Commission Minutes

A Planning and Zoning meeting was held on March 2, 2010 and the item was unanimously recommended for approval. The meeting minutes are attached.

Findings

1. Staff finds that the proposed amendment is consistent with the Surprise Municipal Code.
2. Staff finds that the project complies with the Surprise General Plan.
3. Staff finds that the project complies with the Luke Air Force Base Graduated Density Concept.

Recommendation

Staff recommends to the Mayor and City Council the project for approval, subject to the following conditions:

- a. The property owner/developer shall be responsible for all costs associated with those infrastructure improvements on all plans associated with this petition, unless approved otherwise by a prior agreement between the City of Surprise and the owner/developer. This shall include, but not be limited to, all street improvements, drainage improvements, bridge improvements, pedestrian crossings and paths, and any other improvements required for the subject project.
- b. All subsequent entitlements and permits shall meet all municipal codes, policies, procedures, and guidelines in place at the time of submittal.
- c. The development and use of the site shall comply with the requirements for wildlife corridors as deemed necessary by the City of Surprise Community Development Department based on recommendations by the Arizona Game and Fish Department (AGFD). Prior to issuance of Final Plat approval, the applicant shall seek review and comment from AGFD and shall provide written response to the city regarding how the applicant addresses their recommendations. Provided applicant carries through the design as described and implied in the PAD document, applicant shall be deemed to have complied with the recommendations of AGFD.
- d. The applicant shall provide an underlying zoning map that is compatible with the current zoning designations within 30 calendar days of Mayor and City Council approval. The zoning shall reflect the following designations :

- | | | | |
|-----|--------|----|---------|
| 1. | LDR-1G | to | RL-5-M |
| 2. | LDR-2 | to | RL-5-M |
| 3. | LDR-2G | to | RL-5-M |
| 4. | LDR-3 | to | RM-6-M |
| 5. | LDR-3G | to | RM-6-M |
| 6. | LDR-4 | to | RM-6-M |
| 7. | MDR-1 | to | RM-9-M |
| 8. | MDR-Z | to | RM-9-M |
| 9. | MDR-V | to | RM-12-M |
| 10. | MDR-C | to | RM-12-M |
| 11. | Washes | to | OS |
| 12. | MU | to | MU-M |
| 13. | Park | to | PF |

e. Prior to the preliminary plat approval, the applicant's engineer shall provide detailed sections of the proposed channels to route the offsite flows that will not flow through the site. Sizing, shape, surface, location, relation to current / future right-of-way, easement requirements, etc. shall be addressed to city staff's satisfaction.

f. Prior to final plat approval, the following conditions shall be incorporated into the final plat submittal documents:

1. A signing and striping plan with cover sheet and notes consistent with chapters four (4) and nine (9) of the City of Surprise Engineering Development Standards.
2. All arterial roads shall require two (2) three inch (3") ITS (Intelligent Transportation Systems) conduits installed for interconnect.
3. Traffic Signal Plans shall be required for the infrastructure with cover sheet and notes consistent with the City of Surprise Engineering Development Standards.
4. Street cross sections shall meet the City of Surprise standards in effect at the time of construction document submittal.
5. Street trees shall follow standards set forth in the City of Surprise Engineering Development Standards.

g. Park and open space design shall incorporate the following conditions:

1. Any park that is to eventually be dedicated to the City of Surprise for public use must be a minimum of five (5) acres in area, provide restroom facilities with associated drinking water facilities, security lighting, and shall install conduit that will make the city's installation of sports field lighting easier in the future.
2. The applicant shall provide vehicular parking at a rate of one (1) space for every 1,000 square feet of programmable recreation area and bicycle parking equivalent to four (4) spaces per acre of programmable recreation area.
3. The signature trail portion of the trail system shall be a minimum of 50 feet in width and not include the designated 404 wash area.

4. The design of the signature trail shall be at a minimum standard as defined in the City of Surprise Parks and Trails Master Plan.
 5. The Desert Trails owner or designated homeowners association shall be responsible for the maintenance of the wash areas.
 6. All playground equipment areas shall conform to National Playground Safety Standards and be covered by shading devices.
 7. Each playground unit shall include one or more ADA (Americans with Disabilities Act) accessible component(s) to provide the greatest accessibility for surrounding residents.
 8. The intersection of the Signature Trail and Pinnacle Peak Road shall require a pedestrian underpass consistent with the requirements set forth for the signature trail crossing of Deer Valley Road.
 9. All open space areas, schools, and community plazas shall provide direct access to the wash trail areas. Sidewalks and trails shall function as part of the direct route.
- h. Other than the community identification signage defined in the PADA document, all signage shall conform to the City of Surprise Municipal Code at the time of construction document submittal.
- i. The Desert Trails PADA document, created by Goodwin and Marshall and dated December 2009, shall be revised and submitted to the city for administrative review and approval to include the following modifications prior to acceptance:
1. The land use for Parcel 13 on Exhibit 4.6 shall reflect the designation of medium-density residential.
 2. The lot count shown throughout the document shall be changed to 2,140 units to be consistent with the Desert Trails Water Master Plan.
 3. On p. 14, Section 3.3 Utilities, the single sentence regarding the water supply system shall be reworded to convey that the plans have been approved to show the Desert Trails water supply system as the first phase of the regional water system.
 4. Within Section 3.3 Utilities, the applicant shall provide a reference to Appendix C that shows proposed water and sewer facilities.
 5. On p. 20, Section 5 Phasing Plan, the applicant shall provide additional information regarding the phasing of utilities. The details of the phasing shall contain the basic phasing of utilities in all arterial streets, internal streets, and the water supply system.
- j. The proposed Water Facilities exhibit approval is contingent upon approval of the Water Master Plan currently under review.
- k. Prior to approval of every plat in the Desert Trails Planned Area Development and subject to review and approval by the Community Development Director and City Attorney, the property owner shall record with the Maricopa County Recorder documents other than the

plat that disclose to the purchasers of the property within the development of the following:

1. the existence and operational characteristics of the Volvo Proving Grounds to the east of the property;
2. the existence and operational characteristics of the Northwest Regional Landfill to the east of the property;
3. the existence of the high voltage power lines to the south of the property; and
4. the existence and operational characteristics of the Luke Air Force Base Auxiliary fields to the north of the property.

Attachments: PADA document, citizen participation report, and March 2, 2010 Planning and Zoning Commission meeting minutes

DESERT TRAILS PAD AMENDMENT CITIZEN PARTICIPATION REPORT

Meeting Date: February 10, 2010
Meeting Time: 6:00pm
Meeting Place: Willow Canyon High School, Room 113

Two 4' x 8' signs were posted at the site to provide notice to those living in the area that a neighborhood meeting would be held at the above listed time and place. The signs were placed at the NEC of Deer Valley Road and 219th Avenue and at the SEC of Pinnacle Peak Road and 219th Avenue. City staff handled the mailing of notice to all property owners in the vicinity of the site as well as publishing notice of the neighborhood meeting in the local newspaper.

The meeting began promptly at 6:00pm, and there were 6 people in attendance (other than myself, Jeff Teetsel and Hobart Wingard). A sign-in sheet is attached to this report (two attendees failed to sign the sign-in sheet). It doesn't appear that any of the persons attending actually lived in the area, but that they were owners of property in the vicinity of the project.

A brief overview of the project was provided, basically explaining the zoning history (going back to when the project was Fox Trails), and explaining that the changes we were currently seeking were basically minor revisions to the Deseo PAD which was processed by Centex and approved by the City a couple of years ago.

The following are the questions/concerns raised during the meeting.

1. Timing for development. This was probably the item of most interest. We explained that given today's economic climate, it would still be a few years before any dirt was turned at the site.
2. Mixed-use Parcel at the NEC of Deer Valley and 219th. One of the parties in attendance was concerned about the potential for commercial at this intersection. We pointed out that the current zoning for this corner (pursuant to the Deseo PAD) was mixed-use and that we had not changed what was currently approved.
3. Entry Monumentation. One of the parties asked where our proposed entry monuments would be located and we provided a map that showed the proposed locations.
4. Water and Sewer Infrastructure. A few of the parties were interested in knowing more about how they could access the sewer that had been constructed as well as participate in the future water campus. They were told to contact us and we would

keep them in the loop as we moved forward. They were also told that participation would require a financial commitment on their part.

5. Regional Trail. There were a couple of questions regarding the regional trail. We explained that our revised PAD did a better job of preserving the wash corridors and that a portion of the City's regional trail would pass through the project. There was also a question regarding an equestrian trail and we explained that the regional trail would be equestrian friendly.
6. Lot Sizes. There was a question regarding the lot sizes proposed for the project. We explained that the lots sizes were basically the same as what was currently approved; however, the overall density of the project was being decreased by about 200 units.
7. Site Access. There was a question regarding the roads in and around the project. We explained that prior to any certificates of occupancy being issued that we would be constructing both 219th Avenue from Sun Valley Parkway to Deer Valley Road, complete with bridged wash crossings, and Deer Valley Road from 211th to its current terminus.

Everyone in attendance was informed of the public hearing process and made aware that we had a Planning and Zoning hearing scheduled for March 2. They were also informed that they would receive notice in the mail of the City Council hearing, date to be determined.

Overall, there were no real concerns with the project and no one voiced any opposition. The entire meeting lasted approximately one hour.

Prepared by Jeffrey M. Blilie, Esq.

DESERT TRAILS PAD AMENDMENT
NEIGHBORHOOD MEETING

SIGN-IN SHEET

Steve & Phyllis Frank - WA and WYATT'S WEST @ ZONA.NET

DANNY MARTINO 1636 N 109th St Scottsdale
TCOOK17@Com.net

Thomas Cook 9131 W Camino de Oro, Peoria

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TERRY BRIERTON 3427 DORCHESTER DR SAN DIEGO CA 92123

CITY OF SURPRISE
PLANNING AND ZONING COMMISSION

March 2, 2010

REGULAR MEETING MINUTES

- **Item 2: PADA09-036 – Consideration and Action – Desert Trails Planned Area Development Amendment.**

Planner Bart Wingard presented the project to the Commission. Staff recommended approval of **PADA09-036, a major planned area development amendment for Desert Trails** subject to conditions 'a' through 'j.'

In response to Chair Blair, **Jeff Blilie, representing the applicant**, stated that there is a new property owner and development is expected to begin in three to five years. There is still quite a bit of infrastructure that needs to be in place before development can begin.

In response to Vice Chair Somers, Mr. Blilie stated that the berm will be on the Volvo property and paid for by the applicant of this project. The applicant will work with the city to ensure it is aesthetically pleasing.

In response to Commissioner Chapman, Planner Wingard stated that the community plaza is part of the initial phasing plan.

In response to Commissioner Hallin, Mr. Blilie stated that the mid-mile collector street was removed from the plan due to the number of washes that the development would be required to build over. There are many trails that are available for bicycle and pedestrian use.

In response to Commissioner Smith, Mr. Blilie stated that 211th Avenue doesn't go through to Sun Valley Parkway due to the large wash located to the south of the property.

Chair Blair opened the meeting for public comment. Hearing no comments from the public, Chair Blair closed the public hearing.

Commissioner Bieniek made a motion to approve **PADA09-036, a major planned area development amendment for Desert Trails** and adopt staff's findings, subject to conditions 'a' through 'j.' Commissioner Hallin seconded the motion. The motion passed with a vote of 6 ayes and 1 absent (Rein).

REGULAR AGENDA ITEM - PUBLIC HEARING:

#6. Council consideration and action on the Desert Trails Development Agreement between the City of Surprise and HE Capital Fox Trails, LLC - APPROVED

City Planner, Hobart Wingard reported on the Development Agreement and the PAD for Desert Trails.

Council Member Williams commented on transferring of the park to the city.

Council Member Wolcott commented on how the numbers are run and development fees.

Finance Director, Scott McCarty stated that it is a team approach and he is confident

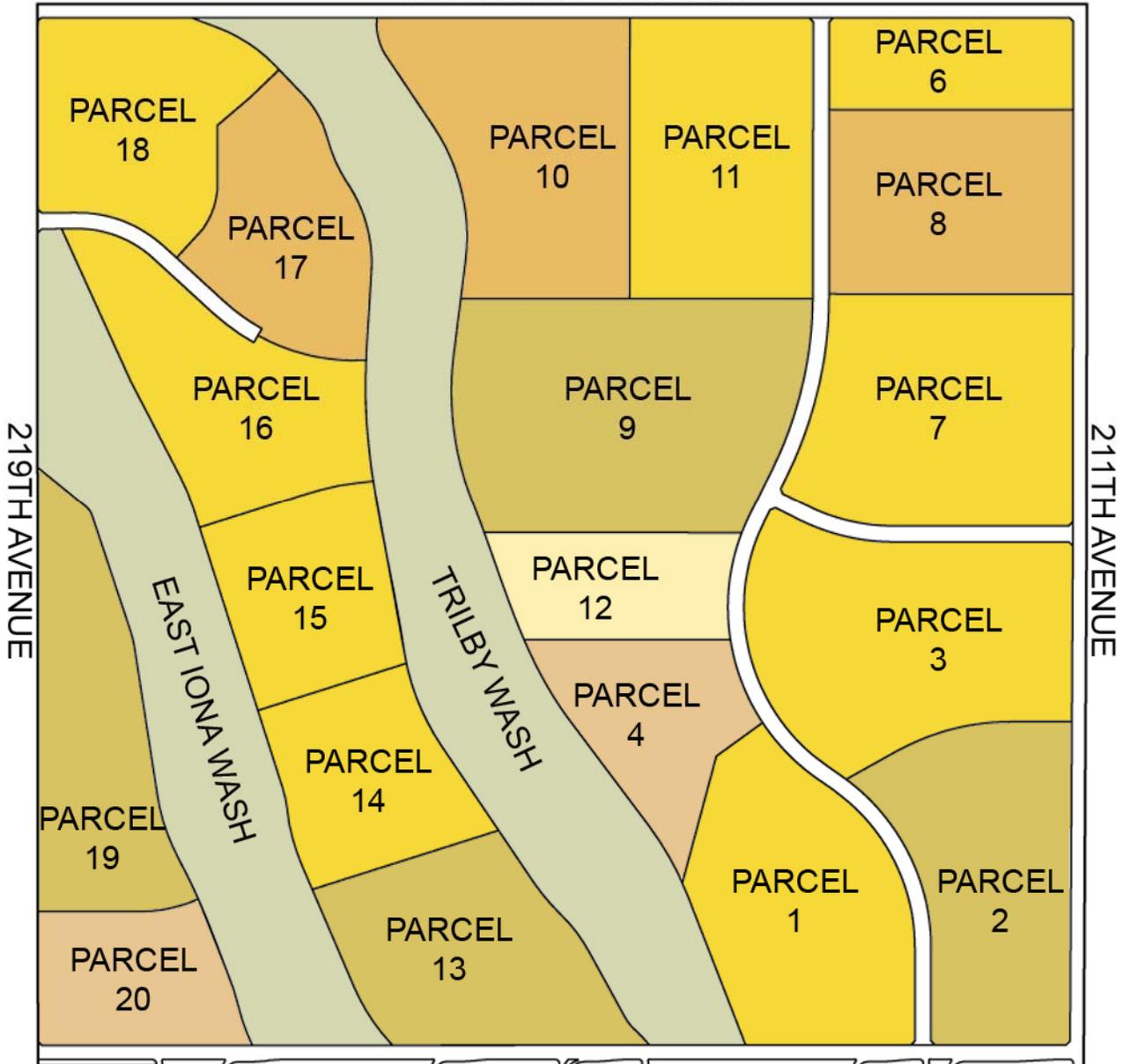
Council Member Villanueva inquired about the wash.

Vice Mayor Alton made the motion to approve the Desert Trails Development Agreement between the City of Surprise and HE Capital Fox Trails, LLC. Council Member Villanueva seconded the motion. Seven yes votes. Motion carried.

#9. Consideration and action Ordinance No. 2010-09 - Major Planned Area Development Amendment for Desert Trails (PADA09-036) consisting of approximately 897 acres. The subject site is generally located on the southeast corner of Pinnacle Peak Road and 219th Avenue - APPROVED

Council Member Hall Ordinance No. 2010-09, an ordinance of the Mayor and Council of the City of Surprise, Arizona, approving a Major Planned Area Development Amendment for Desert Trails (PADA09-036) consisting of approximately 897 acres. The subject site is generally located on the southeast corner of Pinnacle Peak Road and 219th Avenue. Council Member Williams seconded the motion. Seven yes votes. Motion carried.

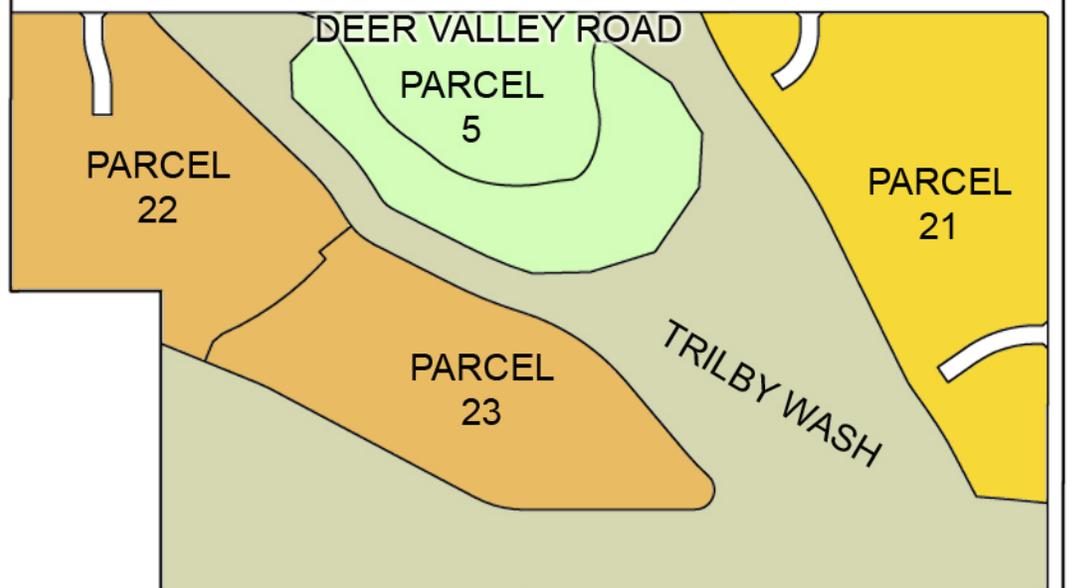
PINNACLE PEAK ROAD



LEGEND

- RL-5-M
- RM-6-M
- RM-9-M
- RM-12-M
- MU-M
- PF
- OS

DEER VALLEY ROAD



Desert Trails



Underlying Zoning Map