

B-1  
4-20-99  
PAD97-118

# Legacy Parc

(a.k.a. Kenly Farms)  
A Planned Area Development

## Surprise, Arizona

CITY OF SURPRISE	
PLANNING AND ZONING DEPARTMENT	
APPROVED	
Case No.:	PAD97-118
P&Z Comm. Approval:	4/20/1999
City Council Approval:	5/27/1999
B.O.A. Approval:	
Stipulations:	

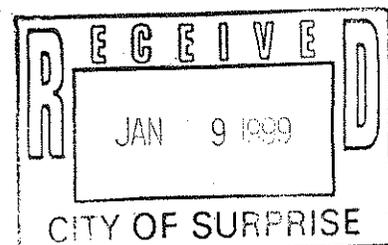
Submitted By:  
Legacy Land Development, L.L.C.

Prepared By:  
Gilmore Graves, Inc.

October 9, 1998

Revised November 16, 1998

Revised January 19, 1999



Page 2 - Regular Council Meeting Minutes  
- May 27, 1999

City Staff Present:

City Manager McComb, ACM Mike Branham, City Attorney Paul Cragan, Special Assistant to the City Manager, Sharon Sargent-Flack, DCM, Shirley Berg, DCM, Senior planner Mario Suarez, Battalion Chief Clint Mills and City Clerk Sherry Ann Aguilar.

CONSENT AGENDA:

Consideration and action to approve the Consent Agenda - PASSED.

Montoya made the motion to approve the Consent Agenda. Broich seconded the motion. 6 yes vote, 1 excused. Motion carried.

Consideration and action to approve Ordinance No. 99-07 - Changing the Zoning - Final Reading - PASSED.

Montoya made the motion to approve Ordinance No. 99-07; An Ordinance changing the zoning of a property located South of Greenway Road, North of Waddell Road, East of Sarival Avenue, West of the midsection line of Section 7. Located in the West half of section 7, Township 3 North, Range 1 West, of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, from R1-43 (Single Family Residential) to Planned Area Development (Legacy Parc PAD) as application PAD 97-118 with Preliminary Development Plan (Western Rose Growers - Final Reading. Broich seconded the motion. 6 yes vote, 1 excused. Motion carried.

Consideration and action to approve Ordinance No. 99-09 - Amending the definition of the word "subdivide" - Final Reading - PASSED.

Montoya made the motion to approve Ordinance No. 99-09; An Ordinance amending the definition of the word "subdivide" in the Subdivision Ordinance for the purpose of clarifying ambiguities and conforming the Subdivision Ordinance to a recent Arizona Court Decision (Final Reading). Broich seconded the motion. 6 yes vote, 1 excused. Motion carried.

**ORDINANCE NO. 99-07**

**AN ORDINANCE CHANGING THE ZONING OF A PROPERTY GENERALLY LOCATED SOUTH OF GREENWAY ROAD, NORTH OF WADDELL ROAD, EAST OF SARIVAL AVENUE, AND WEST OF THE MIDSECTION LINE OF SECTION 7. LOCATED IN THE WEST HALF OF SECTION 7, TOWNSHIP 3 NORTH, RANGE 1 WEST, GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY ARIZONA, FROM R1-43 (SINGLE FAMILY RESIDENTIAL) TO PLANNED AREA DEVELOPMENT (LEGACY PARC PAD) AS APPLICATION PAD97-118 WITH PRELIMINARY DEVELOPMENT PLAN.**

WHEREAS, this Ordinance has been properly noticed for public hearing and the necessary hearings have been completed; and

WHEREAS, changes have occurred in the vicinity of the West Half of Section 7, Township 3 North, Range 1 West, which require that the zoning of a parcel of land in that area be changed; and

WHEREAS, rezoning of the subject property will enhance the health, safety and welfare of the community, will not cause traffic congestion or depreciate surrounding property values and, at the same time is in harmony with the purposes and intent of the zoning ordinance, the plan for the area, and the Comprehensive Development Guide; and

WHEREAS, the Planning and Zoning Commission has recommended approval of this rezoning;

NOW THEREFORE BE IT ORDAINED, by the City Council of the City of Surprise, Arizona, that:

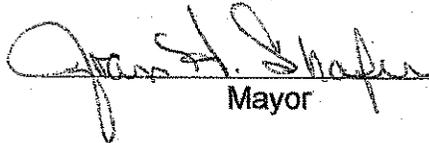
Section 1. This Ordinance is not of a general and permanent nature and shall not be codified.

Section 2. The property described in Exhibit A is rezoned from R1-43 (Single Family Residential) to Planned Area Development (PAD) with Preliminary Development Plan.

Section 3. The Preliminary Development Plan for the property described on Exhibit A, entitled "Legacy Parc – A Planned Area Development," dated January 19, 1999, as application PAD97-118, a copy of which is on file in the Community Development Department, is approved.

Section 4. All present and future owners of the property described on Exhibit A shall develop the property only in accordance with the requirements of the Legacy Parc PAD, and in compliance with the Stipulations contained in Exhibit B.

PASSED AND ADOPTED THIS 27th day of May, 1999

  
\_\_\_\_\_  
Mayor

ATTEST:

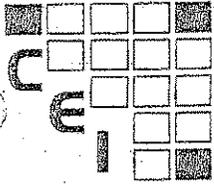
APPROVED AS TO FORM:

  
\_\_\_\_\_  
City Clerk

  
\_\_\_\_\_  
City Attorney

YEAS: Mayor Shafer, Vice-Mayor Broich, Councilmembers Montoya, Villanueva, Allen & Johnson.

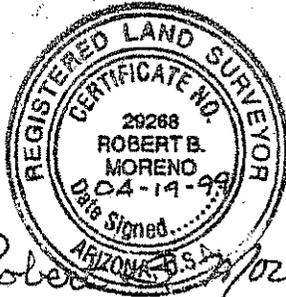
NEAS: Anderson was excused.



# Clouse Engineering, Inc.

ENGINEERS • SURVEYORS

1642 E. Orangewood Ave. • Phoenix, Arizona 85020 • TEL 395-9300 • FAX 395-9310



*Robert B. Moreno*

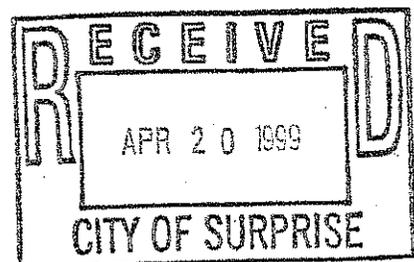
April 19, 1999  
Job No. 981005

## Legal Description for Legacy Parc

That part of the West one-half of Section 7, Township 3 North, Range 1 West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, more particularly described as follows:

From the Southwest corner of said Section 7, measure; thence South 89 degrees 38 minutes 47 seconds East along the South line of said Section, a distance of 33.00 feet to the point of beginning; thence North (bearing of reference) along a line parallel to the West line of said Section 7, a distance of 2641.45 feet to a point on the East-West mid-section line; thence North 89 degrees 37 minutes 14 seconds West along said mid-section line, a distance of 33.00 feet to the West quarter corner of said Section 7; thence continuing North along the West line of Section 7, a distance of 2641.45 feet to the Northwest corner of said Section 7; thence South 89 degrees 35 minutes 38 seconds East along the North line of said Section 7, a distance of 2101.23 feet to the North quarter corner of said Section 7; thence South 00 degrees 33 minutes 42 seconds East along the North-South mid-section line of said Section 7, a distance of 2640.77 feet to the center quarter corner of said Section 7; thence continuing South 00 degrees 33 minutes 42 seconds East, along said North-South mid-section line, a distance of 2640.77 feet to the South quarter corner of said Section 7; thence North 89 degrees 38 minutes 47 seconds West along the South line of said Section 7, a distance of 2119.99 feet to the point of beginning.

Note: The above described parcel contains 11,147,818 square feet or 255.9187 acres.



**RECOMMENDATIONS:**

(PAD97-118)

Subject request is consistent with the proposed Surprise Comprehensive Development Guide. Furthermore, approval of this request would allow for efficient and orderly development. Planning and Zoning Commission recommends that the City Council approve the rezone of 255.9 acres from R1-43 (Single Family Residential) to Planned Area Development (PAD97-118) for Legacy Parc (a.k.a. Kenly Farms), subject to the following stipulations:

**SPECIAL STIPULATIONS:**

- a) The applicant shall contribute adequate funding towards the installation of traffic signals at selected intersections, as provided in the approved Development Agreement between the applicant and the City of Surprise;
- b) The applicant shall submit a preliminary and full set of landscape construction drawings for review and approval by the Community Development Director prior to final plat approval for any part of this development;
- c) All street cross-sections, except for street right-of-way, are conceptual and shall not be considered final approved documents unless otherwise indicated in the approved Development Agreement between the applicant and the City of Surprise;
- d) Lot layouts indicated within the Planned Area Development documents shall not be considered approved with the approval of this document, and shall be considered as conceptual only;
- e) The applicant shall change the Conditionally Permitted uses on page 4 of the PAD document to reflect an "Administrative Site Plan Review Process" subject to review and approval by the Community Development Director;
- f) The applicant shall amend Exhibit 5 to the PAD Plan to show that the internal trail system connects to the sidewalk on Greenway Road to the north, the sidewalk on Waddell Road to the south, and the sidewalk on Sarival Avenue to the west. The sidewalks on Greenway Road, Waddell Road, and Sarival Avenue shall be developed consistent with the Exhibit 9 to the PAD Plan;
- g) The applicant shall provide amenities for the active recreational areas, such as, by of example but not by way of limitation, basketball courts, gazebos with picnic areas, or additional exercise equipment for adult use in addition to the amenities indicated within the proposed PAD document, subject to the review and approval of the Community Development Director;

- h) The applicant shall amend Appendix B to include the following language: "No lot is to front onto a collector street. Homebuilders shall upgrade rear and side elevations along arterial and collector streets and open space areas. The same house plan may be placed on adjacent lots or directly across the street from one another only if the house elevation contrasts from one lot to the next to create street front variety. Homebuilders shall emphasize distinctive architectural details in the front elevations (e.g. covered front entries and/or covered front porches, door and window details, roof overhangs, parapet walls with cap features, etc.);
- i) Because the applicant has chosen to use the Name "Legacy Parc," the applicant shall submit four revised copies of the P.A.D. reflecting the change of name on all pages of the document, subject to the review and approval by the Community Development Director;
- j) This development does not have access to municipal sewer service. Negotiations between the Developer and the City for such access are underway, but have not been completed. Accordingly, the adoption of this Planned Area Development is contingent upon the approval by the City Council of a development agreement which provides this development with access to municipal sewer service. If the City Council does not approve such development agreement on or before December 31, 1999, the City may rescind its approval of this Planned Area Development. Prior to the City council's approval of such development agreement, the City will not approve a final plat for any part of this development;
- k) A sanitary sewer design to temporarily connect this property to the existing Cactus Road sewer interceptor must be completed and approved by the Utilities Department;
- l) Installation of the sanitary sewer system is required pursuant to the approved development agreement;
- m) Sewer Development fees shall be collected at the time the building permit is issued;
- n) Sewer Line Extension Fees will be required for the permanent connection of this sewer interceptor to the future Peoria Avenue sewer interceptor, except if otherwise provided in the Development Agreement approved between the applicant and City of Surprise;
- o) The applicant shall include these stipulations within the final PAD document;
- p) The applicant shall provide new residential home product information (i.e., colored elevations and materials sample information) and related materials prior to building permit issuance, subject to review by the Community Development Director;

STANDARD STIPULATIONS:

- q) Major changes to this Planned Area Development with regard to use and intensity, must be processed as a revised application with approval by the City Council upon recommendation of the Planning and Zoning Commission. Minor changes to this Planned Area Development may be administratively approved by the City Manager and the Community Development Director;
- r) The applicant shall submit a Written Response to Stipulations and five (5) copies of the revised P.A.D. Said submission must be under one (1) transmittal package;

**REPORT TO THE PLANNING AND ZONING COMMISSION  
AND THE CITY COUNCIL**

**PREPARED BY THE COMMUNITY DEVELOPMENT DEPARTMENT**

**CASE NO.: PAD97-118** (Legacy Parc, Planned Area Development)

Planning & Zoning Commission Hearing Date: April 20, 1999  
City Council Hearing Date: May 13, 1999

**REQUEST:** Tom Eggert, representing Western Rose Growers, Inc., property owner of record, requests approval of a rezone from R1-43 to Planned Area Development consisting of single-family residential development.

**SITE LOCATION:** Subject property is bounded by Greenway Road to the north, Waddell Road to the south, Sarival Road to the west, and the midsection line of Section 7, located within the west half of Section 7, Township 3 North, Range 1 West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

**SITE SIZE:** 255.9 gross acres

**CONFORMANCE TO ADOPTED LAND USE PLANS:**

**GENERAL PLAN:** If approved, the subject property would be in conformance with the proposed amendment to the Surprise Comprehensive Development Guide – "TN" (Typical Neighborhood) Land Use Designation for this area.

**DEVELOPMENT PLAN:** Proposed 255.9 acre single-family residential development plan.

**COMMENTING JURISDICTIONS:**

Town of Buckeye:	No comments were received.
City of El Mirage:	No comments were received.
City of Peoria:	No comments were received.
Maricopa County:	No comments were received.
Dysart Unified School District:	No comments were received.
Maricopa Water District:	Comments received (Attachment 1)
Luke Air Force Base:	No comments were received.

**DEPARTMENTAL REVIEW:**

The **Engineering Department** has reviewed this application and has no additional comments.

The **Fire Department** has reviewed this application and has no additional comments.

The **Public Works Department** has reviewed this application and has no additional comments.

The **Utilities Department** has reviewed this application and recommends approval subject to the stipulations listed under "Recommendations."

**STAFF RECOMMENDATION:**

Staff recommends that the Planning and Zoning Commission recommend approval to the City Council for application PAD97-118, a Planned Area Development rezoning application for 255.9 acres to rezone from R1-43 to PAD (Planned Area Development), subject to stipulations listed under "Recommendations."

**EXISTING ZONING:**

- 1. ON-SITE: R1-43
- NORTH: Planned Area Development R1-5 (Mountain Vista Ranch P.A.D.)
- SOUTH: R-43 (Maricopa County)
- EAST: R1-5 (Greenway Parc) and R1-43
- WEST: R-43 (Maricopa County)

**EXISTING LAND USE**

- 2. ON-SITE: Vacant Land/Agricultural Use
- NORTH: Vacant Land/Agricultural use, Single Family Residential construction
- SOUTH: Vacant Land/Agricultural Use
- EAST: Vacant Land/Agricultural Use, Horse Property, Single Family Residential
- WEST: Vacant Land/Agricultural Use

**ADJACENT ROAD STATUS**

- 3. **GREENWAY ROAD** Currently exists as a dirt road west of Reems Road, but is planned as a minor arterial in the Comprehensive Development Guide. Half street improvements will consists of 32.5 feet of asphalt and an 8 foot meandering sidewalk.

4. **SARIVAL AVENUE** Currently exists as a dirt road, but is planned as a minor arterial in the Comprehensive Development Guide. Half street improvements will consists of 32.5 feet of asphalt and an 8 foot meandering sidewalk.
5. **WADDELL ROAD** Currently exists as a two lane roadway with approximately 24 feet of asphalt, but is planned as a major arterial. Half street improvements will consist of 46.5 feet of asphalt and an 8 foot meandering sidewalk.

**EXISTING UTILITIES AND SERVICES STATUS:**

6. **WATER** Citizen's Utilities
7. **SEWER** City of Surprise
8. **FIRE PROTECTION** The Surprise Fire Department currently has a fire station located at 15616 North Hollyhock Street. The second fire station is in operation at 18600 Reems Road near the intersection of Reems and Mountain View Boulevard.
9. **POLICE PROTECTION** The Surprise Police Department currently has a station located at 12425 W. Bell Road and a substation located at 18600 Reems Road.

**100 YEAR ASSURED WATER SUPPLY CERTIFICATION:**

10. To be required upon platting process.

**FINANCIAL ASSURANCE FOR COMPLETION OF INFRASTRUCTURE:**

11. To be required upon platting process.

**STREET LIGHT IMPROVEMENT DISTRICT:**

12. To be required upon platting process.

**PLAN ANALYSIS:**

13. The applicant has submitted with this application a P.A.D. document entitled "Legacy Parc." This PAD was formerly known as "Kenly Farms." The document includes several sections setting forth the development standards, guidelines, and general characteristics to be proposed within this master planned community.

14. The applicant is proposing to develop the 255.9 gross acres with single-family residences at a density of approximately 4.1 dwelling units per acre. The estimated net acreage of the site is 188.69 acres. The net density calculates to 5.57 dwelling units per acre. Page 7 of the PAD document includes area calculations of the proposed P.A.D. Staff has summarized the area calculations below:

Subject	Acreage	Percent
Total Gross Area of the Property	255.9	100%
Total Area of Arterial Streets	12.53	11.66%
Estimated Area of collector and local streets	56.7	22%
Total area of private open space	30.08	11.66%
Total area of single-family residential use	158.61	61.5%

15. The City of Surprise Zoning Ordinance requires that a minimum of seven percent of the total PAD area shall be set aside for public and/or private open space and recreational use. The applicant has provided 11.66 percent of total open space, which is 30.08 acres. However, approximately 28 acres are useable open space which is still 10.8 percent of the property as open space. All open space will be owned and maintained by the Homeowner's Association (HOA) of each subdivision. The HOA will pay for and control all aspects of the maintenance and use of this open space.
16. Page 3 of the PAD document provides information related to the planned lot sizes and percentages of each. The Legacy Parc PAD project is proposing to incorporate 25 percent of the lots to be a minimum of 48 feet in width by 110 feet in depth. The Planning and Zoning Commission has previously voiced a comment to staff about having applicants incorporate the smaller lots evenly throughout the subdivision. Thus, no one subdivision unit will incorporate all of the small lots or the majority of small lots. The proposed PAD document does not require that the lots within the subdivision be designed in such a fashion. However, at the Planning Commission's discretion, such language may be developed to address the Commission's previous comments.
17. Page 4 of the proposed P.A.D. document includes language pertaining to the permitted uses within the P.A.D. area. The applicant has included temporary model homes and temporary construction sheds, trailers, etc as conditionally permitted uses. Staff recommends that the Commission allow the aforementioned uses through an administrative review via a site plan review process. Instead of going through the Commission, these temporary uses would go through a thorough staff review with approval by the Community Development Director. Presently, there are four master planned communities within the City of Surprise which follow this process (e.g. Mountain Vista Ranch, Sun City Grand, Arizona Traditions, and Villages at Surprise South). Therefore, staff recommends a stipulation for the applicant to change the Conditionally Permitted uses on page 4 of the PAD document to reflect

an "Administrative Site Plan Review Process" subject to review and approval by the Community Development Director (Stipulation e).

18. Page 6 of the proposed PAD provides information related to other community facilities such as sidewalks that are six to eight feet in width along internal collector streets. The PAD refers to Exhibit 5 of the PAD document. As proposed, the trail sidewalk system provides good access from all areas of the proposed residential areas. However, the trail system appears to end at Sarival Road, Greenway Road, and Waddell Road. Staff recommends a condition for the applicant to amend Exhibit 5 to continue the trail system east and west on Waddell Road, east to west on Greenway Road and north to south on Sarival Avenue, subject to review and approval by the Community Development Director (Stipulation f)

19. Page 8 of the PAD document provided language pertaining to proposed amenities for the subject PAD. Staff recommends a stipulation requiring the applicant to expand the type of amenities proposed within the planned community. Exhibit 5 (Conceptual/Open Space/Common Area Plan) of the document shows only two areas where recreational amenities are proposed to be placed within the 257 acre planned community. In addition, Exhibit 5 only provides details for tot lot amenities, which provides no direction for the other amenities. Thus, staff recommends a stipulation requiring the applicant to provide basketball courts, gazebos with picnic areas, additional exercise equipment for adult use in addition to the amenities indicated within the proposed PAD document, subject to the review and approval of the Community Development Director or designee (Stipulation g).

21. Three sides of the perimeter of the project is bordered by roadways. Greenway Road to the north is planned as a minor arterial (55 ft. R.O.W.\*), Waddell Road to the south is planned as a major arterial (65 ft. R.O.W.), and Sarival Road to the west is planned as a minor arterial (55 ft. R.O.W.). Each of these roads will be improved to half-street widths with this project. The collector roadways (60 ft. R.O.W.) will provide access to the arterial roadways on all sides of the project (see Exhibit 9 of PAD). There is one access point proposed to Greenway Road, three proposed to Sarival Avenue, and one collector road access to Waddell Road.

\* R.O.W. = Right-of-Way

22. The following table compares the development standards proposed within this P.A.D. in comparison to the existing City of Surprise Zoning Ordinance R1-5 development standards:

Standard	Surprise Zoning Ordinance	Legacy Parc P.A.D.
Front Setback	20'	18'
Interior Side	10'	5' and 8'
Corner Side	20'	13'
Rear Yard	20'	20'

Min. Lot Area	5,500 s.f.	5,280 s.f.
Min lot Width	50'	48'
Min. Lot Depth	100'	110'

The following notes apply to the Legacy Parc setback and lot standards:

1. Front yard setbacks shall vary by a minimum of 3 feet from the adjacent lots (on straight streets).
  2. The 13 foot corner side setback applies to local roads only. Lots on collector roadway corners shall maintain a minimum of 20 foot corner side setbacks.
  3. The front yard setback may be reduced to a 12 foot front yard setback for side entry garages.
  4. 25 percent maximum of the total yield of lots may have widths of less than 50 feet.
23. This property has a very gentle slope to the southeast of the property, but is almost entirely flat. The applicant has provided the required storm water retention areas within the project. The Engineering Department has reviewed the preliminary drainage information for the proposed project.
  24. The property is in a position where it can be serviced by water and sewer with minor additions to the infrastructure. The water supply for this property will be from two different sources. The first is through a 12-inch water line from Greenway Parc, and the second is through the 16-inch water line in Sarival Road. A Master Sewer agreement between several different property owners will secure the sewer line for the project (Stipulation j).
  25. This project is proposing to develop the site in four separate phases. The first phase will start on the south end of the property, immediately adjacent to Waddell Road. At this phase, Waddell Road will be improved, as will the adjacent portion of Sarival Road. Necessary sewer and water improvements will be made in order to service the proposed residential properties in that area. The phasing will continue from south to north. For each phase, the portion of the arterial roadway adjacent to said phase will be developed, as will the necessary infrastructure internal to the project to service the residences with utilities. The final phase is proposed to be started by the first quarter of the year 2000.
  26. Appendix B of the PAD document incorporates language pertaining to general design guidelines of the proposed residential development. Staff recommends that additional language be incorporated to address issues related to the architecture of buildings and lot configuration of future subdivisions.

Appendix B is recommended to be modified to include the following language: "No lot is to front onto a collector street. Homebuilders shall upgrade rear and side elevations along arterial and collector streets and open space areas. The same

house plan may be placed on adjacent lots or directly across the street from one another only if the house elevation contrasts from one lot to the next to create street front variety. Homebuilders shall emphasize distinctive architectural details in the front elevations (e.g. covered front entries and/or covered front porches, door and window details, roof overhangs, parapet walls with cap features, etc.)" (Stipulation h).

27. The design guidelines in Appendix B proposed within this PAD address both the general subdivision design, as well as the architectural design of the homes. The language has been added to help create visual variation and interest within the subdivision. The guidelines are used to maintain compatibility and consistency within the development and to try and assure long-term viability of the neighborhood.

**Attachments:**

1. Comments from Maricopa Water District
2. Project Narrative

# ATTACHMENT 1



ATTACHMENT 2

## CITY OF SURPRISE COUNCIL AGENDA ACTION FORM

Regular Meeting  
 Special Meeting  
 Workshop

**MEETING SCHEDULED**

Time: 7:00 p.m.  
 Date: May 27, 1999

Agenda Item - #1

**OLD BUSINESS**

Consent  
 Regular

**Title:** Consideration and action to approve **Ordinance No. 99-07**. An Ordinance **changing the zoning** of a property generally located South of Greenway Road, North of Waddell Road, East of Sarival Avenue, and West of the midsection line of Section 7. Located in the West half of Section 7, Township 3 North, Range 1 West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, from R1-43 (Single Family Residential) to Planned Area Development (**Legacy Parc PAD**) as application PAD97-118 with Preliminary Development Plan (**Western Rose Growers**). (**FINAL READING**).

**Requested By:** Community Development Dept., - DCM, Shirley Berg

**Action Requested:** Approve Ordinance No. 99-07

**Attached:** Ordinance No. 99-07  
 Interoffice Memorandum

**Comments:**

Fiscal Impact:  Budgeted  Not Budgeted **Acct:**

Finance Director Initial: \_\_\_\_\_

City Manager's Recommendation:  Approve  Disapprove  None

**Council Action:**

<b>Motion/ Second</b>	<b>Councillor's Name</b>	<b>Vote</b>	<b>Results:</b>
<u>Ind</u>	Shafer	_____	For <u>6</u> Against <u>0</u>
_____	Broich	_____	Abstained _____
_____	Villanueva	_____	Passed <input checked="" type="checkbox"/>
_____	Johnson	_____	Failed _____
<u>M</u>	Montoya	_____	Absent <u>Anderson</u>
_____	Anderson	_____	Other _____
_____	Allen	_____	

**Legend: Motion-M, Second-S, Yes-Y, No-N, Abstain-A, Absent-X**

P.O. BOX 1779 10102 SANTA FE DRIVE *Revised - Apr*  
SUN CITY, ARIZONA 85372 • PHONE (602) 977-8351 • FAX (602) 876-3689

CITY OF SURPRISE  
12425 W. BELL RD. BLDG. D-100  
SURPRISE, AZ 85374  
ATTN: CITY CLERK

**AFFIDAVIT OF PUBLICATION**

State of Arizona,  
County of Maricopa SS.

I, Cheryl J. Wilson, Legal Manager of News-Sun, Inc., general circulation, published in Sun City, County of Maricopa, Arizona, do solemnly swear that a copy of the notice, as published in the regular and entire edition of the newspaper, any supplement. The below listed advertisement appears on the following issues.

Classified/Legal Manager

*Cheryl J. Wilson*

Sworn to before me this 10TH day of APRIL 1999

*Shirley Ann G. [Signature]*

Notary Public  
My Commission Expires



**CITY OF SURPRISE PUBLIC NOTICE**

Take notice at the date, time and place listed below, the City of Surprise City Council will hold a public hearing on the request of Legacy Land Development for approval of a request to rezone from R1-43 Single Family to Planned Area Development (PAD) for the property located at the southeast corner of the alignment for Sarival and Greenway Roads.

**Legal Description:**  
The West half of Section 7, Township 3 North, Range 1 West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

EXCEPT a strip of land 20 feet wide, 10 feet on each side of a center line beginning at a point 23 feet East of the West quarter corner of Section 7, Township 3 North, Range 1 West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona and extending in a Southernly direction parallel to the West boundary line to a point 23 feet East of the Southwest corner of the said section, a distance of 2,633 feet.

**VICINITY MAP:**

Date: April 20, 1999  
Time: 7:00 PM  
Place: Surprise City Hall  
12425 West Bell Road, Building D-100  
Surprise, Arizona 85374

At this meeting any of the public may appear and be heard relative to this petition or may submit, in writing, comments at any time prior of the Public Hearing. (All written comments regarding the hearing will be recorded into the record of the City). Any interested party may obtain an agenda 24 hours prior to the Public Hearing at Surprise City Hall.

Publish: Daily News Sun  
April 10, 1999

Publication(s): 4/10/99 Expire Date: 4/10/99 Total days published: 1 Amount: \$47.19

Ad Caption: LEGACY R1-43

\*Note: Customer is responsible for filing this document with the appropriate office.

**Legacy Parc**  
**(a.k.a. Kenly Farms)**  
**A Planned Area Development**

**Surprise, Arizona**

**Submitted By:**  
**Legacy Land Development, L.L.C.**

**Prepared By:**  
**Gilmore Graves, Inc.**

**October 9, 1998**  
**Revised November 16, 1998**  
**Revised January 19, 1999**

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Master Water Plan	Exhibit 11
Master Sewer Plan	Exhibit 12

## List of Appendices

Recommended Plant Palette	Appendix A
Design Guidelines	Appendix B
Legal Description and Survey	Appendix C
City of Surprise Zoning Ordinances	Appendix D

## INTRODUCTION

Kenly Farms is a proposed single family residential community located at the northeast corner of Sarival Road and Waddell Road in Surprise, Arizona. This 257.5 acre site is situated in an area that is experiencing a rapid change in land use from agricultural production to urban development. The urban growth that has consumed the areas along Bell Road and Grand Avenue is now expanding along these major arterial routes and places this property in its urban fringe. In an effort to control this urban growth, the City adopted the Surprise Comprehensive Development Guide that would establish a pattern for orderly development. Although the preparation of this Planned Area Development (PAD) for Kenly Farms incorporates the goals of the Surprise Comprehensive Development Guide, there will also be a joint application to amend The Development Guide Plan to match the land uses and densities represented with this PAD. The preparation of this PAD is the result of a collective effort by the members of a Project Team that include the property owners, a residential development consultant, land planners, civil engineers, traffic engineers, and as oil engineer. See Exhibit 10 for the identification of the Project Team members.

As a community, Kenly Farms will be designed to create neighborhoods which are consistent in their design and density, and provides open space amenities for their residents. Design Guidelines have been prepared to establish requirements for the compatible development of architectural character between the various homebuilders. The project includes an average density of 4.1 dwelling units per acre ( 4.1 Du/Ac ), which is less than the Comprehensive Development Guide's designation of 5-7 Du/Ac. Land will be dedicated for a school site and there will be open space/common areas created for recreational use and storm water retention, all of which will be linked by a pedestrian trail system. Similar entrance features into the neighborhoods and a master landscape theme will also support these neighborhoods.

## **THE PROJECT SITE**

The site is generally configured in a rectangular shape and generally comprises the west half of Section 7, T3N, R1W. Existing access to the property occurs along the existing section line streets, but primarily along Sarival Avenue and Waddell Road (Exhibit 1-Vicinity Map). The existing zoning for the site is Rural 43, which represents its original zoning classification when the area was annexed from Maricopa County. The R1-43 district permits 1 Du/Ac. The proposed zoning is Planned Area Development single family residential (PAD LDR).

Some of the regional facilities that potentially impact this property include; its relatively close proximity to the future Estrella Freeway (Loop 303) which will be ½ mile to the west, Bell Road which is 1 mile to the north, and the White Tank Mountain Regional Park which is 4-½ miles to the west. Interstate 10 is located 10 miles to the south and the Agua Fria Freeway (Loop 101) is 9 miles to the east. Arrowhead Mall is the closest Regional Shopping Mall and is located approximately 12 miles to the east on Bell Road. Luke Air Force Base is located approximately 6 miles to the south. The Kenly Farms property is outside the AICUZ lines, per the 1995 AICUZ study. Drive time to central Phoenix is approximately 30 to 40 minutes.

## **EXISTING CONDITIONS**

Kenly Farms, like all of the surrounding properties has been and is currently in agricultural production. In maximizing the efficient use of irrigation waters, there has been some minimal grading to establish an even grade across the property, which naturally falls towards the southeast. There is an existing production well near the center of the north property line that is used to supply water (see Exhibit 2-Existing Land Use Map). As the project develops, the existing private

irrigation ditches also under the same ownership as the property by Western Rose Growers, Inc., will be removed, relocated or tiled.

All required utilities (water, sewer, natural gas, electricity, telephone, and cable television) are either already available to the project site, or are already committed to be available prior to the actual development of this site.

A Phase I Environmental Assessment has been completed for this site with a copy of the report previously submitted with the original application. The site has no environmental hazards, thus mitigation measures will be implemented. An ALTA Survey has been prepared and submitted to the City for review. There are no encroachments. There are two irrigation ditches that belong to M.W.D. and these will be relocated and placed underground

## **PROPOSED LAND USES**

The only proposed land use within Kenly Farms will be single family residential which will include other ancillary uses typical of residential neighborhoods such as; open space/ common areas and land dedicated for an elementary school site.

As a planned residential community, Kenly Farms will allow one or more homebuilders the ability to construct homes using similar architectural character on lots that may vary in size from 5,280 sf to 6,500 sf. The number of lots may total as high as 1,050, which represents an average density of approximately 4.1 Du/Ac. Of this total, approximately 60% of the lots will be 53' x 110' or larger, approximately 13% will be 58' x 110' or larger, and the remaining 25% of the lots will be 48' x 110' or larger. An important component of this community will be the proximity to a future elementary school and park site, which will be situated along the east property line just north of the mid-section boundary. The combined land

area for this school-park site is approximately 17.0 acres, which will include properties from both Kenly Farms and the property to the east. Kenly Farms will reserve 8.0 acres for this school/park site and retention basin. Because this proposed location is both central to Kenly Farms and the full section, the Project Team has incorporated a pedestrian trail system designed to promote pedestrian access to and from the school for the elementary students and residents of Kenly Farms. Exhibit 3 is the Preliminary Development Plan and illustrates this relationship between the neighborhoods and the School/Park site.

### **Permitted Uses**

The single family residential parcels to be developed under this PAD (LDR) zoning district are intended as neighborhoods of single family homes with not more than one (1) dwelling unit upon one (1) lot. These proposed land uses are limited to those identified in the Minimum Residential Building Setbacks and in the Surprise Municipal Code, Title 17, Section 17.28.040 entitled Single Family Residential Zone (RI-5) and further restricted by this PAD (LDR) as follows:

#### Principally Permitted Uses:

1. One (1) single family dwelling on any lot or parcel.
2. Public Parks
3. Schools

#### Conditionally Permitted Uses:

1. Temporary Model Homes
2. Temporary offices or construction sheds, trailers, appurtenant signs and storage incidental to a construction project, as stipulated with the Conditional Use Permit.

The residential land uses and related open spaces proposed within this master plan reflect the current market interest by the majority of single family merchant builders who are most active in the Phoenix Metropolitan Market. The

first-time and move-up housing markets which represents the highest demand for development in this northwest market area. The proposed density of 4.1 Du/Ac for this residential community is significantly lower than what the Surprise Comprehensive Development Plan would allow at approximately 7 DU/AC for the overall residential density. The land uses are organized to effectively use circulation corridors and open space to define the various residential neighborhoods. This open space system will provide a variety of recreational opportunities as well as provide a means to direct and retain storm runoff.

It is understood that any significant changes in parcel boundaries, lot sizes, uses and density will be subject to review as an amendment to this PAD (LDR) and approval by the City of Surprise through the public hearing process.

**Community Facilities:** The Dysart School District and the City of Surprise have expressed their requirement for an elementary school and park site to be included within this Section 7. Working with the property owners to the east, the Project Team, (see Exhibit 10-Project Team) has prepared this PAD to include eight (8) acres, which will be zoned PAD (LDR) but reserved for a future school/park facility. With the balance of the dedication coming from the property to the east, Kenly Farms proposes that this first 8 acres be dedicated as the future park site with the understanding that Kenly Farms would retain the ability to use the land as an open space/common area and retention basin. When there is a commitment to construct the school facility, the land area to the east would receive the school structures.

In addition to the School-Park site, Kenly Farms will incorporate other open space/common areas with integrated trail systems. Residents will have access to the trail system which is designed to separate pedestrians from bicyclists and vehicular traffic (see Exhibit 5 -Open Space/Common Area Plan).

Other community facilities include meandering detached sidewalks that are 6' and 8' in width (see Exhibit 5-Open Space/Common Area Plan) along the internal collector streets. Sidewalks along the local residential streets will be 4' in width and placed at the back of curb (see Appendix D-City of Surprise Zoning Ordinances, Section 16.20.050). All walks will be constructed by the individual builders for their specific parcel in conjunction with their off-site infrastructure improvements.

### **CONSISTENCY WITH THE SURPRISE COMPREHENSIVE DEVELOPMENT GUIDE**

As indicated in the Project Introduction, an application to amend the Comprehensive Development Guide Plan has already been submitted and will precede this PAD (LDR) application. The current land use designations for this subject site as indicated within the Surprise Comprehensive Development Guide include four land uses; two residential and two commercial (see Exhibit 4-Comprehensive Development Guide Plan) referenced as follows:

#### **RESIDENTIAL**

1. "Typical Neighborhood" (TN) at 5-7 Du/Ac; represents the largest land area and generally includes the northern two-thirds of the site.
2. "Medium Density Residential" (MDR) at 7-9 Du/Ac; represents the second residential use and generally includes the southern one-third of the site.

#### **COMMERCIAL**

1. "Convenience Commercial / Service Node"; 5-7 gross acres located at the southeast corner of Sarival Ave and Greenway Rd.
2. "Neighborhood Commercial / Service Node"; 10-12 gross acres located at the northeast corner of Sarival Ave. and Waddell Rd.

The application to amend the Comprehensive Development Guide Plan proposes to eliminate the commercial land uses and change the Medium Density Residential designations to Typical Neighborhood. This would result in one land

use designation, TN for the entire site and would allow Kenly Farms to develop at a density of 4.1 Du/Ac as proposed.

## ALLOCATION OF LAND USES

The proposed allocation of land uses, expressed in acres and as percentage of the area, are as follows:

### SITE DATA

<u>Use – PAD (LDR)</u>	<u>Acres Gross</u>	<u>Lots</u>	<u>% Area</u>	<u>DU/Ac</u>
Parcel A (48' x 110')	24.91 Ac	119	9.66%	4.78
Parcel B (53' x 110')	36.46 Ac	158	14.13%	4.33
Parcel C (58' x 110')	16.95 Ac	70	6.57%	4.13
Parcel D (53' x 110')	34.90 Ac	144	13.53%	4.13
Parcel E (58' x 110')	16.97 Ac	67	6.58%	3.95
Parcel F (53' x 110')	16.55 Ac	61	6.42%	3.68
Parcel G (53' x 110')	25.40 Ac	103	9.85%	4.05
Parcel H (48' x 110')	14.46 Ac	67	5.61%	4.63
Parcel I (48' x 110')	16.76 Ac	76	6.50%	4.53
Parcel J (53' x 110')	33.05 Ac	141	12.81%	4.27
Parcel K (Park or School Use)	<u>8.98 Ac</u>	<u>--</u>	<u>3.48%</u>	<u>--</u>
<b>Subtotal:</b>	<b>245.39 Ac</b>	<b>1006</b>	<b>95.14%</b>	<b>4.10</b>
 <b><u>Streets</u></b>				
N ½ Waddell Road (65')	3.21 Ac		1.24%	
E ½ Sarival Ave (55')	6.67 Ac		2.59%	
S ½ Greenway Road (55')	<u>2.65 Ac</u>		<u>1.03%</u>	
<b>Subtotal:</b>	<b>12.53 Ac</b>		<b>4.86%</b>	
 <b>Open Space</b>	 30.08 Ac		 11.66%	
<b>TOTAL PROJECT:</b>	<b>257.92 Ac</b>	<b>1006</b>	<b>100.0%</b>	<b>3.9 Du/Ac</b>

## COMMON AREAS

The Preliminary Development Plan includes four open space/common areas that will be designed into these neighborhoods to provide both recreational uses for the residents as well as provide the required storm water retention for the project. The total open space/common area initially includes 22 acres which represents 8.5% of the gross land area. These park spaces have been situated adjacent to a common trail system that allows residents to circulate through the project with a minimum of street crossings. This same trail system also provides an alternate route for elementary aged school children to walk to or ride their bikes to the proposed elementary school/park site (see Exhibit 5-Open Space/Common Area Plan). It is the intent of this KENLY PAD that these open spaces be maintained by a Home Owner's Association (HOA). The 8 acres to be reserved for the school park site would be maintained by the HOA until such time that the school facility is constructed, at which time the City of Surprise and/or the school would assume the maintenance responsibility. The amenities to be located within these common areas include: open turf areas for passive and active recreation, sport courts, picnic areas, and tot lots.

Primary entrance features will be developed for the two major entries off Greenway Road and Waddell Road which will include identity signage on monument walls, a supporting landscape theme of low water use desert plant material, and other hardscape features, such as concrete areas, that will help to establish an identity for Kenly Farms (see Exhibit 7-Master Wall Plan). Secondary entrance features will be developed at the east and west ends of the mid-section minor arterial street. These secondary features will be similar in character by using the same materials, but typically smaller in scale.

## LANDSCAPING

Low water use plant material as identified by the Phoenix Active Management Area and the State Department of Water Resources will be used exclusively on all public rights-of-way throughout the project. The use of this material will establish the landscape character for the project. The selection of material will be based on appearance and long term care.

The recommended landscape palette, from which common area landscaping within the project shall be selected, as referenced in Exhibit 6-Preliminary Landscape Plan. Upon request from the developer(s), additional landscape materials may be added to the recommended landscape palette, but subject to the initial review and approval by the HOA, then Administratively approved by the City of Surprise. Significant changes in the recommended landscaping palette may be approved by the City when deemed necessary through either the minor changes or major changes processes for amendments to the PAD as found in Sections 17.36.060 (G)(1) and (2) of the City's current Surprise Municipal Code Title 17 Zoning.

The internal collector roads and the Major Project Entries shall be landscaped with low water use plant material consisting of native canopy trees planted in a regular alignment with additional flowering trees, shrubs, cacti, and ground covers that will enhance the overall landscape theme. To provide a comprehensive theme throughout the project, the landscaping along neighborhood streets shall be compatible with the landscaping along the perimeter roadways and the internal loop collector streets. A street tree program will be established as a part of these Design Guidelines which will call for the installation of at least two 15 gallon shade trees and four 5 gallon shrubs per lot located adjacent to the street frontage. This street tree pattern can effectively soften the linear views along streets and provide shade at the street for

pedestrians. Ground covers may be turf, decomposed granite or other natural rock material. All bare earth must be covered by an approved organic material to provide a neat, dust-free appearance.

The minimum plant sizes to be used in common areas to provide the required landscaping are as follows:

<u>Type</u>	<u>General Locations</u>	<u>Entries and Landscape Features</u>
Trees	15 gallon	24" box
Shrubs	5 gallon*	5 gallon*
Ground covers	1 gallon	1 gallon

\* All required shrubs to be 5 gallon. Additional shrubs beyond the City minimum requirement may be 1 gallon.

Other landscape materials such as boulders, berms, low screen walls, and other decorative materials may be used to create or supplement imaginative landscapes, compatible with the southwest character of the development and the low water use theme. Creative use of landscape elements with lighting and thematic planting is encouraged.

All common areas shall be landscaped and will include with their installation an appropriate low water drip irrigation system for all non-turfed landscapes. Maintenance of the landscape and the irrigation system for all common areas and Right of Way areas will be the responsibility of the HOA.

The front yards of all single-family homes must be landscaped and street trees planted within 90 days of occupancy of such homes. Prior to landscaping, all yards must be maintained in a neat, weed-free condition. On-lot landscaping shall be provided by the homebuilder and maintained by the owner/possessor of such lot. All landscaped areas shall be maintained in a reasonable and attractive manner.

Detailed landscaping plans for individual subdivisions shall be submitted as supplemental information and reviewed by Staff to assure continuity of a quality landscaped environment during the Final Plat process.

## Minimum Residential Building Setbacks

(Measured from the property line)

<u>Use</u>	<u>Front</u>	<u>Interior Sides</u>	<u>Corner Side</u>	<u>Rear Yard</u>
Single Family Detached	18' <sup>(1)(5)</sup>	5' & 8'	13' <sup>(4)</sup>	20' <sup>(2)</sup>
Structures accessory to SF residences	20'	3'	13' <sup>(4)</sup>	3' <sup>(2)</sup>
Structures for all other principal, conditional or accessory uses	20'		13' <sup>(4)</sup>	20' <sup>(2)</sup>

<sup>(1)</sup> Front yard setbacks shall vary by a minimum of 3' from the adjacent lot (on straight streets).

<sup>(2)</sup> Setbacks along the perimeter boundary of the PAD shall be a minimum of 20'.

<sup>(4)</sup> Local roads only.

<sup>(5)</sup> May be reduced to a 12' front yard setback for side entry garages.

### Lot Area and Dimensions

(a) Single Family Detached

<u>Use</u>	<u>Minimum Lot Area</u>
Single-family dwelling	5,280 s.f. min.
Other permitted uses	Minimum area to be determined by building square footage, parking requirements, and required setbacks.

(b) Required Lot Dimensions:

<u>Use</u>	<u>Lot Width</u>	<u>Minimum Lot Depth</u>
Single-family dwelling	48' <sup>(3)</sup>	110'
Other permitted uses	Lot dimensions to be determined by building area, parking requirements, and required setback	

<sup>(3)</sup> 25% maximum of total yield to be 48'-49' wide lots.

- (c) Lot coverage: 45% maximum
- (d) Density: There shall not be more than one (1) single family dwelling unit on any one (1) lot.
- (e) Encroachment into required front and side yards shall be permitted as provided in the current Section 17.28.010 (G) of the Surprise Municipal Code Title 17 Zoning; provided, however, that with respect to encroachment into a side yard, such encroachment shall occur only on a side yard that is at least seven feet wide in the area of the encroachment and shall not cause the distance from the outside edge of the encroachment to the property line to be less than 5' wide.
- (f) Development of the residential parcels shall, except as otherwise provided in the Kenly Farms PAD, be subject to all applicable requirements of the current Chapter 17.32 of the Surprise Municipal Code Title 17 Zoning ("General Building and Performance Requirements").

## SPECIFICATIONS AND STANDARDS FOR STREETS, UTILITIES AND SERVICES

Streets, utilities, and other infrastructure, as approved by the City Engineer, will be provided in accordance with the following minimum standards and specifications for such improvements. Typical (conceptual) cross-sections for the various roadway classifications are located as Exhibit 9-Street Cross Sections.

- (a) Greenway Road; Arterial (110' Right of Way)
- (b) Sarival Avenue; Arterial (110' Right of Way)
- (c) Waddell Road; Major Arterial (130' Right of Way)
- (d) Major Entries; The two major entrances into the Kenly Farms will be located on Greenway and Waddell Roads at the north/south parkway intersections. These shall consist of a 2-lane divided roadway in general conformance with the depiction on the Preliminary Development Plan. Improvements within the 60' ROW shall consist of one travel lane in each direction and sidewalks on both sides. The scope and phasing of such improvements is identified on the Phasing Plan. (See Exhibit 8-Phasing Sections) The two major entries will be developed with identity signage on monument walls and a supporting landscape theme. (See Page viii-Appendix B-Design Guidelines)
- (e) Secondary Entries; The secondary entrance into Kenly Farms is located at the ½ mile street (Acoma) and Sarival Road. It shall consist of an adequate number of travel lanes as supported by the Traffic Report and approved by the City Engineer. The scope and phasing of such improvements is identified on the Phasing Plan.
- (f) Internal Collector Road; Improvements shall consist of an adequate ROW, width and number of travel lanes as supported by the Traffic Report and approved by the City Engineer. The scope and phasing of such improvements is identified on the Phasing Plan.
- (g) Local Streets; 50' ROW plus two 8' public utility easements. Improvements shall consist of two travel lanes totaling 29' (back of curb

dimension) of pavement with 4' sidewalks on both sides and parking permitted on one side only.

(h) Traffic Signal; A future traffic signal will be planned where deemed necessary by the City Engineer.

## UTILITIES

The location of future water lines, sewer lines, and related facilities are detailed in Exhibit 11 (Master Water Plan) and Exhibit 12 (Master Sewer Plan) of this PAD Application. Except as referenced on the Phasing Plan (Exhibit 9), all such utilities and services will be provided in accordance with the City's typical specifications and standards for such improvements.

A Sewer Line Development Agreement between five (5) land owners is being processed through the City for the installation of a 27" sewer line in Waddell Road. Construction is anticipated to commence in the second quarter of 1999 and be completed in four (4) months. This line will run east to Reems Road and then south to tie into an existing 30" line at Reems and Cactus. A 12" interior collector line will be constructed to tie into this line when Phase I is developed.

Water is being provided by Citizens Utilities Company. A 12" water line will be installed in Greenway Road from Reems Road to the northeast corner of Kenly Farms at the time Greenway Parc One (to the east) is developed (second quarter of 1999). This development will extend this line westerly to Sarival. Kenly Farms will connect to this line at the north/south collector road and run a line south through the property when Phase I is developed.

## SIGNAGE

Signage within the Kenly Farms shall, except as provided below, be in compliance with Section 15.24 of the City's current Zoning Ordinance and the

Surprise Municipal Code Title 17 Zoning and the ordinances referred to therein. In addition to the signage allowed pursuant to Section 15.24 and such ordinances, Kenly Farms may propose to develop additional signage which is not in strict compliance, but would be subject to obtaining a Conditional Use Permit approving a Master Sign Plan. It is the design intent of the Master Sign Plan to create a signage theme which is appropriate to the character of the development, provides adequate identification and information, provides a good visual environment, and provides traffic safety and is regulated to the extent necessary to be safe and compatible with the Kenly Farms PAD. A Conditional Use Permit for the Master Sign Plan (if required), or any modification thereto, may contain such conditions, requirements or standards that may be stipulated by the City to assure that signs covered by the Conditional Use Permit will not be detrimental to persons or property in the vicinity or to the public welfare in general.

## **PHASING**

The Conceptual Phasing Plan is located as Exhibit 8-Phasing Sections. The Phasing Plan sets forth the intended progression of development with projected dates for the beginning and completion of each phase. While this phasing plan attempts to illustrate the growth of this Community, actual dates for the construction of any phase will be highly influenced by local economic conditions and the strength of the residential market for the type of product proposed. Commencement of construction of a phase prior to or within a designated time period shall satisfy the current Surprise Municipal Code Title 17 Zoning, Section 17.36.060 (D)(3)(d) provision concerning start of construction.

Since Waddell Road is an existing paved roadway, phasing will begin along Waddell and development will take place from south to north. Greenway and Sarival will be constructed as adjoining phases are developed.

The sewer and water lines to provide service to the various parcels will be installed in the "spine" collector road concurrently with the development of the first Phase. The major and minor arterials will be constructed concurrently with the development of the adjoining parcel or Phase.

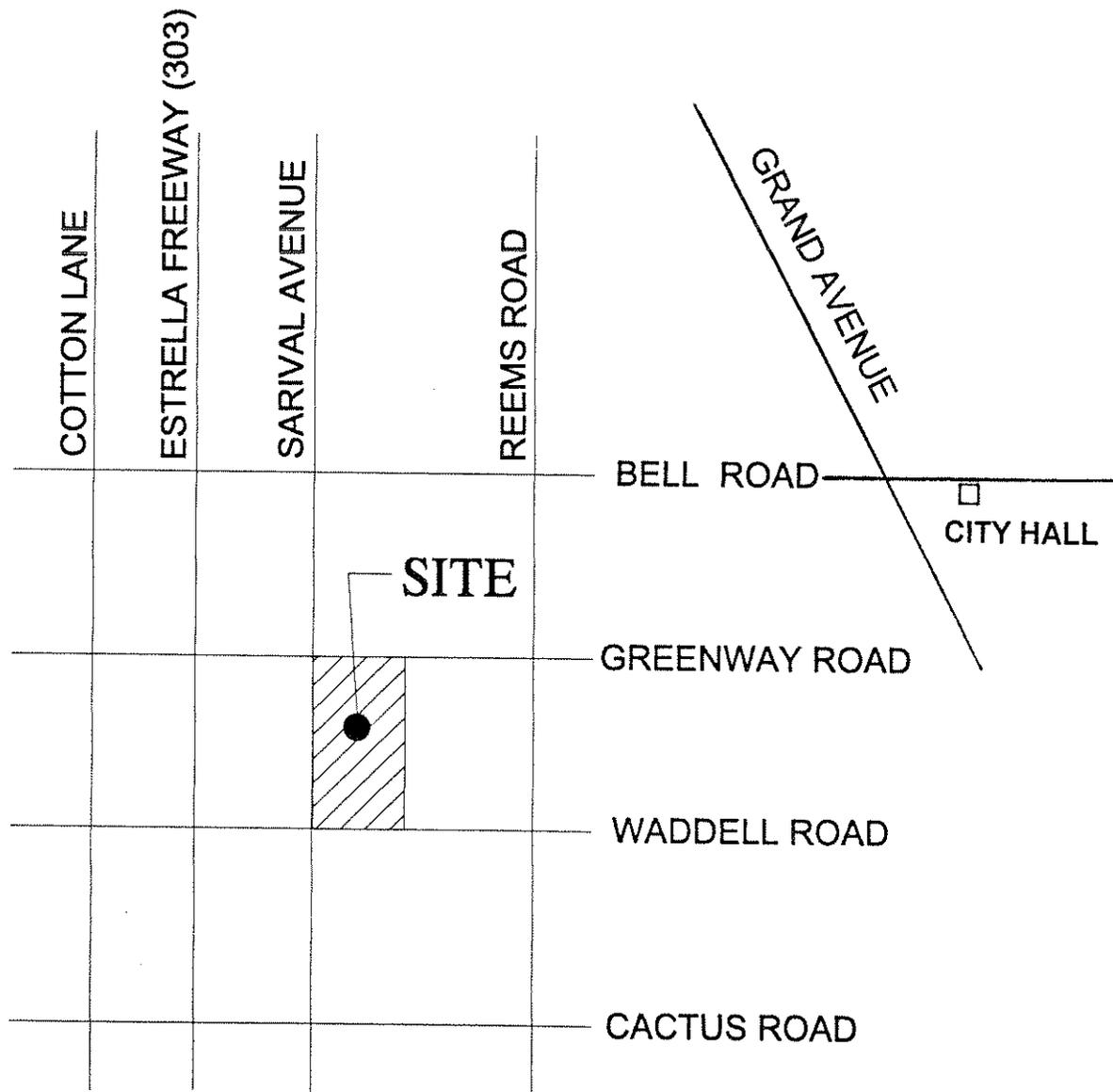
Extensions of time for up to two years to commence construction in any phase may be administratively approved by the City's Community Development Director. Extensions of time for greater than two years may be approved by the City Council when deemed necessary through either the minor changes or major changes processes for amendments to the PAD approval as found in the Sections 17.36.060 (G)(1) and (2) of the City's current Surprise Municipal Code Title 17 Zoning.

#### **AMENDMENTS**

The City of Surprise and Legacy Land Development, L.L.C., the Developer of Kenly Farms, agree that amendments to the Kenly Farms PAD may be necessary from time to time. If and when the Developer finds that such amendments are necessary or appropriate, the Developer shall, unless otherwise required by applicable law, process minor changes or adjustments through the Community Development Director, with the approval of the City Manager. After final approval, any such amendment shall be attached to the Kenly Farms PAD as an addendum or the PAD document revised as directed by Staff. Unless otherwise required by law, no such minor changes or amendments shall require prior notice or hearing. All major changes or amendments shall be reviewed by the Planning and Zoning Commission and approved by the City Council. The following are examples of major changes or amendments:

- (a) Additional land uses or alterations of the permitted uses of Kenly Farms,
- (b) An increase in the density of dwelling units,

- (c) Deletion of a requirement for the reservation or dedication of land for public purposes, (such as elimination of the school site) except for minor boundary adjustments or street alignments which shall be treated as minor changes; and
- (d) Addition, but not deletion, of streets to those shown on the Kenly Farms PAD. The parties shall cooperate in good faith to agree upon, and use reasonable best efforts to process, any minor or major amendments to the Kenly Farms PAD, which amendments shall be incorporated by this reference into the Kenly Farms PAD.



# VICINITY MAP



EXHIBIT 1

CONTINENTAL  
SHEA

01  
AB  
11  
14

UNDEVELOPED

PULTE  
UDC ???

EXISTING  
5-ACRE HOMESITES

THE ORCHARDS

SECTION 5  
T.S.N. R1W

SCHOOL  
SITE

SCHOOL  
SITE

ASHTON  
RANCH

PHASE  
1

BEAZER

UNDEVELOPED

GREENWAY ROAD

SCHOOL  
SITE

VBS-20

COOK ET AL

EXISTING  
COTTON GN

VIA DEL... ROAD (UNDEVELOPED)

REEMS ROAD

VBS-20

BLAD

VILLAGE BUILDERS

UNDEVELOPED

MOUNTAIN VISTA  
RANCH

BEAZER

VISTA PARK 25

GREENWAY PARC  
ONE

CUSTER LANE

NOT A PART  
OF THE STUDY

GREENWAY PARC  
TWO

NOT A PART  
OF THE STUDY

TASH LLC

POSS.  
COMM.

UNDEVELOPED

SUN OF  
GRAND

GREENWAY ROAD

KENLY

SCHOOL  
SITE

FARMS

SARIVAL ROAD

WADDELL ROAD

UNDEVELOPED

UNDEVELOPED

UNDEVELOPED

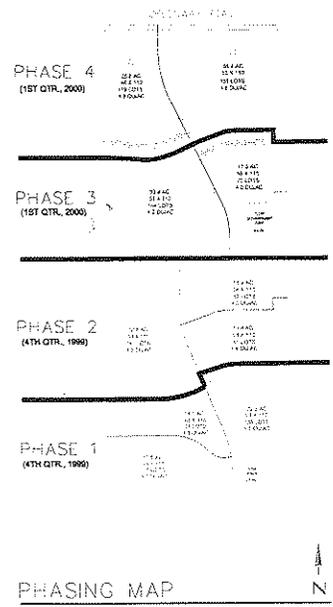
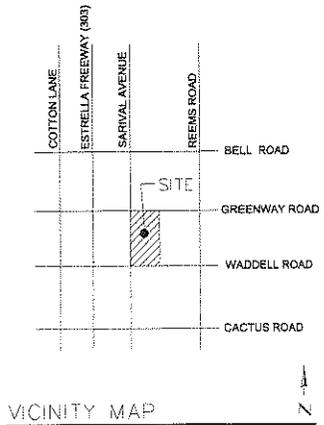
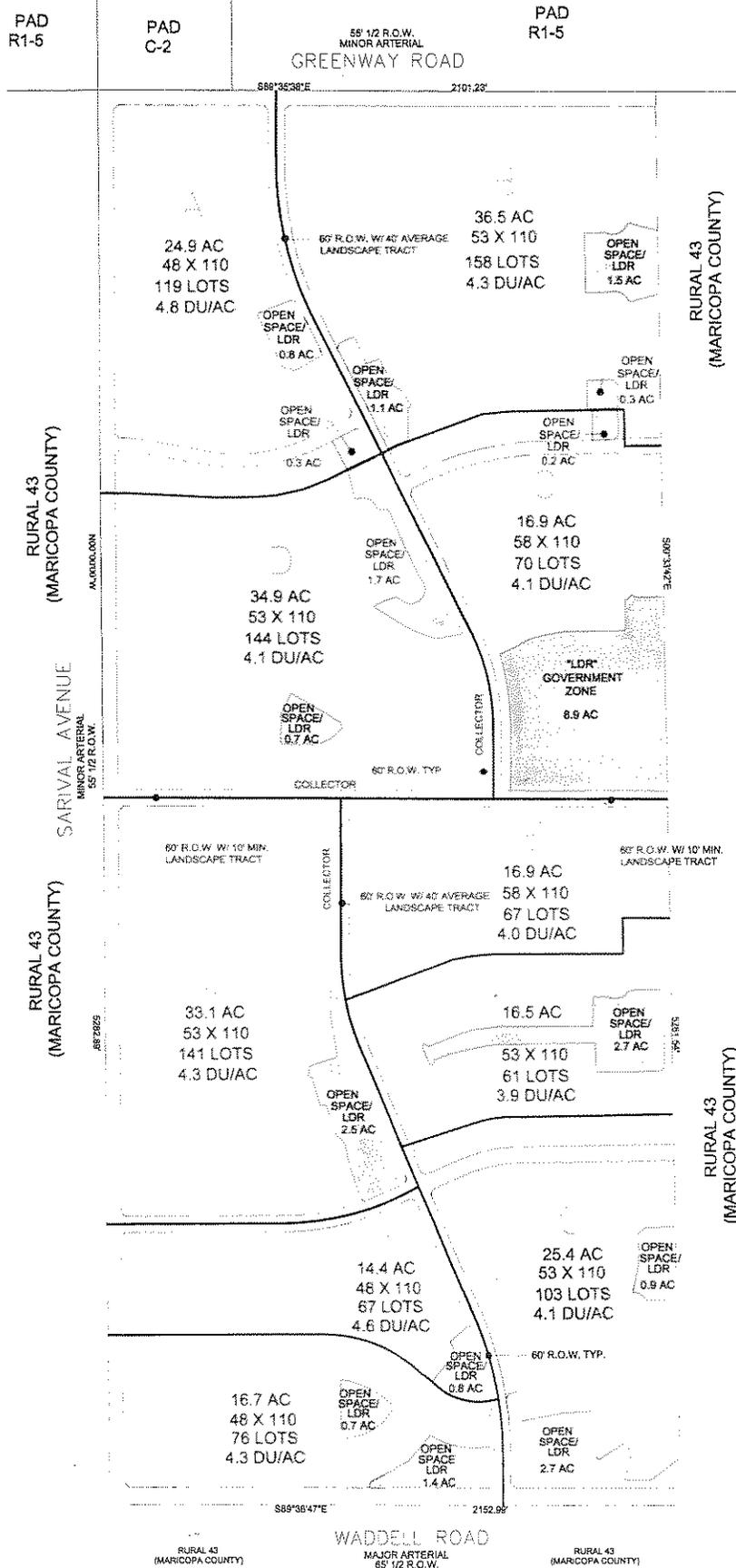
VILLAGES  
AT  
JUPRISE  
CONTINENTAL  
SHEA  
CENTEX

LOOP 303 - ESTRELLA PARKWAY

EXHIBIT 2



WEST SURPRISE STUDY AREA  
MASTER PLAN  
OCTOBER, 1997



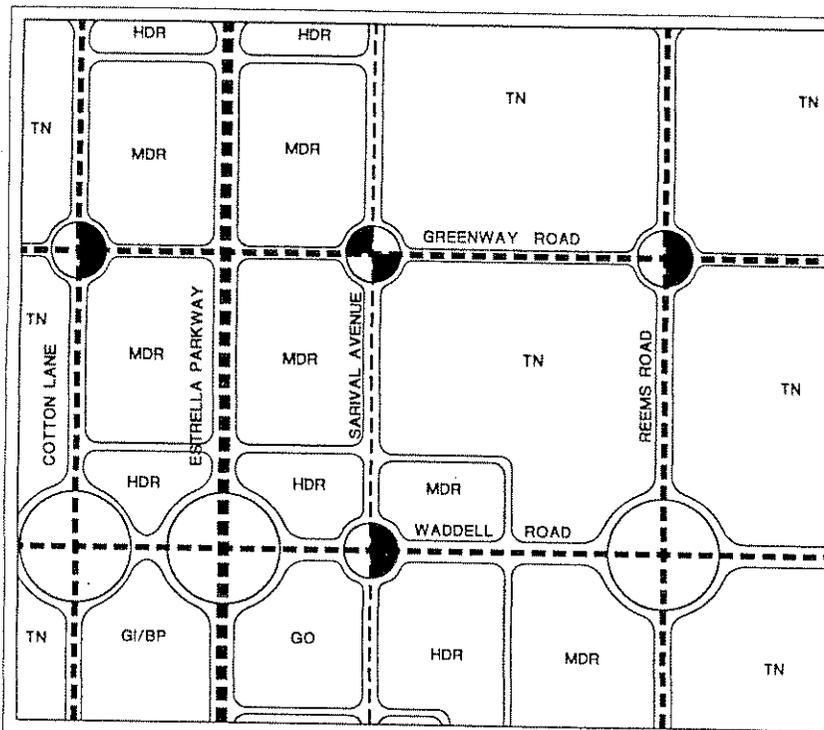
SITE DATA:	
GROSS ACREAGE:	257.9 AC
EXISTING ZONING:	RURAL 43
PROPOSED ZONING:	PAD (LDR)
TOTAL YIELD:	1006 DWELLING UNITS
TOTAL DENSITY:	3.90 DU/AC
OPEN SPACE:	30.1 AC (11.6%)

PRELIMINARY DEVELOPMENT PLAN  
**KENLY FARMS**  
 PREPARED FOR: LEGACY HOMES

Scale: 0 200 400 600 800  
 NORTH  
 1" = 200'

**EXHIBIT 3**

GLUCOSE GRAVES, INC.  
 1500 N. 10TH AVENUE, SUITE 100  
 PHOENIX, ARIZONA 85016  
 TEL: 602.998.1111  
 FAX: 602.998.1112



### Development Guide Plan

LAND USES:

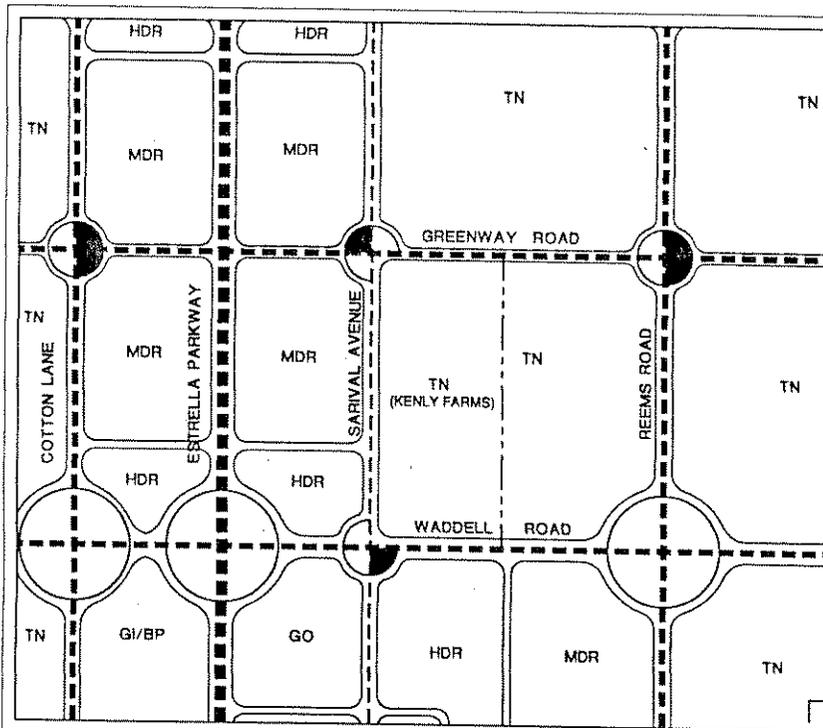
- TN TYPICAL NEIGHBORHOOD (8-7 D.U./ACRE)
- MDR MEDIUM DENSITY RESIDENTIAL (7-6 D.U./ACRE)
- HDR HIGH DENSITY RESIDENTIAL (6-22 D.U./ACRE)
- RC REGIONAL COMMERCIAL
- CC COMMUNITY COMMERCIAL
- CC (CIRCLE) COMMUNITY COMMERCIAL/SERVICE NODE (15-18 ACRES ACROSSCORNER)
- CC (HALF CIRCLE) NEIGHBORHOOD COMMERCIAL/SERVICE NODE (14-17 ACRES ACROSSCORNER)
- CC (QUARTER CIRCLE) CONVENIENCE COMMERCIAL/SERVICE NODE (6-7 ACRES ACROSSCORNER)
- GO GENERAL OFFICE
- GI/BP GARDEN INDUSTRIAL/BUSINESS PARK
- MAJOR ARTERIAL (8 TRAVEL LANES PLUS TURN LANES)
- MINOR ARTERIAL (7 TRAVEL LANES PLUS TURN LANES)

### SURPRISE

#### Comprehensive Development Plan

0 1000 2000 3000 4000

EXISTING COMPREHENSIVE PLAN - STUDY AREA



### Development Guide Plan

LAND USES:

- TN TYPICAL NEIGHBORHOOD (8-7 D.U./ACRE)
- MDR MEDIUM DENSITY RESIDENTIAL (7-6 D.U./ACRE)
- HDR HIGH DENSITY RESIDENTIAL (6-22 D.U./ACRE)
- RC REGIONAL COMMERCIAL
- CC COMMUNITY COMMERCIAL
- CC (CIRCLE) COMMUNITY COMMERCIAL/SERVICE NODE (15-18 ACRES ACROSSCORNER)
- CC (HALF CIRCLE) NEIGHBORHOOD COMMERCIAL/SERVICE NODE (14-17 ACRES ACROSSCORNER)
- CC (QUARTER CIRCLE) CONVENIENCE COMMERCIAL/SERVICE NODE (6-7 ACRES ACROSSCORNER)
- GO GENERAL OFFICE
- GI/BP GARDEN INDUSTRIAL/BUSINESS PARK
- MAJOR ARTERIAL (8 TRAVEL LANES PLUS TURN LANES)
- MINOR ARTERIAL (7 TRAVEL LANES PLUS TURN LANES)

### SURPRISE

#### Comprehensive Development Plan

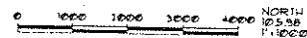
0 1000 2000 3000 4000

PROPOSED COMPREHENSIVE PLAN - STUDY AREA

EXISTING & PROPOSED PLAN COMPARISON

## KENLY FARMS

PREPARED FOR: LEGACY HOMES

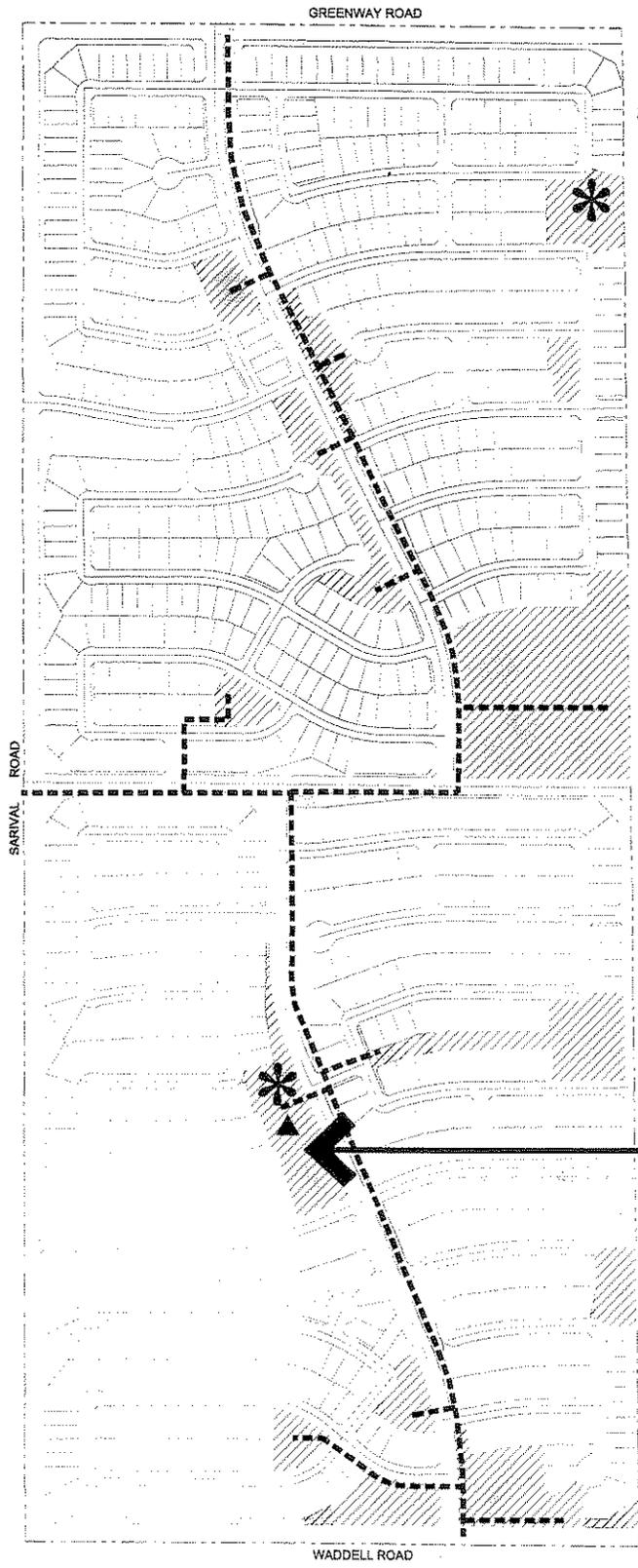


NORTH  
UTM ZONE 18N  
Easting 1162200



GENCO GROUP, INC.  
1000 N. 10TH ST.  
TULSA, OK 74103  
TEL: 918.438.1234  
WWW.GENCOGROUP.COM

EXHIBIT 4



MASTER TRAIL PLAN

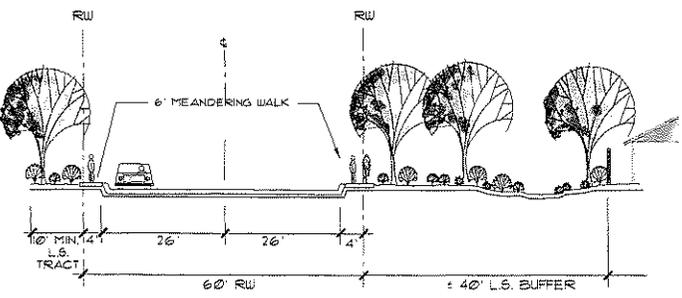
- OPEN SPACE/RETENTION
- TOT LOT
- TRAIL/SIDEWALK SYSTEM
- 1/2 BASKETBALL COURT

NORTH  
1"=200'

CONCEPTUAL OPEN SPACE / COMMON AREA PLAN

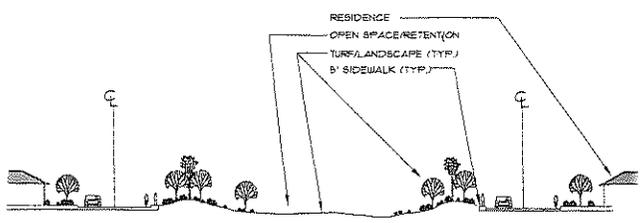
**KENLY FARMS**

PREPARED FOR: LEGACY HOMES



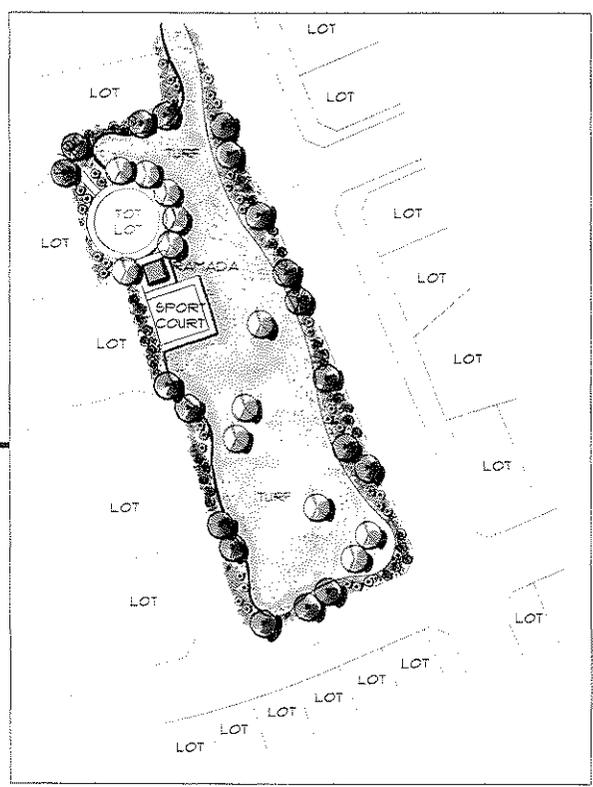
COLLECTOR SECTION W/ 40' WIDE LANDSCAPE BUFFER

NTB



OPEN SPACE SECTION

1"=40'-0"

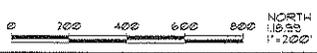


TYPICAL OPEN SPACE ENLARGEMENT

NORTH  
1"=60'-0"

TYPICAL TOT LOT AMENITIES

QTY	DESCRIPTION
1	FREE TEEN PLAY STRUCTURE
1	20'X20' RAMADA W/ CONC SLAB
1	SWING SET (2 OR 4 SWINGS)
4	SPRING ANIMALS
1	BBQ GRILL
2	BENCHES
1	BIKE RACK
1	TRASH RECEPTACLE
2	DRINKING FOUNTAIN TABLES

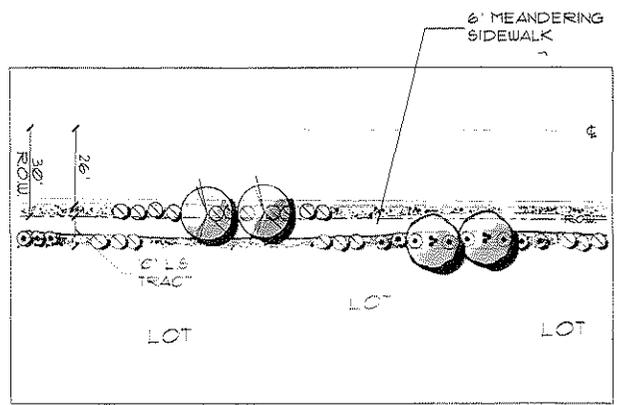
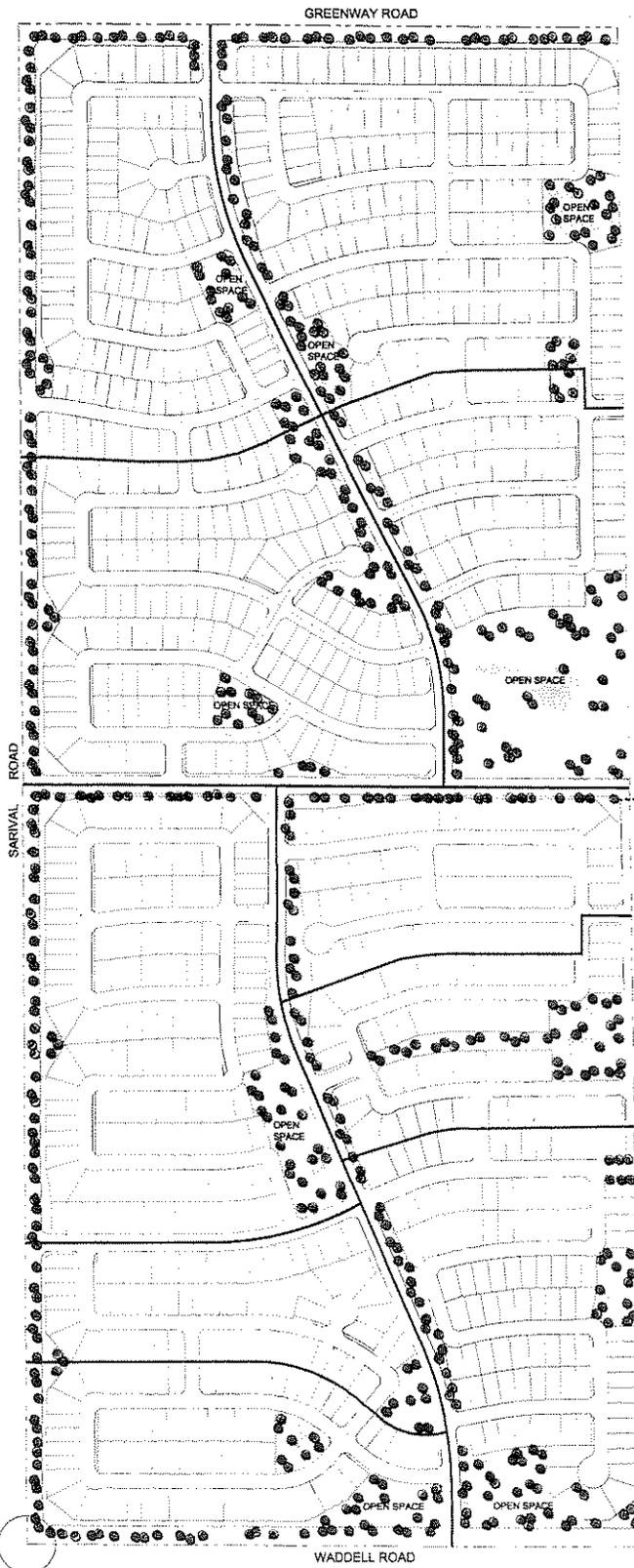


NORTH  
1"=200'



GILMORE GRAVES, INC.  
PARK II  
10000 W. 100th Ave.  
Suite 100  
Denver, CO 80231  
303.425.1000

**EXHIBIT 5**



TYPICAL COLLECTOR ENLARGEMENT

CONCEPTUAL PLANT PALLETTE

BOTANICAL NAME	COMMON NAME
<b>TREES</b>	
ACACIA SPECIES	ACACIA
CHAMAEOROPIS HUMILIS	MEDITERRANEAN FAN PALM
DALBERGIA SISBOO	55500 TREE
FRAXINUS SPECIES	ASH
OLEA EUROPAEA 'SIAN HILL'	OLIVE
PHOENIX DACTYLIFERA	PHOENIX DATE PALM
FINUS SPECIES	FINE
PISTACHIA CHINENSIS	CHINESE PISTACHE
PROSOPIA CHILENSIS	THORNLESS CHILEAN MESQUITE
PTERIS SPECIES	EVERGREEN FEAR
QUERCUS SPECIES	OAK
SCHNUS TERNERIFOLIOLUS	BRAZILIAN PEPPER TREE
ULMUS PARVIFLORA	EVERGREEN ELM
WASHINGTONIA ROBUSTA	MEXICAN FAN PALM
<b>SHRUBS</b>	
BOUGAINVILLEA SPECIES	BOUGAINVILLEA
CASSALPINA PULCHERRIMA	RED BIRD OF PARADISE
CASSIA SPECIES	CASSIA
CONVOLVULUS ONSERINUM	BUSH MORNING GLORY
CALLIANDRA CALIFORNICA	BAJA FAIRY OUSTER
LEUCOPHYLLUM SPECIES	SAGE SPECIES
MULLENBERGIA RIGENS	CEBR GRASS
OLEANDER SPECIES	OLEANDER
PHYTOPHILUM TORREYA	WHEELERS DUARF PITT.
PLUMBAGO AURICULATA	CAPE FLIPBAGG
PHOTINIA FRASERI	FRASER'S PHOTINIA
SALVIA CLEVELANDI	CHAMPANNA SAGE
SALVIA GREGGII SIERRA LINDA	AUTUMN SAGE
TEGOMA STANS	YELLOW BELLS
<b>ACCENTS</b>	
AGAVE SPECIES	AGAVE
BULBINE FRUTESCENS	YELLOW BULBINE
CASITRON-WHEELER	DEBERT SPOON
HEPERALOE PARVIFLORA	RED YUCCA
<b>GROUNDCOVER</b>	
ACACIA REDOLENS	TRAILING ACACIA
BACCHARIS CENTENNIAL	CENTENNIAL HYBRID BROOM
CYNODON DACTYLON	COMMON BERMUDA
DALIA GREGGII	PROSTRATE INDIAN BUSH
HEPEROCALLIS	DAYLILY
HYMENOXYS ACALUIS	ANGELITA DAISY
LANTANA MONTEVIDENSIS	NEE BOLD LANTANA
LANTANA MONTEVIDENSIS	PURPLE TRAILING LANTANA
MALPHERDIA LUTEA	ROCKY POINT ICE PLANT
GENTIANA BERLANDIERI	MEXICAN EVENING PRIMROSE
YNGA PINOR	PERIWINKLE
<b>MATERIAL</b>	
DECOMPOSED GRANITE 'SPANISH GOLD'	7" DEPTH ALL-1/2" MINUS LANDSCAPE AREAS
WEATHERED GRANITE BOULDERS	1/2 - 1 TON
SURFACE SELECT	1 TON AVG.

NOTE: ALL LANDSCAPING IS SUBJECT TO APPROVAL BY CITY OF SURPRISE PRIOR TO INSTALLATION

GENERAL NOTES

1. FINAL LOT SITE CONFIGURATIONS MAY VARY AT THE TIME OF FINAL PLAN APPROVAL
2. LANDSCAPE TO BE PROVIDED WITH AN AUTOMATIC IRRIGATION SYSTEM WITH 100% COVERAGE
3. ALL NON-TURN AREAS WILL RECEIVE A 2" DEPTH OF DECOMPOSED GRANITE
4. ALL EARTHWORK WILL BE DONE TO DRAIN AWAY FROM SIDEWALKS, STRUCTURES AND WILL NOT IMPROVE NATURAL DRAINAGE EASEMENTS.
5. LANDSCAPE AND STRUCTURES WITHIN RIGHT TRIANGLES WILL BE MAINTAINED AT A MAXIMUM HEIGHT OF 7'-0"
6. FINAL PLANT SPECIES, THEIR LOCATION SIZES, AND QUANTITIES MAY VARY AT THE TIME OF FINAL PLAN APPROVAL FROM THE CITY OF SURPRISE.
7. AT MATURITY, ALL SHRUBS WILL BE 5'-0" FROM THE REAR OF A FIRE HYDRANT AND NO MATERIAL OTHER THAN GROUNDCOVER MAY BE PLACED BETWEEN THE STREET OR ROADWAY AND 15'-0" EITHER SIDE OF A FIRE HYDRANT.
8. LOT LOT LOCATIONS MAY CHANGE DUE TO FINAL GRADING CHANGES
9. ADDITIONAL PLANT MATERIALS MAY BE INTRODUCED AS DIFFERENT VARIETIES BECOME AVAILABLE THROUGH LOCAL NURSERIES AND IF THEY ARE CONSISTENT WITH THE OVERALL THEME OF THE PROJECT.
10. LANDSCAPE TRACTS AND OPEN SPACES TO BE MAINTAINED BY HOA.
11. COMMON LANDSCAPE TRACT CONSTRUCTION WILL BE PHASED AND SIMILAR TO THAT REPRESENTED ON THE PLAN.
12. THE DEVELOPER POSSESSES THE RIGHT TO INTEGRATE AN ENTRANCE MEDIAN AT THE TIME OF FINAL DESIGN IF HE SO CHOOSES.
13. THE RETENTION SHOWN ON THE PLAN IS CONCEPTUAL IN NATURE. SEE ENGINEERING PLANS FOR ACTUAL GRADING AND DRAINAGE CONFIGURATIONS.

CONCEPTUAL LANDSCAPE PLAN  
**KENLY FARMS**  
 PREPARED FOR: LEGACY HOMES

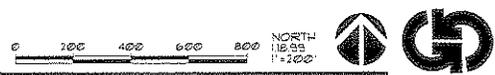
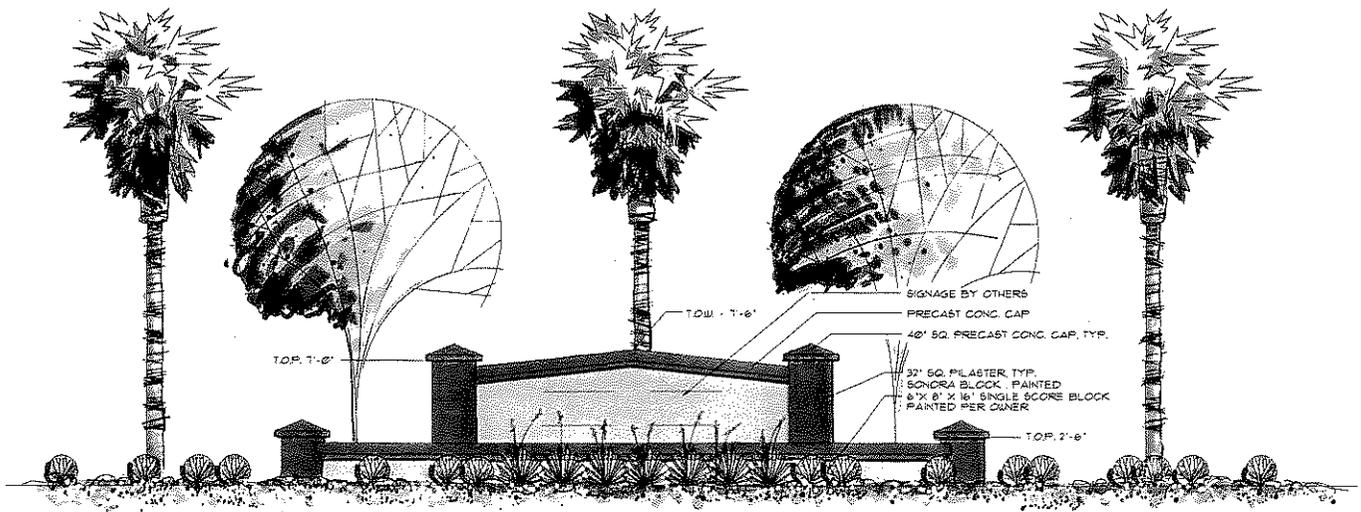
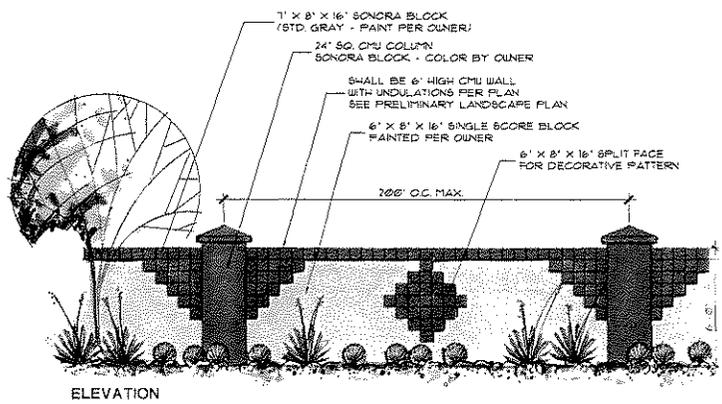


EXHIBIT 6

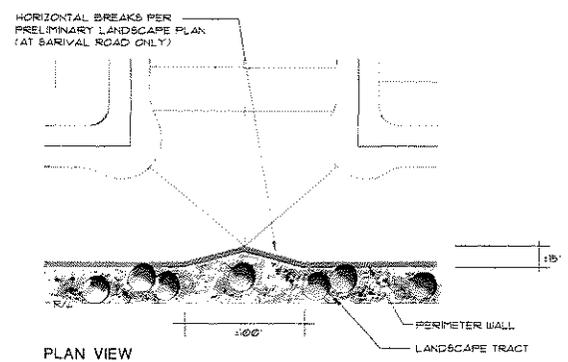


**A** ENTRY MONUMENT ELEVATION

N.T.S.



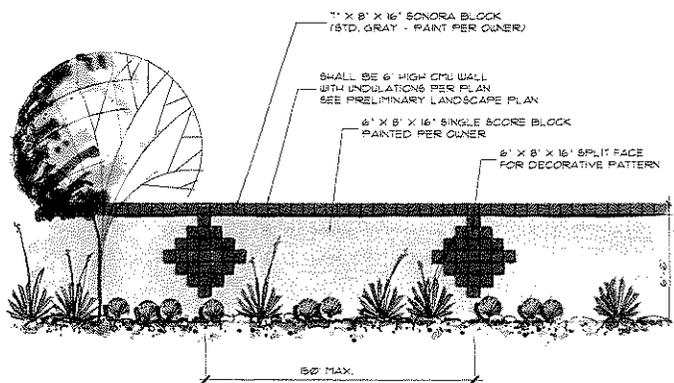
ELEVATION



PLAN VIEW

**B** PERIMETER SCREEN WALL

N.T.S.



**C** INTERIOR SCREEN WALL ELEVATION

N.T.S.

CONCEPTUAL WALL ELEVATIONS  
**KENLY FARMS**

PREPARED FOR:

NORTH  
1:10,000

**GILMORE GRAVES, INC.**  
MEMO. 21 2008 0001 00  
2008 0001 0001 0001  
2008 0001 0001 0001  
2008 0001 0001 0001

**EXHIBIT 7A**



MASTER TRAIL PLAN



- PERIMETER THEME WALL
- INTERIOR SCREEN WALL
- 24" SQUARE PILESTER

CONCEPTUAL MASTER WALL PLAN  
**KENLY FARMS**  
 PREPARED FOR: LEGACY HOMES

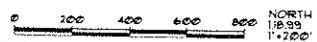


EXHIBIT 7B

GREENWAY ROAD

**PHASE 4**  
(1ST QTR, 2000)

**A**  
25.6 AC  
48 X 110  
119 LOTS  
4.6 DU/AC

**B**  
35.4 AC  
53 X 110  
158 LOTS  
4.5 DU/AC

**PHASE 3**  
(1ST QTR, 2000)

**D**  
33.9 AC  
53 X 110  
144 LOTS  
4.2 DU/AC

**C**  
17.5 AC  
58 X 110  
70 LOTS  
4.0 DU/AC

"LDR"  
GOVERNMENT  
ZONE  
8.4 AC

SARIVAL AVENUE

**PHASE 2**  
(4TH QTR, 1999)

**J**  
32.6 AC  
53 X 110  
141 LOTS  
4.3 DU/AC

**E**  
18.9 AC  
58 X 110  
67 LOTS  
4.0 DU/AC

**F**  
13.8 AC  
53 X 110  
61 LOTS  
4.4 DU/AC

**PHASE 1**  
(4TH QTR, 1999)

**I**  
17.6 AC  
48 X 110  
78 LOTS  
4.3 DU/AC

**H**  
14.1 AC  
48 X 110  
67 LOTS  
4.8 DU/AC

**G**  
22.8 AC  
53 X 110  
103 LOTS  
4.5 DU/AC

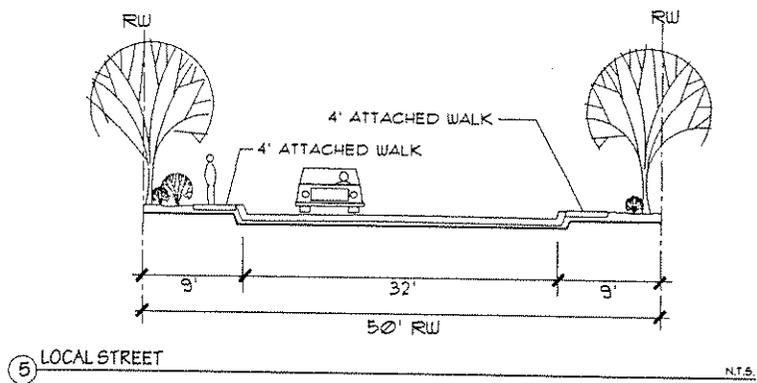
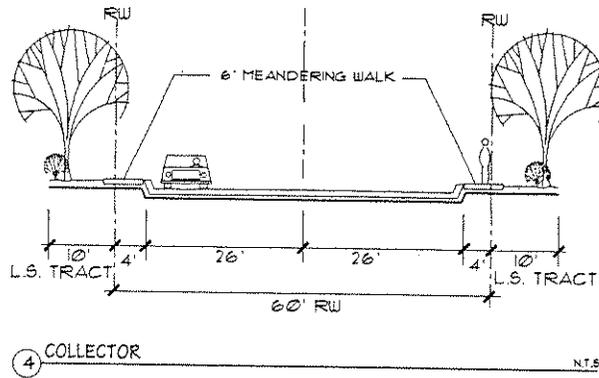
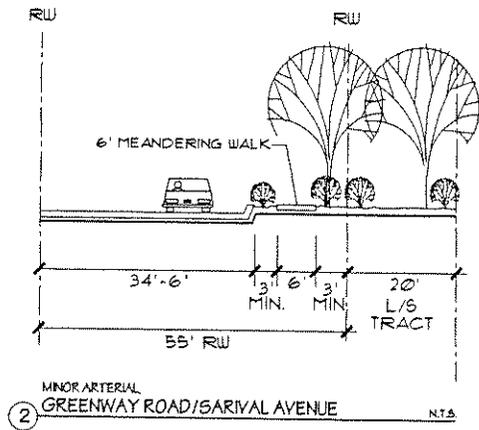
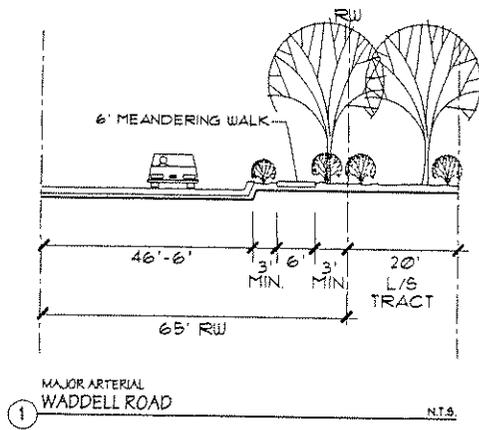
OPEN  
SPACE  
2.7 AC

WADDELL ROAD

**PHASING MAP**



**EXHIBIT 8**



STREET CROSS SECTIONS  
**KENLY FARMS**

PREPARED FOR: LEGACY HOMES



EXHIBIT 9

## PROJECT TEAM

### Property Owner

Western Rose Growers, Inc.  
8643 N. 14th Ave.  
Phoenix, Arizona 85021  
Attn: Steve Kenly

Phone: (602) 933-5837

### Developer

Legacy Land Development, L.L.C.  
5010 East Shea, A-215  
Scottsdale, Arizona 85254  
Attn: Tom Eggert

Phone: (602) 443-4070

### Civil Engineering

Clouse Engineering, Inc.  
1642 E. Orangewood Ave.  
Phoenix, Arizona 85020  
Attn: James "Abe" Abraham

Phone: (602) 395-9300

### Zoning

Burch & Cracchiola, PA  
P.O. Box 16882  
Phoenix, Arizona 85011  
Attn: Marvin Davis

Phone: (602) 274-7611

## Land Planning

Gilmore Graves Inc.  
300 W. Clarendon Ave, Suite 385  
Phoenix, Arizona 85013  
Attn: Jack Gilmore

Phone: (602) 266-5622

## **WATER DISTRIBUTION SYSTEM**

Preliminary waterline sizing is illustrated in Exhibit 11. The water distribution system within Kenly Farms will be serviced by Citizens Utilities. The system will be fed by two sources. Four connections will be made to 12-inch waterlines to be constructed with the GREENWAY PARC Development to the east. A second connection will be made to a 12-inch waterline located at the northwest corner of the site. This line will be constructed with the NORTHWEST RANCH Development. The NORTHWEST RANCH Development is located at the northwest corner of Greenway Road and Sarival Road. A Water Master Plan with detailed water distribution modeling will be prepared and submitted to Citizens Utilities for review.

W/L CONNECTS TO PROPOSED 12" W/L IN NORTHWEST RANCH DEVELOPMENT

W/L CONNECTS TO PROPOSED 12" W/L IN GREENWAY PARC DEVELOPMENT



W/L CONNECTS TO PROPOSED 12" W/L IN GREENWAY PARC DEVELOPMENT

W/L CONNECTS TO PROPOSED 12" W/L IN GREENWAY PARC DEVELOPMENT

W/L CONNECTS TO PROPOSED 12" W/L IN GREENWAY PARC DEVELOPMENT

# KENLY FARMS

## EXHIBIT NO. II - WATER DISTRIBUTION SYSTEM

### **SANITARY SEWER SYSTEM**

Preliminary sewerline sizing indicates that the onsite sewer system will consist of 8 to 12 inch lines (See Exhibit 12). Sizing is based on 3.2 persons per dwelling unit, a wastewater flow of 100 gpcd, and a peaking factor of 4.0. The onsite sewer system will drain to a trunk line in Waddell Road. Wastewater will ultimately drain to the City of Surprise Wastewater Treatment Plant located at Litchfield Road and Peoria Avenue. Several land owners in the area are in the process of forming a sewer line extension agreement. Under the agreement, a detailed study will be done to determine the size and location of trunk sewer lines (including the line in Waddell Road) which will convey wastewater to Treatment Plant.



# KENLY FARMS

EXHIBIT NO. 12 - SANITARY SEWER SYSTEM

# APPENDIX A

## Recommended Landscape Palette

### Botanical Name

### Common Name

#### Trees:

Acacia aneura  
Acacia salicina  
Acacia smallii  
Caesalpinia cacalaco  
Cercidium floridum  
Cercidium microphyllum  
Cercidium praecox  
Chilopsis linearis  
Dalbergia sissoo  
Fraxinus velutina 'Rio Grande'  
Jacaranda mimosifolia  
Lysiloma microphylla var. thornberi  
Olea Europa 'Swan Hill'  
Olneya tesota  
Phoenix dactylifera  
Pinus canariensis  
Pinus eldarica  
Pinus roxburghii  
Pistachia chinensis  
Pithecellobium flexicaule  
Pithecellobium mexicanum  
Prosopis chilensis  
Prosopis glandulosa  
Prosopis juliflora  
Pyrus calleryana 'Bradford'  
Quercus species  
Ulmus parvifolia  
Washingtonia robusta

Mulga  
Willow Acacia  
Sweet Acacia  
Casalote  
Blue Palo Verde  
Foothill Palo Verde  
Palo Brea  
Desert Willow  
Sissoo Tree  
Fan-tex Ash  
Jacaranda  
Desert Fern  
'Swan Hill' Olive  
Ironwood  
Date Palm  
Canary Island Pine  
Eldarica Pine  
Chir Pine  
Chinese Pistache  
Texas Ebony  
Mexican Ebony  
Chilean Mesquite  
Honey Mesquite  
Native Mesquite  
Bradford Pear  
Oak  
Evergreen Elm  
Mexican Fan Palm

#### Shrubs:

Buddleia marrubifolia  
Caesalpinia mexicana  
Caesalpinia pulcherrima  
Calliandra californica  
Calliandra eriophylla  
Cassia species  
Convolvulus cneorum  
Cordia boissieri  
Cordia parvifolia  
Dalea species

Woolly Butterfly Bush  
Mexican Bird of Paradise  
Red Bird of Paradise  
Baja Fairy Duster  
Pink Fairy Duster  
Cassia  
Silverbush Morning Glory  
Texas Olive  
Littleleaf Cordia  
Dalea

**Shrubs (continued):**

Dodonea viscosa	Hop Bush
Encelia farinosa	Brittlebush
Ericamaria laricifolia	Turpentine Bush
Justicia species	Justicia
Leucophyllum candidum	'Silver Cloud Sage
Leucophyllum frutescens	'Green Cloud', TM Sage
Leucophyllum laevigatum	Chihuahuan Sage
Leucophyllum zygophyllum	'Cimarron' TM Sage
Myrtus communis 'Boetica'	Twisted Desert Myrtle
Penstemon species	Penstemon
Ruellia peninsularis	Desert Ruellia
Salvia clevelandii	Chaparral Sage
Salvia greggi	Autumn Sage
Salvia leucantha	Mexican Sage
Simmondsia chinensis	Jojoba
Spaeralcea ambigua	Globemallow
Tecoma v. stans	Arizona Yellow Bells
Xylosma species	Xylosma

**Perennials/Groundcover/Vines:**

Acacia species	Acacia
Baileya multiradiata	Desert Marigold
Baccharis 'Centennial'	Desert Broom hybrid
Antigonon leptopus	Queen's Wreath
Baileya multiradiata	Desert Marigold
Bougainvillea sp. 'Barbara Karst'	Barbara Karst
Bougainvillea	
Convolvulus species	Morning Glory
Dalea capitata	'Sierra Gold', TM
Euphorbia rigida	Gopher Plant
Gazania species	Gazania
Hymenoxys acaulis	Angelita Daisy
Lantana camara	Trailing Lantana
Lantana 'New Gold'	'New Gold' Lantana
Mascagnia lalacaena	Purple Orchid Vine
Melampodium leucanthum	Blackfoot Daisy
Myoporum parvifolium	Myoporum
Penstemon sp.	Penstemon
Verbena species	Verbena
Cynodon dactylon 'midiron'	Hybrid Bermuda

Accents/Cacti and Succulents:

Agave species	Agave
Aloe species	Aloe
Carnegia Gigantea	Saguaro
Dasyilirion species	Desert Spoon
Echinocactus	Barrel Cactus
Fouqueria splendens	Ocotillo
Hesperaloe species	Hesperaloe
Nolina species	Bear Grass
Yucca species	Yucca
Opuntia species	Prickly Pear

# APPENDIX B

## DESIGN GUIDELINES

### Compliance with City of Surprise Code

All buildings, structures, walls and fences constructed within Kenly Farms, and the use and appearance of all land within Kenly Farms, shall comply with all applicable City of Surprise zoning and code requirements, these Guidelines, and the Conditions, Covenants, and Restrictions (CC&R's) when they are recorded with the Final Plat(s). These Design Guidelines for Kenly Farms have been organized under the following sections:

1. Site Development
2. Architecture
3. Walls and Fences
4. Landscape
5. Hardscape
6. Maintenance

## 1. SITE DEVELOPMENT

### 1.1 Grading and Drainage

- Any aesthetic landscape berming on individual lots shall not direct drainage toward structures or onto adjacent lots.
- Berming of individual lots shall meet existing grade at a minimum of 2' before back of sidewalk or back of curb or property line. Grade transitions shall be even and smooth.
- Residential runoff shall be directed to the various open space retention areas, which will serve as the major drainage and retention area for the Community.
- Drainage swales shall be designed to minimize runoff velocities in order to protect sites from erosion.
- Grading shall be finished to minimize erosion both on and off-site. No slopes shall be steeper than 4 to 1.
- All excavation and fill areas shall be sufficiently compacted to prevent settlement or erosion problems.
- Any imported soils needed to create landscape berming shall be free of weeds and debris and shall be of similar makeup as the existing soils.
- Site grading design should complement and reinforce the architectural and landscape design character by screening undesirable elements, by helping to reduce or encourage the perception of height and mass of buildings, by providing reasonable transitions between on-site uses,

and by providing elevation transitions between lots to encourage on-site and off-site views.

- All finished graded slopes shall be stabilized, landscaped with approved plant material, and finished with turf or decomposed granite.
- Retention areas enclosed by solid walls and fences shall be prohibited.

## **1.2 Setbacks**

- Building setbacks help to create view corridors and provide an open project feeling. Setbacks shall be as referenced in the Kenly Farms (PAD) and the Preliminary Development Plan (PDP) document.
- Varied front yard setbacks along straight street frontages are required to break up "row housing", and to strengthen the character of the architectural theme.
- Front yard setbacks shall vary 3' along streets with a straight alignment, with no more than two homes in a row having the same front yard setback.
- Front yard setbacks for side-entry garages may be reduced to 12'..

## **1.3 Building Height**

- Maximum building height for the single-family residences shall not exceed 30'. Building heights for all buildings shall be measured as the vertical distance from the average contact ground level at the front wall of the building to the highest point of the coping of a flat roof, or to the deck line of a mansard roof, or to the mean height level between eaves and ridges for gable and hip or gambrel roofs.

## **1.4 Lot size and Coverage**

See Minimum Residential Building Setbacks for lot sizes and lot coverage standards.

## **1.5 Parking Requirements**

- All single family residential units shall have a minimum of two off-street spaces in addition to their garage spaces. (18' wide driveways with a minimum length of 18' from back of sidewalk)
- Residential parking may be prohibited on the loop road collector street on either or both sides. Refer to Exhibit 6 (Preliminary Landscape Plan) for street sections.
- Parking of boats, campers, trailers, etc. is not permitted within public or private view.

### **1.6 Screening of Refuse Areas**

- Refuse areas shall be enclosed within a wall structure, which has a minimum height of 4'. These enclosures are encouraged to abut the building's perimeter walls and should be constructed of the same materials.
- All enclosures must be provided with a solid gate and is of a size that shall accommodate all refuse generated between collection times.
- Loading areas shall not disrupt normal circulation of the lot or sidewalks. No open storage of materials, supplies or equipment shall be permitted.

### **1.7 Utility Structure Placement**

- All utilities unless otherwise approved by the City Engineer, shall be installed and maintained underground.
- Roof mounted mechanical equipment is prohibited.
- Exterior transformers, utility pads, cable television, and telephone boxes should be grouped where feasible, painted a neutral color or color consistent with principal structure, and screened with plant material subject to the access requirements of the particular utility company.

### **1.8 Overall Project**

- Interaction of residential and open space is created through the use of hardscape and trail systems.
- Visual access from roads and residential developments to facilitate exposure and security is found throughout.
- Lighting shall be oriented to on-site uses to protect adjacent uses from unnecessary glare.
- Landscaping shall be used to break up otherwise uninterrupted building mass, frame views and connect with development on adjacent pads.

## **2. ARCHITECTURE**

Architectural guidelines will help to establish visual compatibility throughout Kenly Farms and assure an overall quality appearance. All structures in a defined neighborhood shall incorporate a schedule of

materials, colors, and Southwest styles that blend with or complement each other.

## **2.1 General Style**

Although architectural themes will vary from neighborhood to neighborhood, these Design Guidelines will insure their compatibility throughout Kenly Farms. While a "Southwest" style may be the predominant theme, variations in front elevations, roof overhangs, accent building materials, punched openings, columns, color schemes, landscaping, etc., can all utilize subtle variations to maintain a consistent theme.

## **2.2 Building Orientation**

- The orientation of homes on lots will include a variety of site planning techniques to add interest to the streetscape. Some of those options may include the following:
- Orient buildings to take advantage of solar access. Minimize east and west exposures to maximize energy efficiency.
- Provide for well-defined entries.
- Vary front yard setbacks 3' along straight streets.
- Include shade trees along property lines adjacent to driveways. (Required)
- Residential units are encouraged to mix left and right elevations.
- Subdivision plats are encouraged to incorporate narrower streets, which encourage reduced speeds. (Subject to City approval).
- Alternate roof lines where feasible to create interest.
- Rear roof ridge lines backing up to arterial streets shall be varied.

## **2.3 Massing**

The careful selection of one and two story product types and their placement based on scale and proximity to adjacent units can help to establish the visual character of the neighborhood. Individual builders shall be required to consider the overall impact to adjacent units and the streetscape.

## **2.4 Building Materials**

The selection of building materials must be applied to all exterior sides of buildings and structures. Each materials will be used to express its characteristics in an appropriate manner with colors and textures

compatible with the natural surroundings and other buildings and structures in the general vicinity.

#### **Building Finishes**

- Permitted exterior finished materials include masonry, stucco, split or textured decorative block, brick, and limited wood siding.

#### **Roofs**

- Generally acceptable roof covering materials shall be light weight concrete, clay tiles or other decorative material.
- Roof parapets must be finished with compatible material and color to the building's skin and shall continue around all sides.
- Roof features, such as overhead screens, shade covers, patio roofs, and other similar structures, are encouraged and should flow out of the building form. These features shall be constructed of materials and color to match or complement the main roof.
- All vent pipe stacks, gutters, flues, and any other equipment protruding above the plane of the roof and visible from neighboring properties are discouraged and, to the extent they are necessary, must be painted and/or screened to match the roof.

#### **Colors**

- The predominant colors in Kenly Farms will be natural earth color tones and/or complementary pastel colors .
- Trim colors shall not dominate the exterior appearance and shall be of compatible color as the major structure's color. Roof colors shall not produce glare, such as being white, light colored aluminum, or have a reflective surface.
- Builders shall provide a variety of six house colors and three tile colors.

#### **Accessory Buildings**

- Accessory buildings are allowed pursuant to the requirements and restrictions of the PAD. Such buildings shall be painted a color to match or complement the main structure.

### **2.5 Single Family Detached (SFD)**

- SFD uses shall be buffered from high traffic areas with expanded landscape tracts and screen walls.
- SFD land uses will be designed in a manner, which takes advantage of north/south exposures, mountain peaks and other views.

- Adequate emergency services access shall be provided to all neighborhoods.
- Varied building setbacks are required to soften the repetition from house to house.
- Landscape design shall be used to enhance building setback variations.

### **3. WALLS and FENCES**

When necessary for security, screening or to mitigate grading, walls can reinforce community identity and image. If not used carefully, however, walls can detract from the quality of open space. Walls should not be used simply to decorate property lines, with the exception of residential units. Acceptable fence materials shall include, but not be limited to, masonry, tubular steel, stone, brick, wrought iron, etc.

#### **3.1 Guidelines:**

- Residential developments requiring walls or fences around the parcel shall have the walls or fences installed by the builder prior to occupancy of any adjacent residences.
- Landscape berming can be used as an alternative and/or as a complement to screen walls.
- The texture, color, and form of walls adjacent to buildings shall harmonize with the building's design.
- Long, continuous lengths of screen wall at the same height are discouraged. Variations of height and forms are encouraged.
- Perimeter walls should be on the meandering right-of-way/property line but do not need to follow the alignment exactly.
- Walls and fences, under normal conditions, shall be a maximum of 6', as measured for an adjacent grade, along rear and side lot lines and shall conform to City zoning ordinances and visibility triangles.
- When walls are located adjacent to a road for decorative or screening purposes, they shall be a maximum of 3' in height, conforming to City zoning ordinances and visibility triangles.
- Chain link fencing is not permitted for perimeter fencing. See the Zoning Ordinance for further restrictions.
- Walls and fences shall be constructed to City of Surprise engineering of design standards.
- Open fencing shall be highly encouraged adjacent to open spaces, such as decorative block and wrought iron, in order to take advantage of views.

- Walls separating single family residential from cluster residential and nonresidential shall be installed as part of the construction of whichever use is developed first.
- The horizontal mass of continuance walls should be softened by landscape planting and vines, variations in height and berming.
- Walls built to screen ancillary structures shall complement the building materials of the principal structure.

#### **4. HARDSCAPE**

Hardscape elements should be used in coordination with the architecture and landscape to provide a link between the street edge and individual developments. Attention to hardscape details can enhance the sense of community by relating developments and reinforcing the overall design theme. In addition, proper hardscape design can improve pedestrian safety, movement, and visual enjoyment of public areas.

Patterned paving materials can be used in limited areas to emphasize entries and places of special interest. Utility lines should not be installed under such special materials if at all possible.

The places appropriate for this emphasis are as follows:

- Community entries
- Trail/road crossings
- Private walks
- Village entries
- Residential driveways
- Major intersections

Acceptable paving materials may include:

- Integrated colored concrete
- Brick
- Native Stone
- Pre-cast interlocking pavers
- Combinations of the above

#### **General Paving Guidelines:**

- Near buildings, paving should be consistent with major intersection treatments.

- Painted paving surfaces other than those for traffic control and marking of parking areas within parking are prohibited.
- Use smooth materials to encourage movement and rough materials to slow movement down.
- Limit the number of paving materials in one place to three.

**Street Furniture:**

- Hardscape elements such as benches, bollards and trash receptacles should highlight the community themes as well as serve functional uses. Materials used in the construction of street furniture should reflect the surrounding architecture, walls, and fences and paving materials. Street furniture should be limited to a common design throughout each individual village and should tie into the overall theme.

**General Guidelines for Street Furniture:**

- Street furniture should be conservative in use of sidewalk space, and maintain a clear width to accommodate pedestrian flow.
- Street furniture should be constructed of longwearing, vandal-resistant materials capable of withstanding climatic conditions.
- To the greatest extent possible, street furniture should be integrated into landscape areas and off street amenity areas.
- Street furniture should consider the safety, comfort and convenience of the user, including the handicapped.
- Furniture should not obstruct stairs ramps, building entrances or exits, or loading areas. Furniture will be placed to minimize policing or security hazards.

## 5. LANDSCAPE

Together with the Preliminary Development Plan, the Landscape Concept is a central element in the design of an overall community identity. The landscape and open space concept will establish a community framework for all common and public areas within Kenly Farms. The objective of the landscape is to screen, accent, soften, and improve the visual character of Kenly Farms. All plant material should be drought resistant and water conserving. Drip irrigation systems are required, except for turf areas. Streetscape is one of the most visible elements in a community. A consistent streetscape is one of the strongest cohesive features that help portray the image of the community to the public. Landscape should be used:

- to soften, but not obstruct, the architecture,
- for visual screening,
- aesthetically as a reminder of the natural environment in which we live; and Plant material listed on the Recommended Landscape Palette, which is included as Appendix, should be used throughout Kenly Farms and reflect the principles of xeriscape. Subdivision development shall develop similar plant lists to maintain cohesiveness throughout Kenly Farms.

The minimum plant sizes are as follow:

<u>Type</u>	<u>General Locations</u>	<u>Entries &amp; Landscape Features</u>
Trees	15 gallon	24" box
Shrubs	5 gallon*	5 gallon*
Groundcovers	1 gallon	1 gallon

\* All required shrubs to be 5 gallon. Additional shrubs beyond the City minimum requirement may be 1 gallon.

- All plant material shall be provided with fully automated drip irrigation systems. Plants should be selected to fit naturally into their space to avoid the need for excessive trimming and allow normal growth.
- Water-conserving devices, such as drip irrigation for all plant materials except turf areas, must be utilized.
- Backflow prevention devices shall be fully screened.
- Exposed earth is not permitted due to erosion and dust concerns except in planting beds.

The following landscape standards shall apply to streetscape and residential site development.

### 5.1 Streetscape

In order to achieve an overall circulation system and provide a strong community structure and neighborhood identity, the landscape design shall be of consistent quality and shall clearly define streetscapes, major entries and intersections.

- **Collector Streets:** The landscape along the loop road collector street and trail system shall be a xeriscape landscape accented with native canopy trees with desert planting below.
- **Local Streets:** The landscaping along neighborhood streets should reflect the landscaping theme of the roadways to provide cohesiveness throughout the project.

- **Major Entries:** A formal (linear) planting of trees and landscaping is intended to create a visual sense of arrival. Examples are illustrated in Exhibit 9 – Street Cross Sections.

## 5.2 Residential Site Development

- Landscaping shall comply with the Kenly Farms Guidelines.
- Individual developments' landscape designs shall be integrated with the streetscapes.
- At least two, 15 gallon trees and four 5 gallon shrubs are required in the front yard of each single-family residential unit. Shrubs will be required in all front yards and will be utilized to soften and screen. Groundcover may be turf, decomposed granite, or other natural rock material. All bare earth must be covered by an approved organic material to provide a neat, dust-free appearance.
- All completed, sold and unsold spec dwelling units must have the front yards landscaped and street trees planted within the 90 days of occupancy. Prior to landscaping all yards must be maintained in a neat, weed-free, dust-free condition.
- All landscaping must reflect the character of the development.
- Rocks and boulders, patios, sidewalks, railroad ties, telephone poles, etc. may be used to supplement and create imaginative landscaping design.
- Artificially colored rock yards are not acceptable at any location.

## 5.3 Open Space/Retention Areas

- Landscaping shall comply with City of Surprise Codes and Ordinances. Design shall reflect the character of the Kenly Farms theme.

## 6. Lighting

Light is used for both aesthetics and safety reasons. The fixtures themselves should be consistent with the overall image of Kenly Farms. They should be attractive to look at during the day, as well as be functional at night. For streets, parking lots, and walkways, lighting is primarily for security. An effective economical combination of ground and streetlight level fixtures may be used. Landscape and architectural lighting is primarily for aesthetics. All lighting shall be compatible with the design character of the project. No bright, colored or flashing lights will be permitted. All light fixtures are subject to approval by the City prior to installation.

## 7. Signage

All signs within Kenly Farms should be designed to provide a consistent reinforcement of Kenly Farms character. Signs must communicate not only specific information but should, in themselves, add to the attractiveness of the area. Signs should advertise a place of business or provide directions and information. Signs shall be architectural attractive and contribute to the retention of character of the area. Signs should not compete with each other or dominate the setting via inconsistent height, size, shape, number, color, lighting or movement. All signage must comply with the PAD signage provisions and the City of Surprise Code. All signage must comply with the approved Master Sign Program as approved through a Conditional Use Permit

### 7.1 Guidelines - Conceptual

- Signs shall not be located within the right-of-way.
- All signs shall be kept in good repair.
- All wires, haulouts, transformers, and raceways must be concealed. Signs shall not be supported by guy wires or braces.
- Colors shall relate to other signs in the area to avoid clashing contrasts.
- Illumination shall be concealed. No flashing or blinking lights are permitted. No animated or sound emitting signs are permitted.
- No florescent or iridescent colors are permitted.
- No vehicular signs are permitted for advertising, such as on trucks, vans, automobiles, or trailers.
- No portable signs are permitted.
- Billboards and inflatable signs are not allowed.
- Where possible, integrate signage into either a perimeter wall or the landscape, such as berms. Signs shall not restrict visibility at intersections, parking areas, or driveways. Roof signs are not allowed. Painted window signs are prohibited.

### 7.2 Entry Monument Signs - Conceptual

- Master community signs shall be designed and installed by the developer. These signs establish the theme for the entire development and all other signs should reflect the master sign standard. Each development sign, as a small portion of the whole project, will contribute significantly to the overall image. (See Exhibit 7-Master Wall Plan )
- Subdivision signs shall be constructed of permanent materials.

### **7.3 Directional Signage - Conceptual**

- There shall be no more than two directional signs per driveway entrance to a lot, parcel or multiple use lot or parcel. Only one of these signs may include business identification. There shall be no limit on the number of directional signs interior to a site which do not include business identification.
- No directional sign shall be greater than 6 sq.ft. in area and have a height greater than 3' above grade. No more than 25% of the area of a directional sign may be devoted to business identification sign area. All signage subject to approval by the City of Surprise.

### **7.4 Open House Directional Signs**

- Open house directional signs may be provided per an approved sign program and regulated by a City Ordinance.

## **8. Maintenance**

Maintenance of all infrastructure is a necessary key to the continued quality appearance of Kenly Farms. Maintenance applies to buildings and other structures, paving and hardscape, landscape, and all other site amenities.

### **8.1 Guidelines**

- All improvements shall be kept in good and sufficient repair.
- Plants shall be maintained in a healthy and growing condition. Fertilization, cultivation, and natural looking pruning shall occur on a regular basis and shearing of plant material shall be minimized.
- All trash and weeds shall be removed on a regular basis.
- Dead plants shall be removed and replaced with a like species within ten working days, weather permitting.
- The irrigation system shall be maintained regularly to avoid water loss.
- Lawns shall be kept mowed.
- Damages to any improvements shall be repaired as promptly as the extent of the damage shall allow.

## **9. Machinery and Equipment**

No machinery, fixtures, or equipment of any type, including, but not limited to, heating, evaporative cooling, air conditioning, and clotheslines, may be

placed on any lot or parcel without screening or concealment from view of neighboring or public property. The screening or concealment shall be integrated architecturally with the design of the building or structure, shall not have the appearance of a separate piece or pieces of machinery, fixtures, or equipment, and shall be constructed and positioned in such a manner so it is level and plumb with horizontal and vertical building components and shall be structurally stable in accordance with sound engineering principles. Ground mounted air conditioning units shall be concealed by a solid enclosure on all sides visible to neighboring property. All pool equipment shall be screened from off-site public view.

## **10. Solar Panels and Equipment**

Solar energy devices may not be visible from public view. Roof mounted solar panels and equipment must match the roof material. Panels must be an integrated part of the roof design and mounted directly to the roof plane. Solar units must not break the roof ridge line. Roof mounted hot water storage systems must not be visible from neighborhood properties. Tacker type systems will be allowed only when not visible from neighboring property

## **11. Exterior Accessories**

### **11.1 Antennas**

- Exterior television, radio, or other antenna or dishes of any kind shall not be visible from the street.

### **11.2 Amplifier**

- No radio, stereo, television, broadcast, or loudspeaker unit, and no amplifier of any kind, may be placed upon or outside, or be directed to the outside, of any building in residential areas in a manner which would be disruptive to any such area.

### **11.3 Basketball Backboards**

- When a basketball backboard is installed structurally on a building or structure, the backboard must be painted to match the color of the trim or roof.

#### **11.4 Flagpoles**

- Flagpoles shall be limited to a height of 20' in residential areas.
- Flagpoles at the project entry shall be permitted to a maximum height of 30' subject to Administrative Review and Approval of the Architectural Review Committee of the homeowners association when shown in context with mature adjacent complementary landscape materials.

#### **11.5 Utility and Service Lines**

- No gas, electric, Power, telephone, water, cable television, or other utility or service lines of any nature or kind may be placed, allowed, or maintained upon or above the ground on any lot or parcel, except to the extent, if any, underground placement may be prohibited by law or would prevent the subject line from being functional; provided, however, above ground service pedestals, splice boxes, switch cabinets, and transformers will be permitted where required for public utilities or the landscaping of common areas.

#### **11.6 Additions or Alterations**

- Any addition or alteration to any building, structure, lot, or parcel must, unless the additions and alterations are not visible from neighboring properties or public properties, not violate or conflict with these Guidelines.

### **12. Garbage**

- No garbage or trash may be placed on any lot or parcel except in covered containers meeting the specifications of the City of Surprise.
- Rubbish, debris, and garbage shall not be allowed to accumulate. Each owner shall be responsible for removal of rubbish, debris, and garbage not only from his lot or parcel but also from all public right-of-way either fronting or siding his lot or parcel, excluding (a) public roadway improvements, and (b) those areas on a Tract Declaration or subdivision plot to be maintained by the City of Surprise.

### **13. Window Treatment.**

- No aluminum material or other reflective material may be installed in windows.

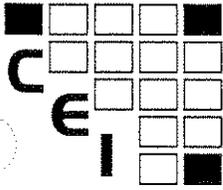
- Exterior window coverings or treatments used to shelf or decorate openings must be compatible, with respect to materials and color, with the design guidelines applicable to the structure on which the coverings or treatments are being place.

## USE OF DESIGN GUIDELINES

These guidelines shall serve as a general guide regarding development within the Kenly Farms. They are not CC&R's and they are not intended to be nor shall they be construed to be rigid or inflexible. Instead, they are a flexible guide to be considered by the developer, builders, residents, and by the City to achieve and maintain Kenly Farms as a compatible, cohesive, and high quality development. The Design Guidelines are issues and concepts that the developer, homebuilders, and others should consider in preparing their home improvement plans for Kenly Farms.

All house products will be reviewed by the Kenly Farms Architectural Review Committee and the City of Surprise against the Design Guidelines contained herein. The proposed Design Guidelines exceed normal City design expectations for residential development. The Kenly Farms Homeowner's Association will use the Conditions Covenants and Restrictions (CC&R's) that will be recorded with the plat in analyzing those modifications proposed by individual residents which are home improvements. Greater demonstration of the high levels of quality sought for the development of the project is provided throughout the Design Guidelines.

# APPENDIX C



# Clouse Engineering, Inc.

ENGINEERS ■ SURVEYORS

1642 E. Orangetwood Ave. ■ Phoenix, Arizona 85020 ■ TEL 395-9300 ■ FAX 395-9310

January 14, 1999

Job No. 981005

## Legal Description for Kenly Farms

The West one-half of Section 7, Township 3 North, Range 1 West of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, more particularly described as follows:

Beginning at the Southwest corner of said Section 7; thence North (bearing of reference) along the West line of said Section 7, a distance of 2641.45 feet to the West quarter corner of said Section 7; thence continuing North along said West line of Section 7, a distance of 2641.45 feet to the Northwest corner of said Section 7; thence South 89 degrees 35 minutes 38 seconds East along the North line of said Section 7, a distance of 2101.23 feet to the North quarter corner of said Section 7; thence South 00 degrees 33 minutes 42 seconds East along the North-South mid-section line of said Section 7, a distance of 2640.77 feet to the center quarter corner of said Section 7; thence continuing South 00 degrees 33 minutes 42 seconds East, along said North-South mid-section line, a distance of 2640.77 feet to the South quarter corner of said Section 7; thence North 89 degrees 38 minutes 47 seconds West along the South line of said Section 7, a distance of 2152.99 feet to the point of beginning.

Note: The above described parcel contains 11,234,986 square feet or 257.9198 acres.



*Robert D. Moreno*

APPENDIX C



# APPENDIX D

## Design Standards for Single-Family Residential Districts (Planned Area Development, R1-8, and R1-5)

### Purpose

The purpose of the Design Standards is to begin achieving greater diversity within new residential developments relative to lot sizes, subdivision layout, and single-family architecture. The standards set objectives for the developer/home builder to meet and are not intended to restrict or impede creativity and imagination.

### Lot Sizes

- Minimum lot width **within Planned Area Developments** shall be forty-five (45) feet. No more than twenty-five (25%) percent of the total lot yield shall have lot widths between forty-five (45) feet and forty-nine (49) feet. Minimum lot width for the remainder of the lots shall be fifty (50) feet or greater. ~~(applicable to Planned Area Developments only).~~
- Provide a minimum of three different lot widths (at least five foot differential) within the same development.
- Minimum interior side yard setbacks **within Planned Area Developments** shall be five (5) feet and eight (8) feet -- thirteen (13) feet aggregate. ~~(applicable to Planned Area Developments only).~~
- Corner side yard setbacks **within Planned Area Developments that are** adjacent to local streets shall be a minimum of thirteen (13) feet from the property line; twenty (20) feet adjacent to collector and arterial streets. ~~(applicable to Planned Area Developments only).~~
- Minimum rear yard setbacks shall be twenty (20) feet.
- Rear yard setbacks on all arterial streets shall be a minimum of thirty (30) feet, unless a minimum ten (10) foot landscape tract, measured from the right-of-way line to the perimeter theme wall, is provided.
- The space in any required yard shall be open and unobstructed, except for the ordinary projections of chimney flues, outside stairways and balconies, open lattice and other architectural features, provided such features shall not project further than three (3) feet into any required yard, and provided further that in no case shall such projections be nearer than five (5) feet to the property line. Window sills, belt cornices, eaves and other architectural features which occur at least eight (8) feet above grade may encroach three (3) feet into side yards and in no case nearer than three (3) feet from the property line. **Shrubs and groundcovers may be planted within any side yard.**

- Fire places, entertainment centers, and bay windows (including their cornices and eaves) may project into any required yard not more than three (3) feet, provided the sum of such projections on any wall does not exceed one-third (1/3) the length of the wall and provided further that in no case shall such projections be nearer than five (5) feet to the property line.
- Mechanical equipment, such as air conditioners, may be constructed within the rear or side yards provided that in no case shall said mechanical equipment be nearer than five (5) feet to the property line within a required side yard.
- Home builders shall stagger front yard setbacks by three (3) feet with no more than two homes in a row with the same front yard setback. Minimum front yard setbacks, as measured from the property line, shall be eighteen (18) feet for Planned Area Developments and twenty (20) feet for R1-8 and R1-5 districts. Rear yard setbacks shall not be affected by the front yard setback stagger.
- Flag lots shall be prohibited.
- Provide a forty (40%) percent maximum lot coverage.

Subdivision Layout

- Developers shall provide arterial, collector, and local street improvements to Engineering Department standards. Right-of-way dedications shall be as follows:

Major arterial.....	130'
Minor arterial.....	110'
Major collector.....	80'
Minor collector.....	60'
Local.....	50'

- Developers/home builders shall provide a curvilinear street system with safe traffic sight visibilities, particularly at intersections.
- Developers shall provide a number of cul-de-sacs with a diversity feature such as a landscaped island, or pedestrian access to common open space.
- Home builders shall provide unique entry features to the development featuring such elements as monument signing, special landscaping, specialty pavement, enhanced fence wall details, boulevard median, etc. (Note: all such elements must be maintained by a homeowners' association and must not impede safe traffic visibilities).
- Developers shall provide landscaped open spaces, visible from arterial street view as well as from residential street view.

- Developers shall design and improve retention areas to be useable and accessible, i.e., not inundated by 10-year storm volumes for certain recreational purposes, such as basketball, volleyball, or tot lots, etc., as well as for specific site and architectural amenities such as ramadas, benches, par courses, etc.
- Developers/home builders shall provide recreational open space as follows: ~~Two two~~ (2) acres of useable open space (minimum) per every one hundred (100) homes. For residential developments which have less than 100 homes, a minimum of seven (7) percent of the total gross acreage shall be set aside for useable open space.
- A minimum of one tot-lot play area is required per every project. The home builder shall provide more extensive playground equipment/active adult recreational amenities with larger scale projects with more than 100 homes. Said playground equipment/active adult recreational amenities shall be subject to Planning and Zoning Commission approval.

~~Eighty percent (80%) of the recreational open space shall be turf.~~

~~Twenty percent (20%) of the recreational open space shall be trees, shrubs, and other landscaping materials.~~

- Home builders shall provide a front yard landscaping package and a drip irrigation system for each home. Landscaping shall consist of a minimum of two 15 gallon trees and four 5 gallon shrubs.
- **Developers/home builders shall be expected to provide reasonable plant *AND Tree* salvage/protection of ~~on-site~~ indigenous plant material.**  
*EXISTING ON-SITE*
- Inorganic ground cover, specifically decomposed granite, shall be 3/4 inch minus "Madison or Spanish Gold", with a two inch minimum thickness, for all arterial and collector street right-of-way landscaping areas.
- Home builders shall create and record a set of covenants, conditions, and restrictions, establishing a homeowners' association which shall be responsible for the maintenance of all landscaping in all common areas and rights-of-way.
- ~~All~~ If perimeter theme walls are masonry, they shall be constructed with 6" or 8" x 8" x 16" CMU masonry block ~~construction~~ with scored and split face decorative block finishes.
- Provide staggers or other breaks to relieve the linear character of perimeter masonry block fence walls adjoining arterial streets.

- Developers shall install underground all existing electric distribution overhead transmission lines carrying 12kVA or less.
- Developers shall provide for the installation of street lights with underground electric service distribution through the formation of a Street Light Improvement District (S.L.I.D.).

### Single-Family Architecture

- Roof material for **residential** developments, **excluding flat roofs**, shall be either all tile (e.g. barrel tile or flat concrete tile) or all **composition asphalt** shingles. A combination of the two within the same development shall be prohibited. Wood shake shingles are prohibited.
- Each house shall include at least a two-car garage; carports are prohibited.
- Home builders shall provide not less than six (6) house colors and three (3) **roof** tile colors.
- Home builders shall upgrade rear or side elevations along arterial or collector streets and open space areas.
- A minimum of three (3) **front** elevations for each house plan is required. The same house plan with the same or similar elevation shall not be placed on adjacent lots or directly across the street from one another.
- Home builders shall provide elevations which have altering ridge lines and roof lines.
- Home builders shall de-emphasize garage fronts as the most prominent architectural feature of the dwelling front by incorporating, e.g., side access garages, "in-line" garages, L-shape floor plans, etc., into their product mix.
- Home builders shall emphasize distinctive architectural details in the front elevations, e.g., covered front entries, covered front porches, door and window details, roof overhangs, parapet walls with cap features, etc.
- All air conditioning units/mechanical equipment shall be ground mounted and shall not be nearer than five (5) feet to the property line within a required side yard. Roof mounted air conditioning units may be permitted provided they are architecturally screened with a parapet and are perceived as an integral part of the building. Roof mounted mechanical equipment shall require approval from the City Manager or his designee.

REPORT TO THE PLANNING AND ZONING COMMISSION  
AND THE CITY COUNCIL

PREPARED BY THE PLANNING AND ZONING DEPARTMENT

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**CASE NO.:** ZTA97-127 (Zoning Text Amendment -- Design Guidelines)

Planning and Zoning Commission Hearing Date: November 18, 1997 *Continued  
to December 16, 1997*

City Council Hearing Date: January 8, 1998

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**REQUEST:** Staff is requesting amendments to the Surprise Municipal Code Title 17 Zoning Ordinance to include Design Standards for Single-family Residential Districts (Planned Area Developments and Single-family Residential (R1-8 and R1-5)).

**BACKGROUND:**

Staff has researched other Phoenix Metropolitan area cities' efforts towards enhancing community image through design ordinances, standards, and guidelines. The attached Design Guidelines for Single-family Residential districts will assist in establishing a unique character for the City of Surprise; benefiting property values and the community as a whole.

The Design Standards are comprised of three sections; lot sizes, subdivision layout, and single-family architecture. Many of the standards being proposed are ones that have been incorporated into recently approved Planned Area Developments, partly at the request of staff but primarily by the willingness of the developers.

In staff's opinion, the City has been fortunate to have been able to uphold regulations/standards that have not been officially adopted. For that reason, it is important to amend the Zoning Ordinance to include a set of base-line or minimum standards for developers to follow.

**RECOMMENDATION:** (ZTA97-127 Zoning Text Amendment -- Design Guidelines)

Staff **recommends** that the proposed Design Guidelines for Single-family Residential districts (Planned Area Development, R1-8 and R1-5) **be approved** as written.

2. Maximum building height: thirty feet.

G. Encroachment into Required Front and Side Yard Setbacks. See Section 17.28.010(G).

H. Additional Building and Performance Standards. Development of any parcel of land within this district shall be subject to all applicable requirements of Chapter 17.32 of this title.

I. Relationship to Overlay Zones. Any property located in the R1-8 zone as well as the F-1, F-2, or AR overlay zones must comply with the regulations of the overlay zones. (Ord. 97-16 §8, 1997; Ord. 86-6 §7-703, 1986)

17.28.040 Single-family residential zone (R1-5). A. Purpose. The purpose of the R1-5 single-family residential zone is to provide for the development of single-family detached dwellings and directly related complementary uses at a moderate density. The zone is intended to be strictly residential in character with a minimum of disturbances due to traffic or overcrowding.

B. Principally Permitted Uses. See Section 17.24.020(A).

C. Conditionally Permitted Uses. See Section 17.24.020(B).

D. Permitted Accessory Uses. See Section 17.24.020(C).

E. Lot Area and Lot Dimensions.

1. Required lot area:

<u>Use</u>	<u>Minimum Lot Area</u>
Single-family dwelling units	5,500 square feet*
Other permitted uses	Minimum area to be determined by building area, parking requirements and required setbacks.

2. Required lot dimensions:

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\* This may be calculated as an average lot size for lots within a given subdivision, provided no lot is less than five thousand two hundred square feet in size and not more than ten percent of the lots are less than five thousand five hundred square feet in size.

<u>Use</u>	<u>Minimum Lot Width</u>	<u>Minimum Lot Depth</u>
Single-family dwelling units	50 feet	100 feet
Other permitted uses	Lot dimensions to be determined by building area, parking requirements and required setbacks.	

3. Density: There shall not be more than one single-family dwelling unit on any one lot.

F. Setbacks, Yards and Heights.

1. Minimum setbacks from property line:

<u>Use</u>	<u>Front</u>	<u>Interior Side</u>	<u>Corner Side</u>	<u>Rear Yard</u>
Single-family dwelling	20'	10'*	20'	20'
Schools, civic, cultural and religious institutions (including their accessory use structures)	50'	50'	50'	50'
Structures accessory to single-family residences	20'	3'	20'	3'
Structures for all other principal, conditional or accessory uses	20'	10'	20'	20'

Zero lot line development may be permitted which may result in the creation of a two-family residential structure.

---

\* At least one side yard shall be ten feet; the setback for the remaining side may be less than ten providing principal building separations are at least ten feet and that in the case of detached units, the other side yard is at least three feet.

2. Maximum building height: thirty feet.

G. Encroachment into Required Front and Side Yard Setbacks. See Section 17.28.010(G).

H. Additional Building and Performance Standards. Development of any parcel of land within this district shall be subject to all applicable requirements of Chapter 17.32 of this title.

I. Relationship to Overlay Zones. Any property located in the R1-5 zone as well as the F-1, F-2, or AR overlay zones must comply with the regulations of the overlay zones. (Ord. 97-16 §9, 1997; Ord. 86-6 §7-704, 1986)

17.28.050 Multifamily residential zone (R-2). A. Purpose. The purpose of the R-2 multifamily residential zone is to provide for medium density housing in multiple-family structures and directly related complementary uses. The R-2 zone is designed to allow economical use of land while creating an attractive, functional and safe residential environment.

B. Principally Permitted Uses. See Section 17.24.020(A).

C. Conditionally Permitted Uses. See Section 17.24.020(B).

D. Permitted Accessory Uses. See Section 17.24.020(C).

E. Lot Area and Lot Dimensions. In determining minimum lot area and minimum lot dimensions, the following table should be used:

<u>Use</u>	<u>Minimum Area per Unit</u>	<u>Minimum Lot Dimensions*</u>	<u>Outdoor Living Area**</u>
Two-family dwelling	3,000 sq. ft.	Width: 70' Depth: 90'	600 sq. ft./ dwelling unit

\* These dimensions apply to the initial lot size per structure. Initial lots may be divided to accommodate individual ownership of the structures' dwelling units.

\*\* Outdoor living area in the minimum amount specified above must be provided on any lot occupied by the multiple residence or townhouse building. This space must be easily accessible for daily recreational use by the occupants of the building. Driveways, parking areas, ornamental landscaped areas (having a width of less than twenty feet), and required side or front yards shall not be considered as an outdoor living area, except in the case of interior townhouse units where said unit is less than twenty feet in width, in which case the minimum width of the outdoor living area shall be the width of the lot.

# APPENDIX E

# **TRAFFIC IMPACT ANALYSIS REPORT**

for:

**Kenly Farms Housing Development**  
**E/O Sarival Avenue, B/W Greenway Road and Waddell Road**  
**City of Surprise, Arizona**

**Prepared for:**  
**Kenly Farms, Inc.**  
**8643 N 14<sup>th</sup> Avenue**  
**Phoenix, AZ 85021**



**Prepared by:**  
**CK Engineering, Inc.**  
**Traffic . Transportation Engineering . Parking Studies**  
**4050 East Greenway Road, Suite #4**  
**Phoenix, Arizona 85032-4700**  
**(602) 482-5884 . Fax: (602) 482-2885**

**December 18, 1997**

# Traffic Engineering Analysis Report

*For*

**1,100 Single Family Housing Development**  
E/O Sarival Avenue, B/W Greenway Road and Waddell Road

Prepared for:  
**Kenly Farms, Inc.**  
8643 North 14<sup>th</sup> Avenue  
Phoenix, AZ 85021



A handwritten signature in black ink, appearing to read "Ogbonna I. Abarikwu", written over the bottom right portion of the professional seal.

**Prepared by:**  
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**December 18, 1997**

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## **1.0 INTRODUCTION**

This report documents the findings of a traffic impact analysis conducted by CK Engineering, Inc. on behalf of Kenly Farms for a proposed 1,100 Single Family Housing Development east of Sarival Avenue, between Greenway Road and Waddell Road in the City of Surprise, Arizona. The scope, approach, and methodology utilized in the study is consistent with those outlined in the *Traffic Impact Analysis for Proposed Development* adopted in 1991 by the Arizona Department of Transportation (ADOT) for preparing development traffic impact reports.

### **1.1 PURPOSE AND OBJECTIVE OF THE STUDY**

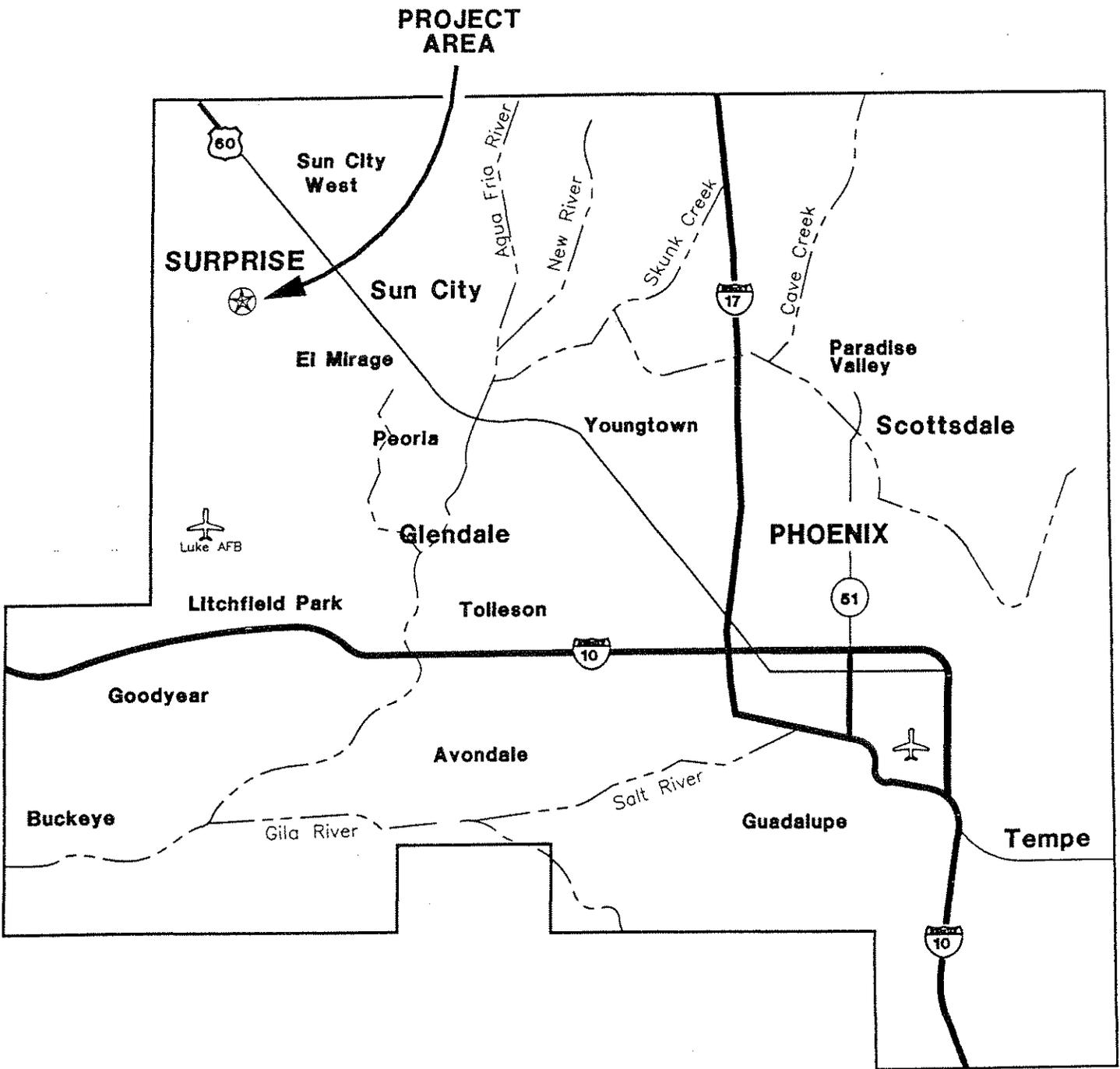
The primary focus of this study is to project trip generation attributable to the proposed land use and determine any impact it may have on adjacent roadways and intersections.

In order to identify and isolate site related traffic impact, existing traffic conditions in terms of capacity, level of service, and operational characteristics of adjacent roadways were evaluated. Results of these evaluations formed the basis for determining incremental impacts that could be attributable to the proposed site. The following were reviewed and or calculated to establish project impact: trip generation, trip distribution and assignment, capacity, level of service (LOS), site access, sight distance, field review, etc.

The following section describes the site, its location, land use and surrounding neighborhood. The remainder of this report is divided into four parts. Chapter 2 presents existing roadway, existing land use characteristics and existing operation of adjacent intersections, while Chapter 3 focuses on site traffic generation, assignment and projected traffic on adjacent roadways. Any impacts of the proposed development on adjacent roads are discussed in Chapter 4, while a presentation of conclusion and summary of this report is provided in Chapter 5.

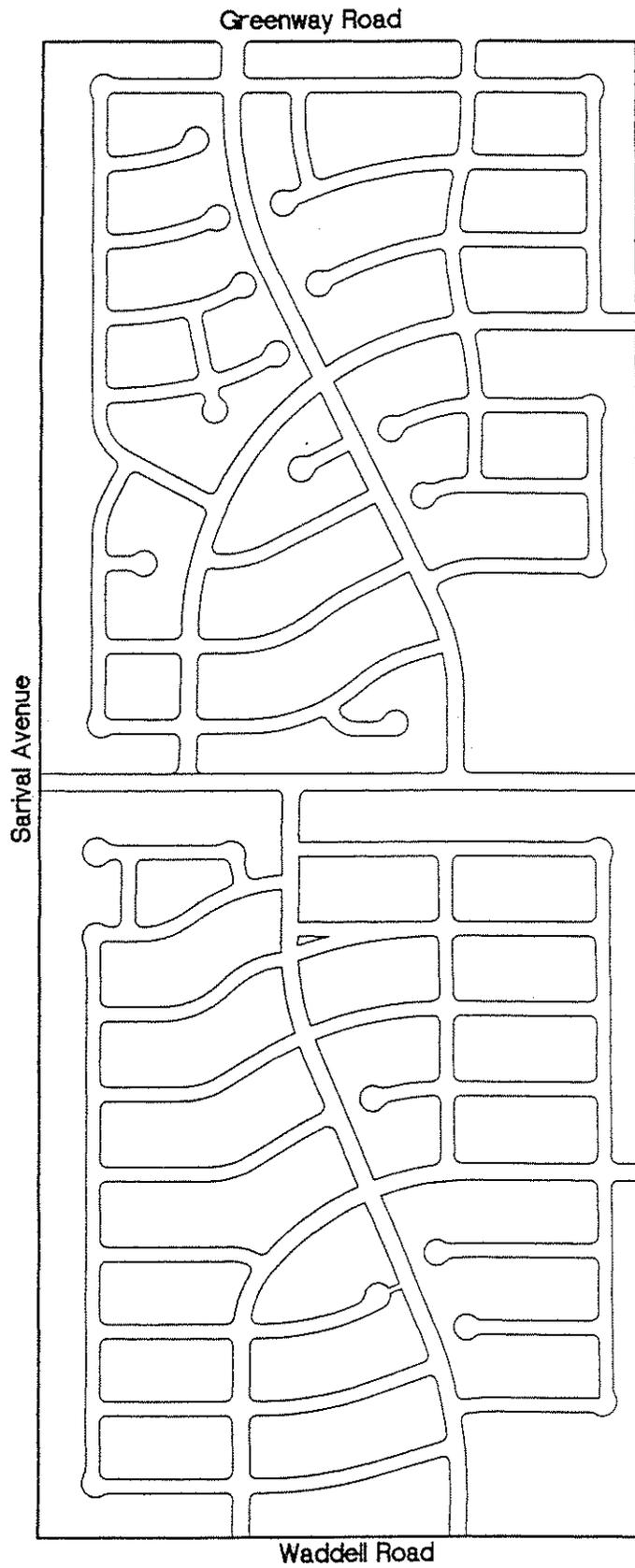
### **1.2 SITE PLAN, LOCATION, LAND USE AND INTENSITY**

The proposed 1,100 Single Family Detached Housing Development will be located east of Sarival Avenue between Greenway Road and Waddell Road, in the City of Surprise, Arizona. Sarival Avenue adjacent to the site is a north/south minor arterial, while Waddell Road adjacent to the site is a major east/west arterial. Greenway Road adjacent the site is an undeveloped dirt road. The site location relative to the regional vicinity is shown in Figure 1, while a schematic description of the site plan is presented in Figure 2 (base drawing supplied by Paulsell & Associates).



**REGIONAL MAP**

**FIGURE 1**



SOURCE: PAULSELL & ASSOCIATES



**PROJECT SITE**

**FIGURE 2**

## 2.0 EXISTING CONDITION

As part of reviewing and evaluating existing conditions along Sarival Road, Greenway Road, Loop 303 and Waddell Road in the immediate area surrounding the site, CK Engineering, Inc. spent time during a typical weekday observing traffic flow. This field review provided the opportunity to become familiar with the general area and traffic characteristics, such as; roadway configurations, traffic control, speed, local area driver behavior, delay, etc. While these characteristics are important to effectively analyze traffic operation, their impacts are not always obvious from mathematical simulations performed in establishing capacity, level of service or safety studies. The evaluation of existing condition provides information on current roadway characteristics including number of lanes, types of traffic control devices, traffic volumes, speed, parking controls, transit and impact of bus stop locations, pedestrian flow, etc. It also reveals any adverse traffic operation or safety issues, which may already exist.

### 2.1 STUDY AREA

The study area included the intersection of Waddell and Sarival Avenue and their segments adjacent to the site. Given the size and trip generation characteristics of the site, it was necessary to analyze/evaluate the following traffic conditions; existing, project opening day, five years and ten years after project opening day.

The land on which the project is being proposed is currently vacant. Sarival Avenue is located directly to the west, while Greenway and Waddell are to the north and south respectively of the site. Most type of land use surrounding the site is agricultural.

- **Sarival Avenue** – is a minor arterial roadway that runs north/south in the area of the project site. The section of the road adjacent to the site is currently a rough dirt road utilized by farming equipment. Sarival Avenue is controlled by a stop sign at both Waddell and Greenway Road. There are cotton fields to the west of the roadway. There is no posted speed limit on the section adjacent to the project site. However, there is a 50 mph speed limit posted on the approach to the segment adjacent the site.
- **Waddell Road** - is a major east/west two-lane arterial roadway with a posted speed limit of 55 mph. Waddell Road is not controlled at Sarival Avenue. At Reems Road the intersection with Waddell is controlled by a four way stop sign. There are no bus stops or parking signs along Waddell in the area of the project site. Waddell intersects Loop 303 to the west of the project site where it is controlled by stop signs.
- **Loop 303** – is currently a north/south two-lane rural highway with a posted speed of 55 mph. It begins at Grand Avenue (US 60) north of Beardsley Road and terminates at McDowell Road. It will ultimately become a full loop freeway system connecting the west to the east valley.
- **Greenway Road** – is a minor arterial road running east/west. The section of the roadway adjacent the site is not paved. There are no speed limits observed in the immediate area of the site.

## 2.2 EXISTING TRAFFIC VOLUMES

CK Engineering conducted a turning movement count on December 9, during the AM Peak (7:00AM to 8:00AM) and PM Peak (4:30 PM to 5:30PM) hours to establish existing volumes. The count was taken at Waddell Road and Sarival Avenue intersection. Existing turning movement counts allow us to gain a better understanding of the existing traffic patterns in the area of a project site. Figure 3, illustrates existing peak hour traffic volumes.

### 2.2.1 Capacity and Level of Service

The ability of a roadway to accommodate traffic demand is virtually controlled and limited by the capacity of an intersection. Therefore, if safety and operational issues (driveway locations, stopping sight distance (SSD), weaving, etc.) are resolved through design standards, intersection capacity analysis becomes the principal tool in traffic engineering for establishing the adequacy of a roadway system to meet traffic demand. The capacity/LOS analysis performed in this study is based on the methodology described in Chapter 10 of the *Highway Capacity Manual* (HCM), Third Edition 1994 Update. It is critical to note that both capacity and level of service must be fully considered to evaluate the overall operation of a signalized intersection.

The capacity of an intersection is based on several factors including turning movement, traffic composition, geometric and traffic signal phasing and timing. Level of service for an unsignalized intersection is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. Specifically, level of service criterion is stated in terms of average stopped delays per vehicle for a 15-minute analysis period. The level of service is reported as a letter designation of LOS "A" through LOS "F" ("A" being the best and "F" being the worst).

A LOS analysis was conducted at the intersection of Sarival Avenue and Waddell Road. The intersection was analyzed for the weekday morning and evening peak hours, utilizing existing traffic volumes and roadway geometry. Applying the methodology and assumptions discussed above, it was determined that the intersection of Sarival Avenue and Waddell Road currently operates at Level of Service (LOS) "A", during the morning peak hour, with an average delay of 0.6 seconds per vehicle. Also, the Level of Service during the evening peak hour was calculated to determine that the intersection currently operates at LOS "A" with an average delay of 0.7 seconds per vehicle. Results of the HCS calculations are provided in the appendix.



### **3.0 PROJECTED SITE TRAFFIC**

To properly evaluate the potential impact of the proposed project on adjacent roadways and intersections, the forecast project traffic volume was distributed and assigned to Greenway, Sarival Avenue and Waddell Road. The resultant project traffic volumes were added to existing traffic volumes to estimate future traffic condition (project build out scenario). The resultant build out project traffic condition was used to recalculate LOS at Sarival and Waddell Road. The resultant LOS and Delay were compared against results of existing condition LOS and delay to determine any attributable impact the proposed development has on current roadway system. The methodologies and key assumptions used in this analysis are described in this section.

#### **3.1 SITE TRIP GENERATION**

The proposed land use can be best described as a single-family detached housing development. According to the ITE Trip Generation Handbook, the primary "Trip Type" associated with single family residential development is home-based work and home-based non-work (such as shopping, school, etc.). The trip generation rates published under Code #210 (Single-Family Detached Housing) of the ITE Handbook, 5th Edition and updated companion publication of February 1995 was used to estimate potential trip generation that could be associated with the proposed site. The resulting daily and hourly vehicle trip ends that could be generated are presented in Table 1. According to information presented in the table, it is estimated that the site would generate 10,696 vehicles a day, 829 and 613 of which can be expected to occur during the morning and evening peak hours respectively.

#### **3.2 SITE TRIP DISTRIBUTION AND ASSIGNMENT**

Generally, the geographical distribution of traffic generated by a development site is dependent on several factors. These factors range from location of employment opportunities, major shopping centers and residential neighborhoods, to location of access points relative to surrounding streets, congestion, delays, physical characteristics of adjacent streets, etc. The directional distribution pattern used in this analysis was developed with these factors in mind. The anticipated site trip distribution percentages shown in Figure 4 was applied to the trip generation shown in Table 1 to obtain a site traffic assignment associated with the adjacent intersections and accesses. The resulting site traffic assignment is shown in Figure 5.

#### **3.3 PROJECT OPENING DAY TRAFFIC ASSIGNMENT**

The projected traffic from the project site (Figure 5) and existing traffic (Figure 3) were added together to reflect estimated project opening day traffic conditions. Figure 6 shows the estimated opening day traffic volumes for morning and evening peak hours.

**Table 1a**  
**Project Trip Generation**

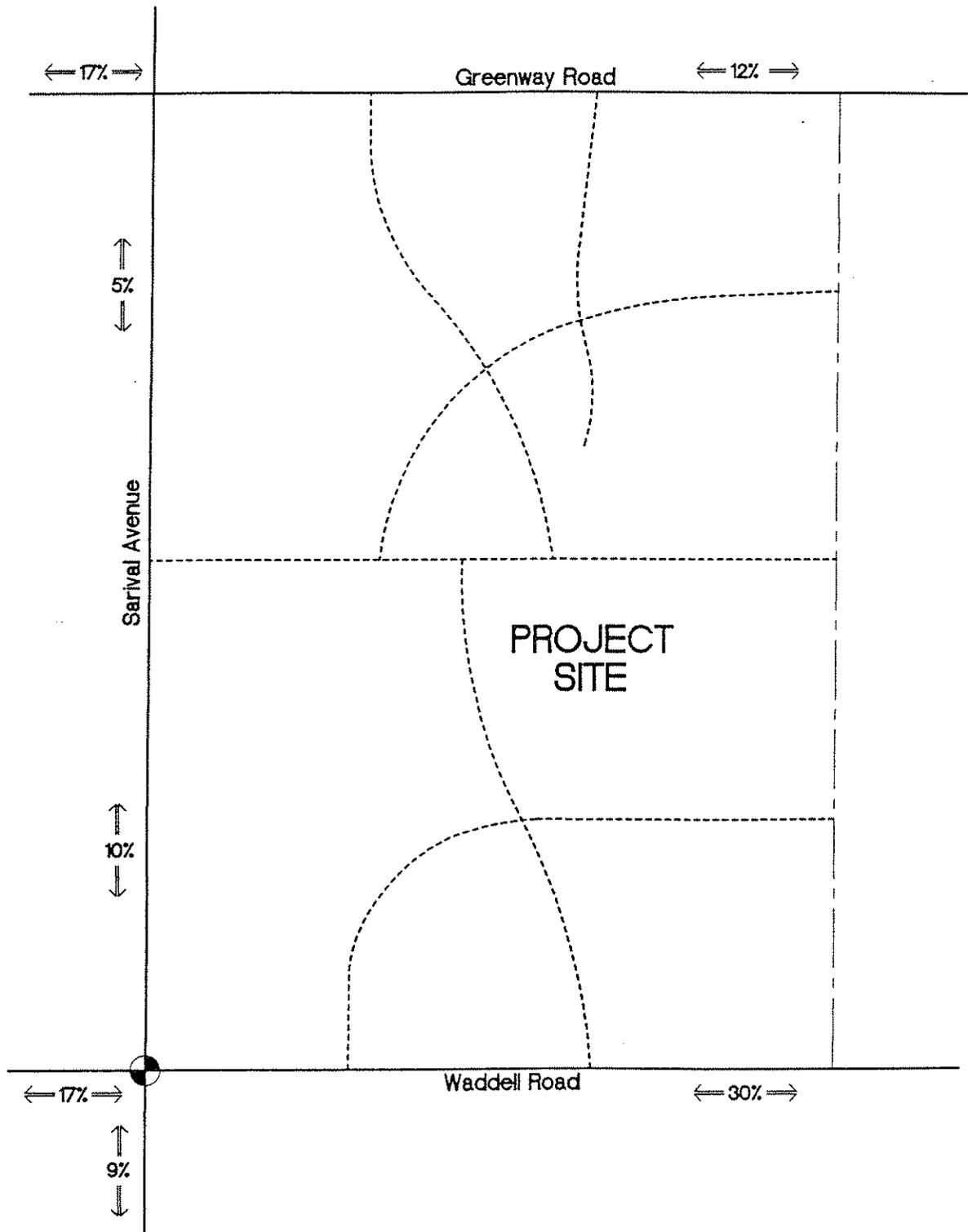
Proposed Use (Single Family Detached Housing)	Approx. Lot Size (Unit)	Total Site-Gen. Traffic Vol.						
		Daily	AM Peak Hr.			PM Peak Hr.		
			Total	In	Out	Total	In	Out
<b>Zone A</b>								
A1	72	688	53	14	39	73	47	26
A2	56	535	41	11	31	57	36	20
A3	18	172	13	3	10	18	12	7
A4	24	229	18	5	13	24	16	9
<b>Sub-Total</b>		<b>1624</b>	<b>126</b>	<b>33</b>	<b>93</b>	<b>172</b>	<b>110</b>	<b>62</b>
<b>Zone B</b>								
B1	9	86	7	2	5	9	6	3
B2	58	554	43	11	32	59	37	21
B3	34	325	25	7	19	34	22	12
B4	14	134	10	3	8	14	9	5
<b>Sub-Total</b>		<b>1098</b>	<b>85</b>	<b>22</b>	<b>63</b>	<b>116</b>	<b>74</b>	<b>42</b>
<b>Zone C</b>								
C1	64	611	47	12	35	65	41	23
C2	60	573	44	12	33	61	39	22
C3	20	191	15	4	11	20	13	7
C4	18	172	13	3	10	18	12	7
C5	11	105	8	2	6	11	7	4
<b>Sub-Total</b>		<b>1652</b>	<b>128</b>	<b>33</b>	<b>95</b>	<b>175</b>	<b>112</b>	<b>63</b>
<b>Zone D</b>								
D1	12	115	9	2	7	12	8	4
D2	31	296	23	6	17	31	20	11
D3	24	229	18	5	13	24	16	9
D4	23	220	17	4	13	23	15	8
<b>Sub-Total</b>		<b>860</b>	<b>67</b>	<b>17</b>	<b>49</b>	<b>91</b>	<b>58</b>	<b>33</b>
<b>Zone E</b>								
E1	61	583	45	12	33	62	39	22
E2	26	248	19	5	14	26	17	9
E3	20	191	15	4	11	20	13	7
E4	15	143	11	3	8	15	10	5
E5	8	76	6	2	4	8	5	3
E6	22	210	16	4	12	22	14	8
E7	15	143	11	3	8	15	10	5
E8	16	153	12	3	9	16	10	6
<b>Sub-Total</b>		<b>1748</b>	<b>135</b>	<b>35</b>	<b>100</b>	<b>185</b>	<b>118</b>	<b>67</b>
<b>Zone F</b>								
F1	16	344	27	7	20	36	23	13
F2	28	267	21	5	15	28	18	10
F3	12	115	9	2	7	12	8	4
F4	8	76	6	2	4	8	5	3
<b>Sub-Total</b>		<b>802</b>	<b>62</b>	<b>16</b>	<b>46</b>	<b>85</b>	<b>54</b>	<b>31</b>
<b>Zone G</b>								
G1	76	726	56	15	42	77	49	28
G2	38	363	28	7	21	38	25	14
G3	38	363	28	7	21	38	25	14
G4	50	478	37	10	27	51	32	18
G5	26	248	19	5	14	26	17	9
<b>Sub-Total</b>		<b>2177</b>	<b>169</b>	<b>44</b>	<b>125</b>	<b>230</b>	<b>147</b>	<b>83</b>

**Table 1a (continued)  
Project Trip Generation**

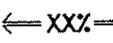
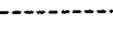
Proposed Use (Single Family Detached Housing)	Approx. Lot Size (Unit)	Total Site Gen. Traffic Vol.						
		Daily	AM Peak Hr.			PM Peak Hr.		
			Total	In	Out	Total	In	Out
Zone H								
H1	26	248	19	5	14	26	17	9
H2	20	191	15	4	11	20	13	7
H3	20	191	15	4	11	20	13	7
H4	11	105	8	2	6	11	7	4
Sub-Total		735	57	15	42	78	50	28
<b>Total</b>	<b>5051</b>	<b>10696</b>	<b>829</b>	<b>215</b>	<b>613</b>	<b>1131</b>	<b>724</b>	<b>407</b>

**Table 1b  
ITE Trip Generation Rate**

ITE Code Single Family Detached Housing	Approx Fl. Area (t.s.f.)	Unit	Trip Generation Rate						
			Daily Rate	AM Peak Hour		PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out
210	units	unit	9.55	0.74	26	74	1.01	64	36



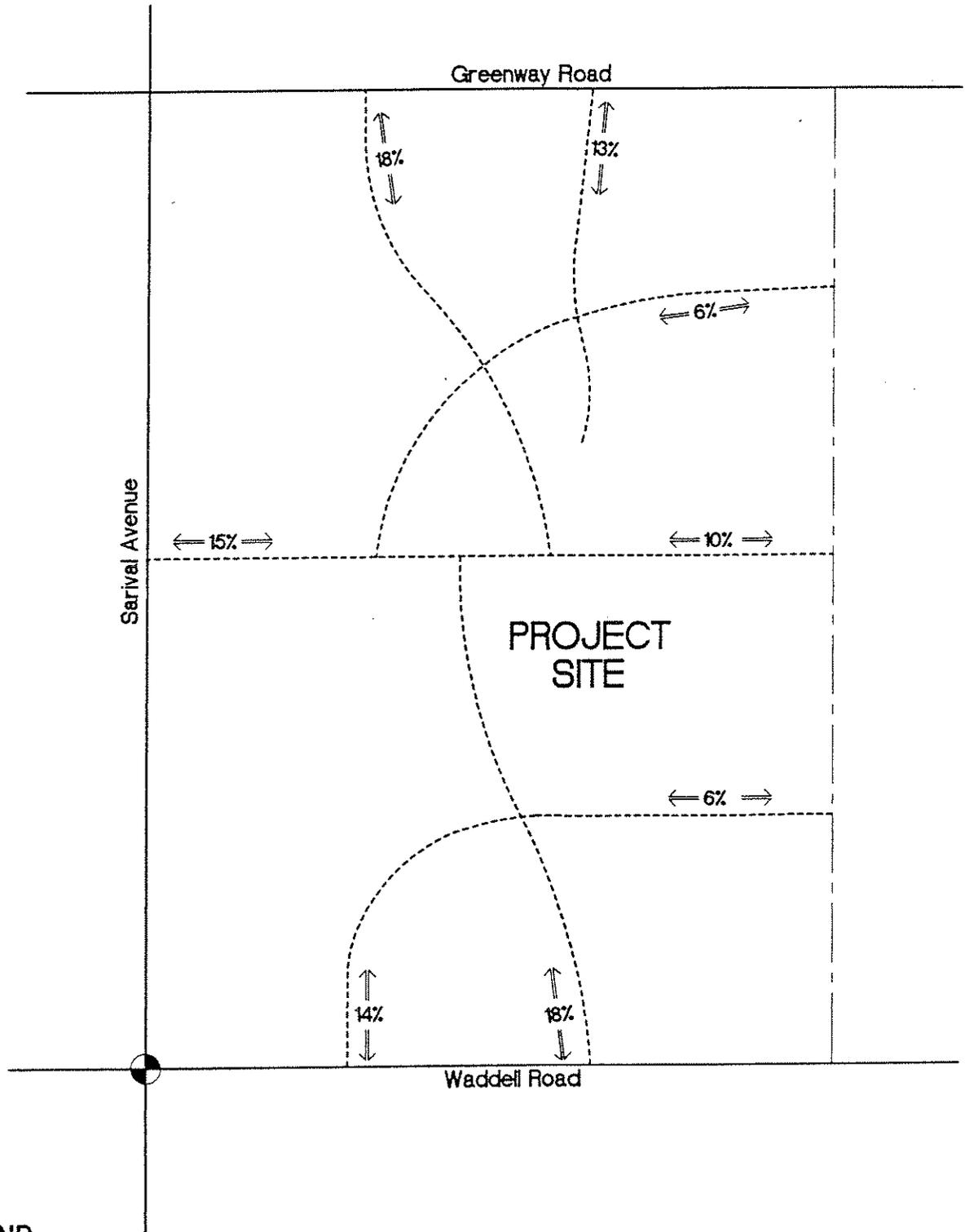
**LEGEND**

-  - TWO-WAY STOP INTERSECTION
-  - DIRECTION DISTRIBUTION
-  - PROJECT SITE
-  - CIRCULATION / ACCESS



**EXTERNAL SITE TRIP DISTRIBUTION**

**FIGURE 4a**



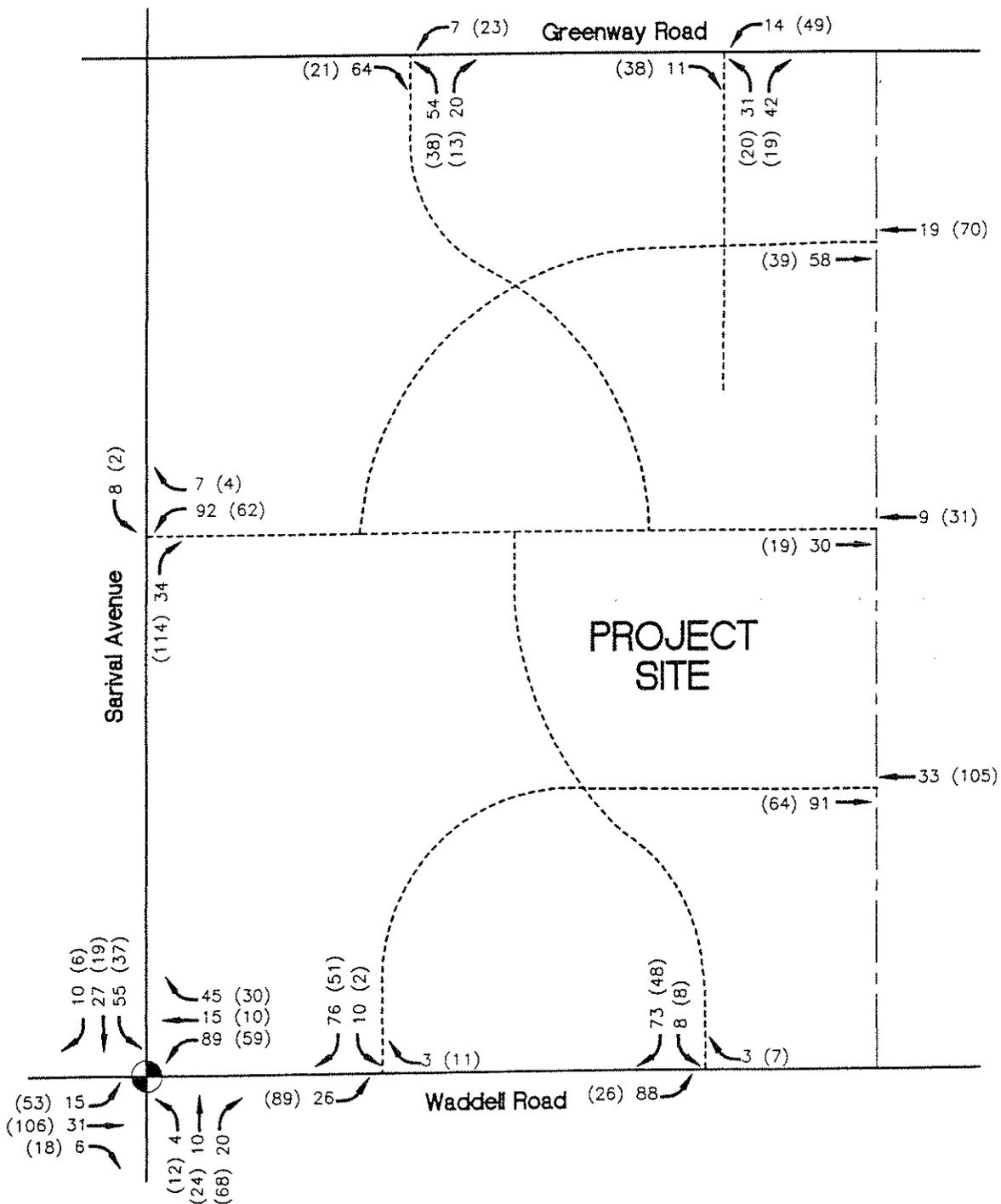
**LEGEND**

-  - TWO-WAY STOP INTERSECTION
-  - DIRECTION DISTRIBUTION
-  - PROJECT SITE
-  - CIRCULATION / ACCESS



**INTERNAL SITE TRIP DISTRIBUTION**

**FIGURE 4b**



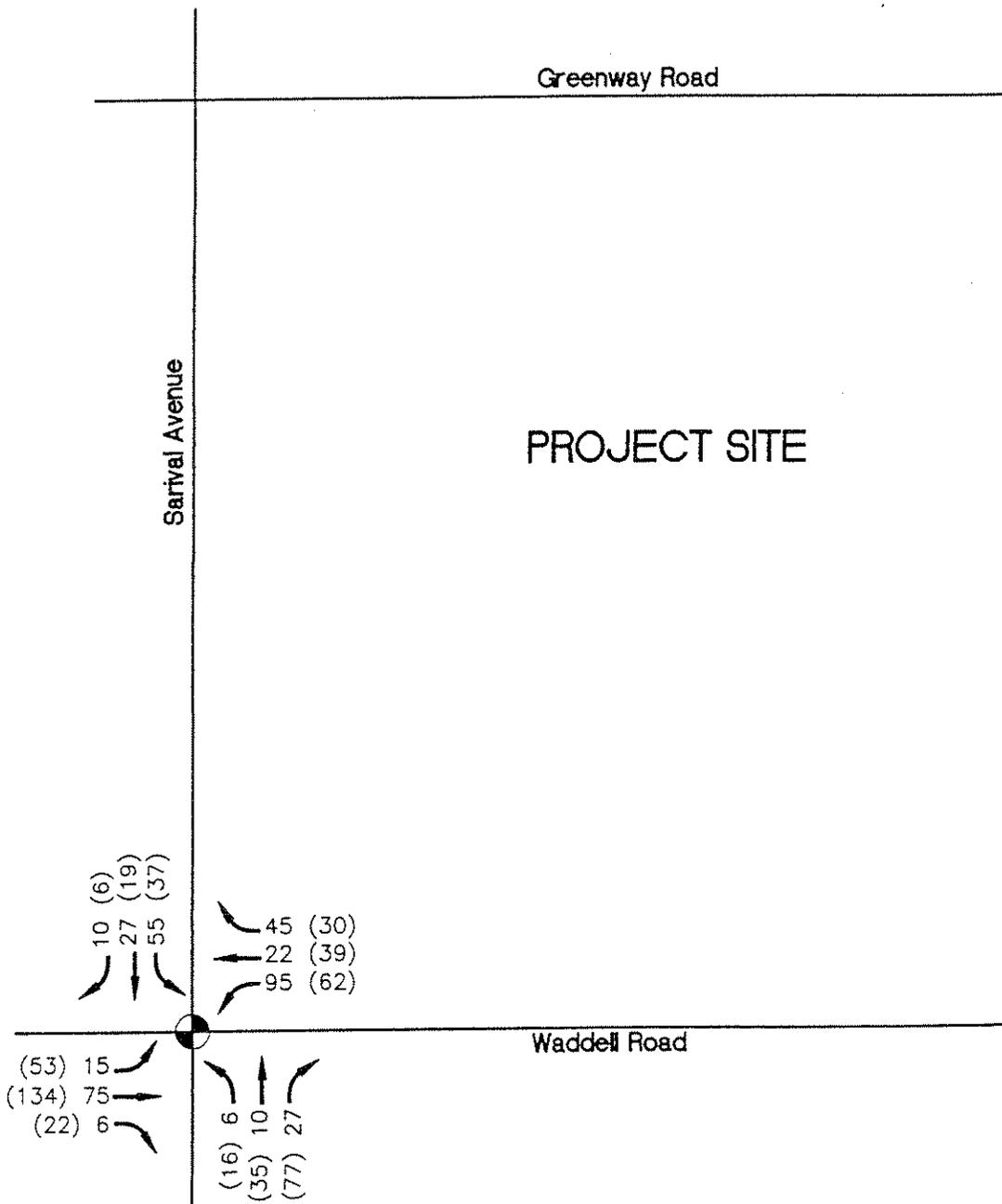
**LEGEND**

-  - TWO-WAY STOP INTERSECTION
- XX - AM PEAK HOUR VOLUME
- (XX) - PM PEAK HOUR VOLUME
- - PROJECT SITE
- - CIRCULATION / ACCESS



**SITE TRAFFIC ASSIGNMENT**

**FIGURE 5**



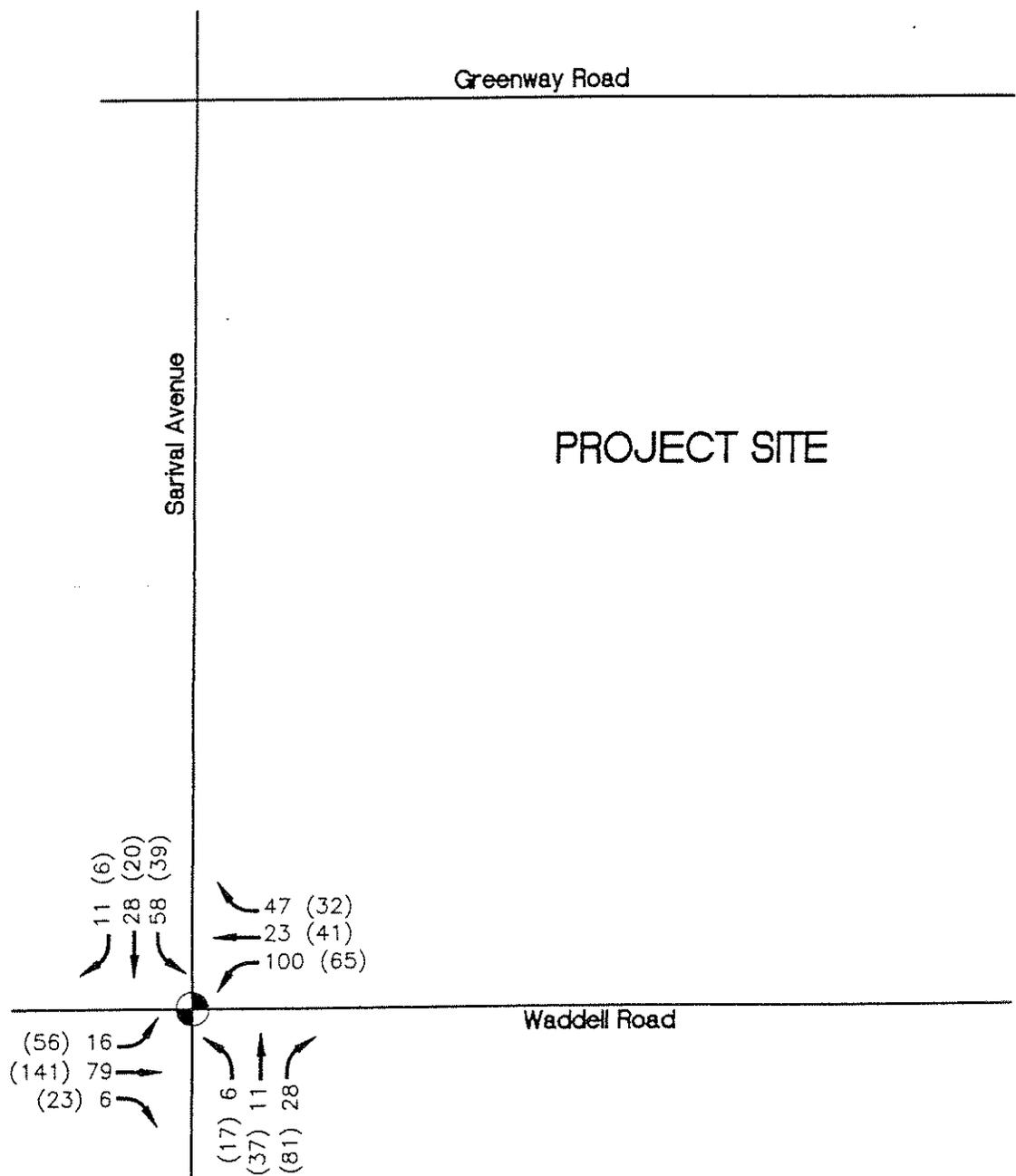
**LEGEND**

-  - SIGNALIZED INTERSECTION
- XX - AM PEAK HOUR VOLUME
- (XX) - PM PEAK HOUR VOLUME



**PROJECT OPENING DAY  
TRAFFIC VOLUME  
(EXISTING PLUS PROJECT TRAFFIC VOLUME)**

**FIGURE 6**



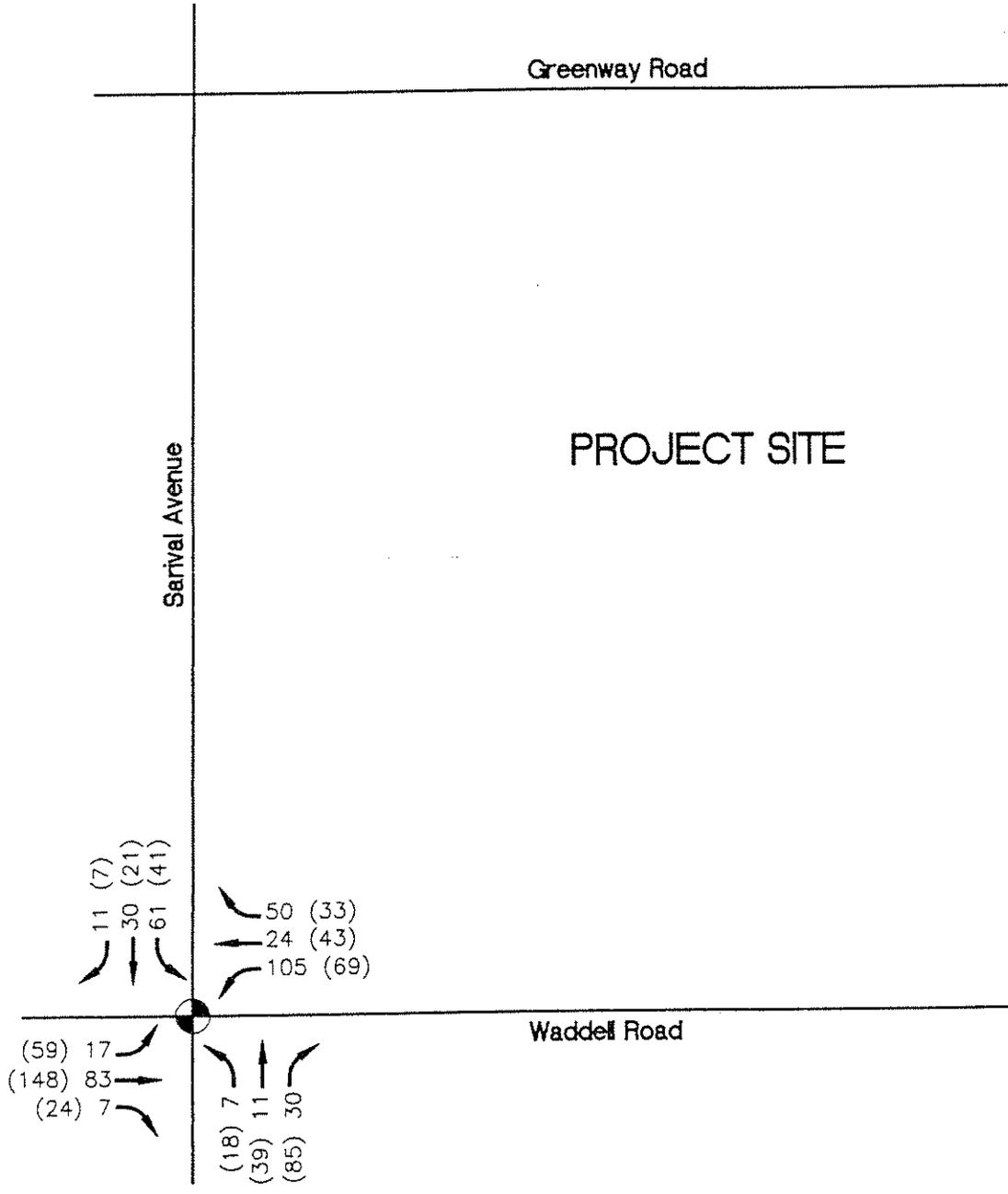
**LEGEND**

-  - TWO-WAY STOP INTERSECTION
- XX - AM PEAK HOUR VOLUME
- (XX) - PM PEAK HOUR VOLUME



**PROJECT OPENING DAY  
& 5 YEARS TRAFFIC VOLUMES**

**FIGURE 7**



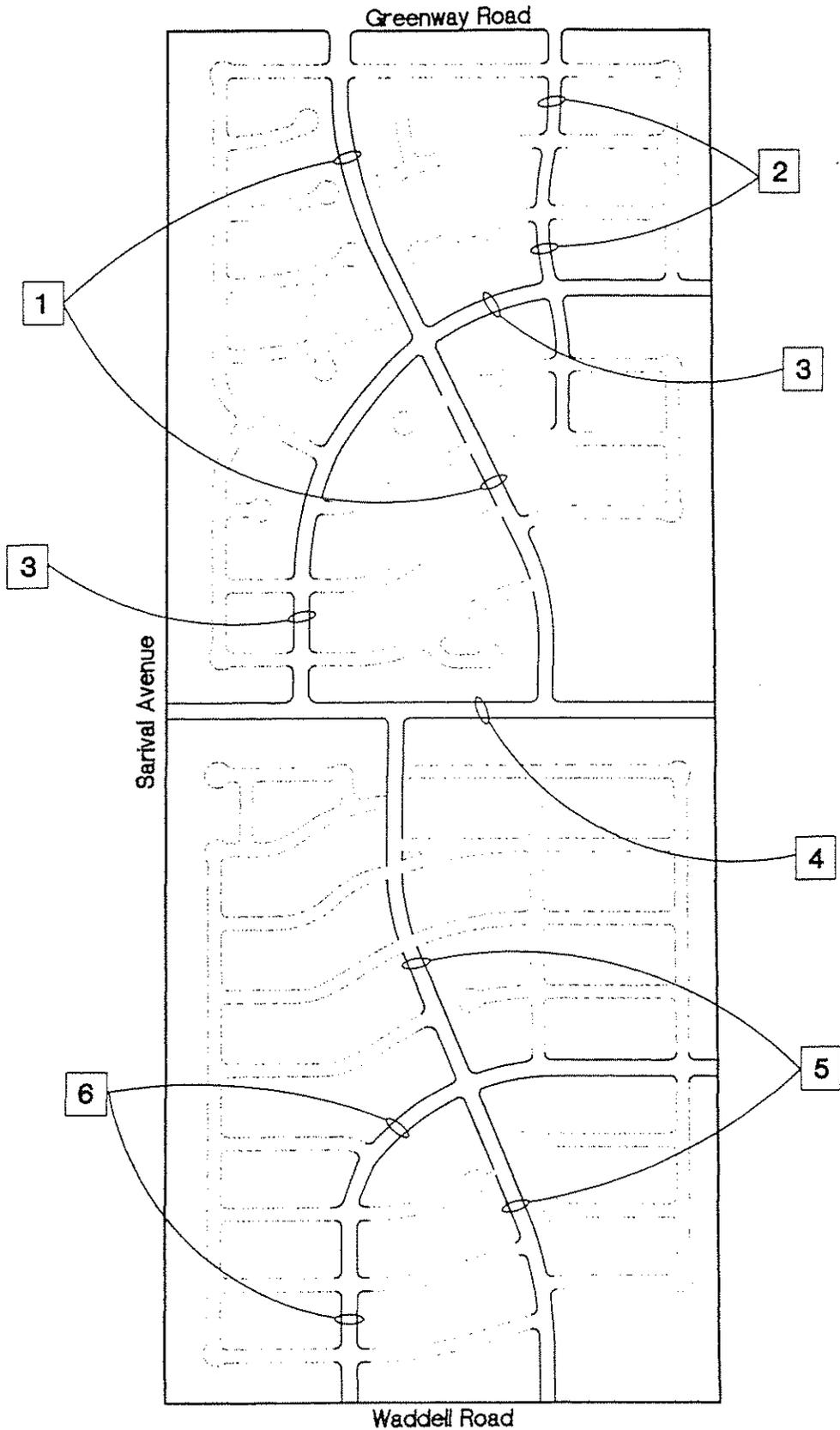
**LEGEND**

-  - TWO-WAY STOP INTERSECTION
- XX - AM PEAK HOUR VOLUME
- (XX) - PM PEAK HOUR VOLUME



**PROJECT OPENING DAY  
& 10 YEARS TRAFFIC VOLUMES**

**FIGURE 8**



X - SEE TABLE 2



**INTERNAL ROADWAYS/ACCESSES**

**FIGURE 9**

**Table 2**  
**Evaluation Of Internal Roadways**

Roadway	# of Thru Lanes	Desired LOS	Max Pk. Hr Lane Vol.	Max. Roadway Length	Classification
1	2	B	87	0.15 miles	Minor Collector
2	2	B	73	0.08 miles	Minor Collector
3	2	B	70	0.13 miles	Minor Collector
4	2	B	112	0.12 miles	Minor Collector
5	2	B	91	0.15 miles	Minor Collector
6	2	B	100	0.12 miles	Minor Collector
<b>MCDOT Minor Collector Standard</b>	<b>2</b>	<b>B</b>	<b>360</b>	<b>0.5 miles</b>	<b>Minor Collector</b>

Note: The rest of the internal street system of the proposed development are local roadways.

## 4.0 SITE TRAFFIC IMPACT ANALYSIS

### 4.1 INTERSECTION LEVEL OF SERVICE

#### ***4.1.1 Opening Day Traffic Condition***

Opening day traffic volumes (existing plus estimated site traffic volumes - Figure 6) were analyzed to assess LOS at the intersection of Waddell and Sarival Avenue. The outcome of this analysis provided insight on potential traffic impact that projected site traffic might have at this intersection. The results indicate that the intersection will continue to operate at LOS "A" during the morning peak hour, with delay of 2.5 seconds per vehicle. Similarly, the intersection is projected to continue to operate at LOS "A" during the evening peak hour with delay of 2.7 second per vehicle. The output from the highway capacity software (HCS) utilized in the analysis is provided in the appendix.

#### ***4.1.2 Build Out Plus Five Years Traffic Condition***

According to ADOT guideline, traffic studies prepared for projects projected to generate more than 1,000 vehicles trip ends during a peak hour should evaluate traffic impact beyond project opening year. This evaluation should include projection and analysis of project build out plus five and ten years traffic conditions. In keeping with this requirement, build out traffic estimates was factored upwards by 5% to year 2005 to reflect a build out plus five years traffic projection. The resultant traffic projection is shown in Figure 7 of this report.

The projected opening day plus five years traffic forecast was used in evaluating year 2005 LOS at Sarival and Waddell Road. The result shows that the intersection would continue to operate at LOS "A" during the morning and evening peak hours with associated average delays of 2.6 seconds per vehicle in the morning and 2.8 seconds per vehicle in the evening. The resulting HCS worksheets are presented in the appendix.

To further evaluate near future traffic impact at Sarival and Waddell, a traffic need analysis was conducted for the intersection using the MUTCD peak hour traffic signal warrant. The results of the analysis indicate that traffic signal warrant may not be met at this intersection by the year 2005.

#### ***4.1.3 Build Out Plus Ten Years Traffic Condition***

Project build out plus ten years traffic condition was also projected for Sarival Avenue and Waddell Road intersection. These volumes were projected by factoring project opening day traffic by 10% to estimate year 2010 traffic volumes. These volumes were used to perform a LOS analysis for year 2010 (Figure 8). According to the results of this analysis, it is projected that this intersection will continue to operate at LOS "A" during the morning and evening peak hours with an average delay of 2.7 and 2.9 seconds per vehicle for a.m. and p.m. peak hours respectively.

A year 2010 traffic signal need study also predicts that the intersection will not meet signal warrant ten years following project build out.

## 4.2 ACCESS LOCATION AND SPACING

Driveways provide access to development sites, as well as service to the traveling public. However, vehicles entering and leaving driveways may disrupt the flow of traffic on arterial streets, and infringe on the rights of the traveling public. Therefore, driveways should be restricted to locations where movements into and out of them will cause as little friction as possible. They should always be designed for safe, orderly traffic flow. This can be partly achieved by allowing fewer driveways on arterials, spacing the location of driveways far enough from adjacent streets to provide space for traffic control devices, turning movement storage capacities, utilities, and pedestrian access.

According to preliminary site plan prepared by Paulsell & Associates, the proposed Kenly Farms single family development will be served by two accesses on Greenway Road, one access on Sarival, two on Waddell Road and three others on the easterly boundary of the project. The three accesses on the easterly boundary will join area street network system providing minor collector functions to the subdivision. The proposed accesses were reviewed to ensure adequacy of their proposed spacing. The spacing evaluation was based on required recommended in Section 7.9 of MCDOT *Roadway Design Manual*. The results indicate that the spacing of all proposed project street accesses exceed minimum spacing requirement for single family residential developments.

Field studies conducted as part of this study indicate that the project site topography is generally flat and thus poses no significant vertical curve related sight distance problems to traffic entering or exiting the accesses. Similarly, there should be no sight distance problems associated with horizontal curves if, corner properties are designed to meet minimum corner sight distance requirements. To further ensure safety, vertical walls, streetscapes, or furniture should not be built or installed within corner sight triangles.

## 4.3 INTERNAL ROADWAY CIRCULATION

Residential streets provide a major part of the fabric of cities. How well they function can determine the quality of a city, its safety, comfort, and convenience and the well-being of its citizens. Planning for residential streets is thus a critical government responsibility. Such planning is based in government's duty to protect the public health, safety, and welfare, as well as in its interest in preserving public and private investments and in strengthening the social networks that successful residential neighborhoods support.

Residential street design and traffic control, therefore, should serve neighborhood protection and quality of life objectives. Residential streets should:

- Permit comfortable and safe pedestrian and bicycle movements as well as motorized vehicular movements, and protect vulnerable users such as children, the disabled, and the elderly.
- Accommodate convenient and efficient pickups and deliveries, emergency access (fire, police, ambulance), and maintenance services, and where densities justify bus or para-transit services.
- Enhance the overall aesthetics of the neighborhood through well-designed street layout and street landscaping.

Local residential streets should always be designed to protect residents from through traffic; vehicles moving at excessive speeds (greater than 25 to 30 mph); and parking unrelated to residential activities. In order to achieve these results, the following planning concepts apply:

- ♣ Street layout, design, and control should express and reinforce street function.
- ♣ Residential streets should be linked to traffic-carrying streets in a way that simultaneously provides good access to other parts of the community and region and minimizes the chances of the residential streets' use by through traffic.
- ♣ Land uses along streets intended to carry through traffic should be selected and designed to minimize their sensitivity to adverse traffic impacts; when possible, uses that can benefit from the greater accessibility and public exposure that major streets can provide should be the ones located on such streets.

The street network proposed in the site plan is consistent with these local street planning and design principles. It shows a series of residential streets that tie to collector streets, with the local streets designed to pick up traffic from residential driveways transferring it to collector streets. The collectors then transfers these volumes to area roadways of higher functional classifications, where they become absorbed into the local road network system. The project traffic generation and assignment process provided some sense of how many vehicles may use the site residential and collector streets. These volumes, along with generally acceptable LOS (typically B) for residential and collector street, as well as length of the street segments were used to determine number of lanes and pavement width requirements for the proposed site circulation system – see Table 2 of this report. The resulting recommendation for number of lanes, right-of-way requirements, pavement width is based on MCDOT Roadway Design Manual. See Figure 9 for number of lanes, pavement width, and intersection traffic control.

## 5.0 CONCLUSION

Results of the traffic analyses addressed in the preceding chapters indicate that the development of the proposed approximately 1,100 single family residential development should not cause any significant adverse traffic impact on Sarival Avenue, Waddell Road or the intersection of Sarival Avenue and Waddell Road.

### 5.1 IN SUMMARY

The following is a summary of the results and conclusions derived from the evaluations made in this study:

- ◆ Under current conditions, the intersection of Sarival Avenue and Waddell Road operates at LOS "A" during morning and evening peak hours with intersection delays of 0.6 and 0.7 seconds per vehicle respectively. This clearly suggests that there is adequate capacity to accommodate future area traffic growth.
- ◆ Based on the project trip generation, it is estimated that the project could generate 10,696 vehicles a day, of which 829 and 1,131 vehicles can be expected to occur during morning and evening peak hours respectively.
- ◆ The build out project traffic condition indicate that the intersection of Sarival and Waddell will continue to operate at LOS "A" during morning and evening peak hours, with estimated delays of 2.5 and 2.7 seconds of delay per vehicle during morning and evening peak hours respectively.
- ◆ Project build out plus five years traffic condition LOS analysis indicate that Sarival and Waddell will continue to operate at LOS "A" with delay estimates of 2.6 and 2.8 seconds per vehicle during morning and evening peak hours.
- ◆ Project build out plus ten years traffic condition LOS analysis indicate that Sarival and Waddell will continue to operate at LOS "A" with delay estimates of 2.7 and 2.9 seconds per vehicle during morning and evening peak hours respectively.
- ◆ Project residential and collector streets should be designed to accommodate one lane of traffic in each direction of travel.
- ◆ Pavement width for local residential streets should vary from 28 to 32 feet, on up to 50 feet of right-of-way.
- ◆ Pavement width for minor collector streets numbered in Figure 9, as 1,2,3,5,6 should vary from 32 to 38 feet on a 55 feet right-of-way. However, the ultimate pavement design width should match those of existing or proposed adjoining streets. Because of known turning movement and trip generating characteristics of residential streets, it is not necessary to design these streets with medians or 2-way left-turn lanes. The residential streets should be controlled at the collector accesses by stop signs.
- ◆ Pavement width for the minor collector street shown as number 4 in Figure 9, should vary from 34 to 40 feet without a median, and up to 54 feet with a median, on up to 72 feet of right-of-way.

- ◆ Given the flat topography and absence of horizontal curves, adequate sight distance should exist in all directions at proposed accesses. However, to maintain these sight distances, care should be taken in designing and locating landscaping features, vegetation and monument signs.

In conclusion, it is the finding of this report that based on the evaluations, analyses, and field review information presented, the proposed site traffic should not cause significant adverse traffic impact on current and future roadway conditions.

**APPENDIX**

Center For Microcomputers In Transportation  
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 Ph: (904) 392-0378

Streets: (N-S) Sarival Ave (E-W) Waddell Road  
 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... Aye Khine  
 Date of Analysis..... 12/9/97  
 Other Information..... Existing Condition (AM)  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	0	44	0	6	7	0	2	0	7	0	1	0
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	49	8
Potential Capacity: (pcph)	1308	1372
Movement Capacity: (pcph)	1308	1372
Prob. of Queue-Free State:	0.99	1.00
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	49	8
Potential Capacity: (pcph)	1625	1699
Movement Capacity: (pcph)	1625	1699
Prob. of Queue-Free State:	1.00	1.00
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	1.00	1.00
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	64	64
Potential Capacity: (pcph)	1010	1010
Capacity Adjustment Factor due to Impeding Movements	1.00	1.00
Movement Capacity: (pcph)	1005	1005
Prob. of Queue-Free State:	1.00	1.00
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	64	68
Potential Capacity: (pcph)	972	967
Major LT, Minor TH Impedance Factor:	0.99	1.00
Adjusted Impedance Factor:	1.00	1.00
Capacity Adjustment Factor due to Impeding Movements	1.00	0.99
Movement Capacity: (pcph)	968	957

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	2	968 >					
NB T	0	1005 >	1229	3.0	0.0	A	3.0
NB R	9	1308 >					
SB L	0	957 >					
SB T	1	1005 >	1005	3.6	0.0	A	3.6
SB R	0	1372 >					
EB L	0	1699		2.1	0.0	A	0.0
WB L	8	1625		2.2	0.0	A	1.0

Intersection Delay = 0.6 sec/veh

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 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... Aye Khine  
 Date of Analysis..... 12/10/97  
 Other Information..... Existing Condition (PM)  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	0	28	4	3	29	0	4	1	9	0	1	0
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	33	32
Potential Capacity: (pcph)	1332	1334
Movement Capacity: (pcph)	1332	1334
Prob. of Queue-Free State:	0.99	1.00
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	35	32
Potential Capacity: (pcph)	1650	1655
Movement Capacity: (pcph)	1650	1655
Prob. of Queue-Free State:	1.00	1.00
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	1.00	1.00
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	68	70
Potential Capacity: (pcph)	1005	1002
Capacity Adjustment Factor due to Impeding Movements	1.00	1.00
Movement Capacity: (pcph)	1003	1000
Prob. of Queue-Free State:	1.00	1.00
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	68	74
Potential Capacity: (pcph)	967	959
Major LT, Minor TH Impedance Factor:	1.00	1.00
Adjusted Impedance Factor:	1.00	1.00
Capacity Adjustment Factor due to Impeding Movements	1.00	0.99
Movement Capacity: (pcph)	965	949

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	4	965	>				
NB T	1	1003	> 1194	3.1	0.0	A	3.1
NB R	11	1332	>				
SB L	0	949	>				
SB T	1	1000	> 1000	3.6	0.0	A	3.6
SB R	0	1334	>				
EB L	0	1655		2.2	0.0	A	0.0
WB L	3	1650		2.2	0.0	A	0.2

Intersection Delay = 0.7 sec/veh

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 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... Aye Khine  
 Date of Analysis..... 12/10/97  
 Other Information..... Project Generated Volume Condition (AM)  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	15	31	6	89	15	45	4	10	20	55	27	10
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	38	42
Potential Capacity: (pcph)	1325	1318
Movement Capacity: (pcph)	1325	1318
Prob. of Queue-Free State:	0.98	0.99
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	41	67
Potential Capacity: (pcph)	1639	1593
Movement Capacity: (pcph)	1639	1593
Prob. of Queue-Free State:	0.93	0.99
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.93	0.99
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	220	199
Potential Capacity: (pcph)	836	858
Capacity Adjustment Factor due to Impeding Movements	0.92	0.92
Movement Capacity: (pcph)	769	789
Prob. of Queue-Free State:	0.98	0.96
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	216	212
Potential Capacity: (pcph)	794	798
Major LT, Minor TH Impedance Factor:	0.88	0.91
Adjusted Impedance Factor:	0.91	0.93
Capacity Adjustment Factor due to Impeding Movements	0.90	0.91
Movement Capacity: (pcph)	715	727

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	4	715 >					
NB T	12	769 >	1017	3.7	0.0	A	3.7
NB R	24	1325 >					
SB L	67	727 >					
SB T	33	789 >	783	5.4	0.5	B	5.4
SB R	12	1318 >					
EB L	19	1593		2.3	0.0	A	0.7
WB L	109	1639		2.4	0.1	A	1.4

Intersection Delay = 2.6 sec/veh

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 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... Aye Khine  
 Date of Analysis..... 12/10/97  
 Other Information..... Project Generated Volume Condition (PM)  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	53	106	18	59	10	30	12	34	68	37	19	6
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

-----		
Step 1: RT from Minor Street	NB	SB
-----		
Conflicting Flows: (vph)	128	28
Potential Capacity: (pcph)	1193	1340
Movement Capacity: (pcph)	1193	1340
Prob. of Queue-Free State:	0.93	0.99
-----		
Step 2: LT from Major Street	WB	EB
-----		
Conflicting Flows: (vph)	138	44
Potential Capacity: (pcph)	1473	1633
Movement Capacity: (pcph)	1473	1633
Prob. of Queue-Free State:	0.95	0.96
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.95	0.96
-----		
Step 3: TH from Minor Street	NB	SB
-----		
Conflicting Flows: (vph)	297	290
Potential Capacity: (pcph)	762	768
Capacity Adjustment Factor due to Impeding Movements	0.91	0.91
Movement Capacity: (pcph)	692	697
Prob. of Queue-Free State:	0.94	0.97
-----		
Step 4: LT from Minor Street	NB	SB
-----		
Conflicting Flows: (vph)	294	338
Potential Capacity: (pcph)	715	675
Major LT, Minor TH Impedance Factor:	0.88	0.85
Adjusted Impedance Factor:	0.91	0.89
Capacity Adjustment Factor due to Impeding Movements	0.90	0.82
Movement Capacity: (pcph)	644	557
-----		

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	14	644 >					
NB T	42	692 >	916	4.6	0.6	A	4.6
NB R	84	1193 >					
SB L	45	557 >					
SB T	23	697 >	635	6.4	0.4	B	6.4
SB R	8	1340 >					
EB L	65	1633		2.3	0.0	A	0.7
WB L	73	1473		2.6	0.0	A	1.5

Intersection Delay = 2.7 sec/veh

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 =====

Streets: (N-S) Sarival Ave (E-W) Waddell Road  
 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... Aye Khine  
 Date of Analysis..... 12/9/97  
 Other Information..... Project Opening Year (2000) Total Volume Condition (AM)

Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	15	75	6	95	22	45	6	10	27	55	27	10
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	86	49
Potential Capacity: (pcph)	1252	1308
Movement Capacity: (pcph)	1252	1308
Prob. of Queue-Free State:	0.97	0.99
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	90	74
Potential Capacity: (pcph)	1553	1581
Movement Capacity: (pcph)	1553	1581
Prob. of Queue-Free State:	0.92	0.99
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.92	0.99
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	284	262
Potential Capacity: (pcph)	774	795
Capacity Adjustment Factor due to Impeding Movements	0.91	0.91
Movement Capacity: (pcph)	704	723
Prob. of Queue-Free State:	0.98	0.95
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	279	279
Potential Capacity: (pcph)	730	730
Major LT, Minor TH Impedance Factor:	0.87	0.89
Adjusted Impedance Factor:	0.90	0.92
Capacity Adjustment Factor due to Impeding Movements	0.89	0.89
Movement Capacity: (pcph)	650	653

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	8	650 >					
NB T	12	704 >	951	4.0	0.0	A	4.0
NB R	33	1252 >					
SB L	67	653 >					
SB T	33	723 >	711	6.0	0.6	B	6.0
SB R	12	1308 >					
EB L	19	1581		2.3	0.0	A	0.4
WB L	117	1553		2.5	0.2	A	1.5

Intersection Delay = 2.5 sec/veh

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 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... Aye Khine  
 Date of Analysis..... 12/10/97  
 Other Information..... Year 2000 Total Volume Condition (PM)  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	53	134	22	62	39	30	16	35	77	37	19	6
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	161	60
Potential Capacity: (pcph)	1148	1291
Movement Capacity: (pcph)	1148	1291
Prob. of Queue-Free State:	0.92	0.99
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	173	76
Potential Capacity: (pcph)	1418	1577
Movement Capacity: (pcph)	1418	1577
Prob. of Queue-Free State:	0.95	0.96
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.94	0.95
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	365	360
Potential Capacity: (pcph)	702	706
Capacity Adjustment Factor due to Impeding Movements	0.90	0.90
Movement Capacity: (pcph)	632	636
Prob. of Queue-Free State:	0.93	0.96
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	362	411
Potential Capacity: (pcph)	653	612
Major LT, Minor TH Impedance Factor:	0.87	0.84
Adjusted Impedance Factor:	0.90	0.88
Capacity Adjustment Factor due to Impeding Movements	0.89	0.80
Movement Capacity: (pcph)	583	492

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	20	583 >					
NB T	43	632 >	854	5.2	0.7	B	5.2
NB R	95	1148 >					
SB L	45	492 >					
SB T	23	636 >	568	7.3	0.5	B	7.3
SB R	8	1291 >					
EB L	65	1577		2.4	0.0	A	0.6
WB L	76	1418		2.7	0.0	A	1.3

Intersection Delay = 2.7 sec/veh

Center For Microcomputers In Transportation  
 University of Florida  
 512 Weil Hall  
 Gainesville, FL 32611-2083  
 Ph: (904) 392-0378

Streets: (N-S) Sarival Ave (E-W) Waddell Road  
 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... Aye Khine  
 Date of Analysis..... 12/9/97  
 Other Information..... 5 Years After Opening Condition (AM)  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	16	79	6	100	23	47	6	11	28	58	28	11
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

-----		
Step 1: RT from Minor Street	NB	SB
-----		
Conflicting Flows: (vph)	92	52
Potential Capacity: (pcph)	1244	1303
Movement Capacity: (pcph)	1244	1303
Prob. of Queue-Free State:	0.97	0.99
-----		
Step 2: LT from Major Street	WB	EB
-----		
Conflicting Flows: (vph)	95	78
Potential Capacity: (pcph)	1545	1574
Movement Capacity: (pcph)	1545	1574
Prob. of Queue-Free State:	0.92	0.99
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.92	0.99
-----		
Step 3: TH from Minor Street	NB	SB
-----		
Conflicting Flows: (vph)	298	276
Potential Capacity: (pcph)	761	782
Capacity Adjustment Factor due to Impeding Movements	0.90	0.90
Movement Capacity: (pcph)	689	708
Prob. of Queue-Free State:	0.98	0.95
-----		
Step 4: LT from Minor Street	NB	SB
-----		
Conflicting Flows: (vph)	294	294
Potential Capacity: (pcph)	715	715
Major LT, Minor TH Impedance Factor:	0.86	0.89
Adjusted Impedance Factor:	0.89	0.91
Capacity Adjustment Factor due to Impeding Movements	0.88	0.89
Movement Capacity: (pcph)	633	636
-----		

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	8	633 >					
NB T	13	689 >	935	4.1	0.1	A	4.1
NB R	34	1244 >					
SB L	70	636 >					
SB T	34	708 >	696	6.2	0.6	B	6.2
SB R	13	1303 >					
EB L	20	1574		2.3	0.0	A	0.4
WB L	122	1545		2.5	0.2	A	1.5

Intersection Delay = 2.6 sec/veh

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Streets: (N-S) Sarival Ave (E-W) Waddell Road  
 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... Aye Khine  
 Date of Analysis..... 12/10/97  
 Other Information..... 5 years After Opening Condition (PM)  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	56	141	23	65	41	32	17	37	81	39	20	6
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	170	64
Potential Capacity: (pcph)	1136	1285
Movement Capacity: (pcph)	1136	1285
Prob. of Queue-Free State:	0.91	0.99
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	183	82
Potential Capacity: (pcph)	1402	1567
Movement Capacity: (pcph)	1402	1567
Prob. of Queue-Free State:	0.94	0.96
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.94	0.95
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	386	381
Potential Capacity: (pcph)	684	688
Capacity Adjustment Factor due to Impeding Movements	0.90	0.90
Movement Capacity: (pcph)	612	616
Prob. of Queue-Free State:	0.93	0.96
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	382	434
Potential Capacity: (pcph)	636	594
Major LT, Minor TH Impedance Factor:	0.86	0.83
Adjusted Impedance Factor:	0.89	0.87
Capacity Adjustment Factor due to Impeding Movements	0.89	0.79
Movement Capacity: (pcph)	564	471

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	21	564 >					
NB T	45	612 >	834	5.4	0.8	B	5.4
NB R	99	1136 >					
SB L	47	471 >					
SB T	24	616 >	545	7.7	0.5	B	7.7
SB R	8	1285 >					
EB L	68	1567		2.4	0.0	A	0.6
WB L	79	1402		2.7	0.0	A	1.3

Intersection Delay = 2.8 sec/veh

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Streets: (N-S) Sarival Ave (E-W) Waddell Road  
 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... Aye Khine  
 Date of Analysis..... 12/9/97  
 Other Information.....10 Years After Opening Condition (AM)  
 Two-way Stop-controlled Intersection

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	17	83	7	105	24	50	7	11	30	61	30	11
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	96	55
Potential Capacity: (pcph)	1238	1299
Movement Capacity: (pcph)	1238	1299
Prob. of Queue-Free State:	0.97	0.99
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	100	83
Potential Capacity: (pcph)	1536	1565
Movement Capacity: (pcph)	1536	1565
Prob. of Queue-Free State:	0.92	0.99
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.91	0.99
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	315	291
Potential Capacity: (pcph)	746	768
Capacity Adjustment Factor due to Impeding Movements	0.90	0.90
Movement Capacity: (pcph)	670	690
Prob. of Queue-Free State:	0.98	0.95
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	310	310
Potential Capacity: (pcph)	700	700
Major LT, Minor TH Impedance Factor:	0.85	0.88
Adjusted Impedance Factor:	0.89	0.91
Capacity Adjustment Factor due to Impeding Movements	0.88	0.88
Movement Capacity: (pcph)	614	618

Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	9	614 >					
NB T	13	670 >	919	4.2	0.1	A	4.2
NB R	36	1238 >					
SB L	75	618 >					
SB T	36	690 >	676	6.5	0.7	B	6.5
SB R	13	1299 >					
EB L	21	1565		2.3	0.0	A	0.4
WB L	129	1536		2.6	0.2	A	1.5

Intersection Delay = 2.7 sec/veh

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 =====

Streets: (N-S) Sarival Ave (E-W) Waddell Road  
 Major Street Direction.... EW  
 Length of Time Analyzed... 15 (min)  
 Analyst..... Aye Khine  
 Date of Analysis..... 12/10/97  
 Other Information.....10 years After Opening Condition (PM)  
 Two-way Stop-controlled Intersection  
 =====

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	59	148	24	69	43	33	18	39	85	41	21	7
PHF	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9	.9
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	NB	SB
Conflicting Flows: (vph)	178	66
Potential Capacity: (pcph)	1125	1282
Movement Capacity: (pcph)	1125	1282
Prob. of Queue-Free State:	0.91	0.99
Step 2: LT from Major Street	WB	EB
Conflicting Flows: (vph)	191	85
Potential Capacity: (pcph)	1390	1562
Movement Capacity: (pcph)	1390	1562
Prob. of Queue-Free State:	0.94	0.95
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.94	0.95
Step 3: TH from Minor Street	NB	SB
Conflicting Flows: (vph)	406	400
Potential Capacity: (pcph)	668	673
Capacity Adjustment Factor due to Impeding Movements	0.89	0.89
Movement Capacity: (pcph)	592	597
Prob. of Queue-Free State:	0.92	0.96
Step 4: LT from Minor Street	NB	SB
Conflicting Flows: (vph)	402	456
Potential Capacity: (pcph)	620	576
Major LT, Minor TH Impedance Factor:	0.85	0.82
Adjusted Impedance Factor:	0.88	0.86
Capacity Adjustment Factor due to Impeding Movements	0.88	0.78
Movement Capacity: (pcph)	544	449

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Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
NB L	22	544 >					
NB T	47	592 >	814	5.6	0.9	B	5.6
NB R	103	1125 >					
SB L	51	449 >					
SB T	25	597 >	523	8.2	0.6	B	8.2
SB R	9	1282 >					
EB L	73	1562		2.4	0.0	A	0.6
WB L	85	1390		2.8	0.1	A	1.3

Intersection Delay = 2.9 sec/veh

**ORDINANCE NO. 03-20**

**AN ORDINANCE APPROVING THE REZONING RZ03-173, CONSISTING OF CHANGING THE ZONING OF APPROXIMATELY 105.69 ACRES FROM R1-43 TO PLANNED AREA DEVELOPMENT TO INCLUDE THE USES DESCRIBED IN ARS §28-8481(K) AND ALL OTHER USES DEEMED COMPATIBLE WITH MILITARY OPERATIONS BY THE CITY OF SURPRISE AND LUKE AIR FORCE BASE. THE SUBJECT SITE IS LOCATED SOUTH OF CACTUS ROAD, WEST OF LITCHFIELD ROAD.**

WHEREAS, this Ordinance has been properly noticed for public hearing and the necessary hearings and opportunity for public input have been completed; and

WHEREAS, changes have occurred in the vicinity of Section 21, Township 3 North, Range 1 West of the Gila and Salt River Base and Meridian, which require that the zoning of a parcel of land in that area be changed; and

WHEREAS, rezoning of the subject property will not cause traffic congestion or depreciate surrounding property values and, at the same time is in harmony with the purposes and intent of the zoning ordinance, the plan for the area, and the Surprise General Plan 2020; and

NOW THEREFORE BE IT ORDAINED, by the City Council of the City of Surprise, Arizona, that:

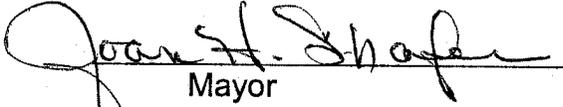
Section 1. This Ordinance is not of a general and permanent nature and shall not be codified.

Section 2. The property described in Exhibit A is rezoned from R1-43 (Single Family Residential) to Planned Area Development (PAD) zone with the uses described in Exhibit B, and all other uses deemed compatible with military operations by the City of Surprise and Luke Air Force Base. The uses listed in Exhibit B are compatible with Arizona Revised Statutes §28-8481(K), and are consistent with those permitted in Commercial (2), Commercial (3), Business Park and Industrial (1) zones (per Title 17 of the Surprise Municipal Code).

Section 3. All present and future owners of the property described on Exhibit A shall develop the property only in accordance with the requirements of this Ordinance and the stipulations contained in Exhibit C.

Section 4. This Ordinance shall become effective thirty-one (31) days after formal passage by the council.

PASSED AND ADOPTED THIS 24 day of July, 2003

  
\_\_\_\_\_  
Mayor

ATTEST:

APPROVED AS TO FORM:

  
\_\_\_\_\_  
City Clerk

  
\_\_\_\_\_  
City Attorney

YEAS: Mayor Shafer, Vice-Mayor Cox, Council Members; Allen, Arismendez, Bails, & Sullivan. (Excused-Vukanovich)

NEAS: \_\_\_\_\_

LEGAL DESCRIPTION

PART OF THE EAST HALF OF SECTION 21, TOWNSHIP 3 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS.

BEGINNING AT THE NORTHEAST CORNER OF SECTION 21;

THENCE SOUTH 00 DEGREES 06 MINUTES 00 SECONDS EAST, 2529.33 FEET;

THENCE NORTH 89 DEGREES 36 MINUTES 19 SECONDS WEST, 1309.76 FEET;

THENCE SOUTH 00 DEGREES 34 MINUTES 48 SECONDS EAST, 278.38 FEET;

THENCE SOUTH 89 DEGREES 45 MINUTES 07 SECONDS EAST, 771.96 FEET;

THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS WEST, 518.71 FEET;

THENCE NORTH 89 DEGREES 20 MINUTES 46 SECONDS WEST, 2107.82 FEET;

THENCE NORTH 00 DEGREES 02 MINUTES 31 SECONDS WEST, 3332.49 FEET,

THENCE SOUTH 89 DEGREES 13 MINUTES 22 SECONDS EAST, 2640.91 TO THE TRUE POINT OF BEGINNING.

CONTAINING 187.27 ACRES OF LAND, MORE OR LESS.

**EXCEPT** 33 FEET THEREOF FOR ROAD PURPOSES ALONG THE NORTH AND EAST LINES OF SECTION 21;

**AND EXCEPT** THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 21, TOWNSHIP 3 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 21 FROM WHICH THE CENTER QUARTER CORNER OF SECTION 21 BEARS SOUTH 00°01'20" EAST, A DISTANCE OF 2639.72 FEET;

THENCE SOUTH 00°01'20" EAST ALONG AND WITH THE NORTH-SOUTH MID-SECTION LINE OF SAID SECTION 21, A DISTANCE OF 33.00 FEET, TO THE TRUE POINT OF BEGINNING;

THENCE DEPARTING SAID SECTION LINE SOUTH 89°13'22" EAST, ALONG THE SOUTH RIGHT-OF-WAY LINE OF CACTUS ROAD, A DISTANCE OF 1840.20 FEET;

## LEGAL DESCRIPTION

THENCE DEPARTING SAID RIGHT-OF-WAY LINE SOUTH  $00^{\circ}00'59''$  WEST, A DISTANCE OF 839.34 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE NORTH, HAVING A RADIUS OF 530.00 FEET, THE CENTER WHICH BEARS NORTH  $06^{\circ}36'13''$  EAST;

THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF  $07^{\circ}49'02''$ , A DISTANCE OF 72.31 FEET;

THENCE NORTH  $75^{\circ}34'45''$  WEST, A DISTANCE OF 83.66 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, HAVING A RADIUS OF 12.00 FEET;

THENCE ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF  $85^{\circ}33'20''$ , A DISTANCE OF 17.92 FEET TO A POINT OF REVERSE CURVE HAVING A RADIUS OF 530.00 FEET;

THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF  $05^{\circ}01'17''$ , A DISTANCE OF 46.45 FEET TO A POINT OF COMPOUND CURVE HAVING A RADIUS OF 1782.70 FEET;

THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF  $21^{\circ}21'03''$ , A DISTANCE OF 664.31 FEET;

THENCE SOUTH  $46^{\circ}34'56''$  WEST, A DISTANCE OF 83.68 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 1782.70 FEET, THE CENTER WHICH BEARS NORTH  $42^{\circ}04'22''$  WEST;

THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF  $13^{\circ}58'29''$ , A DISTANCE OF 434.81 FEET;

THENCE SOUTH  $63^{\circ}05'02''$  WEST, A DISTANCE OF 73.55 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 1782.70 FEET, THE CENTER WHICH BEARS NORTH  $25^{\circ}44'03''$  WEST;

THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF  $16^{\circ}42'59''$ , A DISTANCE OF 520.11 FEET TO A POINT OF REVERSE CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 12.00 FEET;

THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF  $36^{\circ}03'06''$ , A DISTANCE OF 7.55 FEET;

THENCE NORTH  $45^{\circ}04'10''$  WEST, A DISTANCE OF 106.25 FEET;

LEGAL DESCRIPTION

THENCE SOUTH 89°58'40" WEST, A DISTANCE OF 223.31 FEET TO A POINT ON THE AFORESAID NORTH-SOUTH MID-SECTION LINE;

THENCE NORTH 00°01'20" WEST ALONG AND WITH SAID MID-SECTION LINE A DISTANCE OF 1848.48 FEET, TO THE TRUE POINT OF BEGINNING.

CONTAINING 65.24 ACRES OF LAND, MORE OR LESS.

**AND EXCEPT THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 21, TOWNSHIP 3 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:**

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 21 FROM WHICH THE EAST QUARTER CORNER BEARS SOUTH 00°00'59" WEST 2635.01 FEET;

THENCE SOUTH 00°00'59" WEST ALONG AND WITH THE EAST LINE OF SAID SECTION 21, A DISTANCE OF 32.56 FEET;

THENCE SOUTH 89°59'01" EAST, A DISTANCE OF 33.00 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF LITCHFIELD ROAD AND THE TRUE POINT OF BEGINNING;

THENCE SOUTH 00°00'59" WEST, ALONG AND WITH SAID RIGHT-OF-WAY LINE, A DISTANCE OF 782.07 FEET;

THENCE DEPARTING AFORESAID RIGHT-OF-WAY LINE NORTH 89°13'22" WEST, A DISTANCE OF 717.50 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 470.00 FEET;

THENCE ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°40'18", A DISTANCE OF 54.73 FEET;

THENCE NORTH 00°00'59" EAST, A DISTANCE OF 778.89 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF CACTUS ROAD;

THENCE SOUTH 89°13'22" EAST ALONG AND WITH SAID RIGHT-OF-WAY LINE A DISTANCE OF 772.07 FEET, TO THE TRUE POINT OF BEGINNING.

CONTAINING 13.86 ACRES OF LAND, MORE OR LESS.

## TABLE OF COMPATIBLE USES FOR KENLY FARMS, PHASE II PAD

### Transportation, communications, and utilities

Highway and street right-of-way	Communications (noise sensitive)
Motor vehicle parking	Utilities
Other transportation, communications and utilities	

### Commercial/retail trade

Wholesale trade	Apparel and accessories-retail
Building materials-retail	Eating and drinking places
General merchandise-retail	Furniture and home furnishings-retail
Food-retail	Other retail trade
Automotive and marine	

### Personal and business services

Finance, insurance and real estate	Contract construction services
Personal services	Indoor recreation services
Business services	Other services
Repair services	

### Industrial/manufacturing

Food and kindred products	Stone, clay and glass products
Textile mill products	Furniture and fixtures
Apparel	Paper and allied products
Printing and publishing	Fabricated metal products
Professional, scientific and controlling instruments	Miscellaneous manufacturing

### Public and quasi-public services

Government services	Nonprofit organizations
Cultural activities, including churches	Cemeteries
Medical and other health services	Other public and quasi-public services

### Outdoor recreation

Playgrounds and neighborhood parks	Water based recreational areas
Community and regional	Auditoriums and concert halls
Nature exhibits	Golf courses
Other outdoor recreation	

### Resource production, extraction, and open space

Agriculture (except livestock)	Forestry activities
Fishing activities and related services	Permanent open space

**RECOMMENDATIONS:** (RZ03-173)

Subject request is consistent with the Surprise General Plan 2020 and the approved Kenly Farms rezone. Approval of this request would allow for efficient and orderly development. Staff recommends that the Planning and Zoning Commission recommend approval of Rezone for Kenly Farms II (RZ03-173), subject to the following stipulations:

**STANDARD STIPULATIONS:**

- a) Major changes to this P.A.D. with regard to use and intensity, must be processed as a revised application with approval by the City Council upon recommendation of the Planning and Zoning Commission. Minor changes to this P.A.D. may be administratively approved by the City Manager and the Community Development Director.

**REPORT TO THE PLANNING AND ZONING COMMISSION  
AND THE CITY COUNCIL**

PREPARED BY THE COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

**CASE NO.:** RZ03-173 (Kenly Farms II, Rezone)  
**STIPULATIONS:** a  
**PREPARED BY:** Scott Phillips, 623.875.4318

Planning & Zoning Commission Hearing Date: July 8, 2003  
City Council Hearing Date: July 10, 2003

**APPLICANT:** City of Surprise

**OWNER:** Western Rose Growers  
8643 N. 14<sup>th</sup> Avenue  
Phoenix, AZ 85021

**REQUEST:** Approval of a Rezone from R1-43 to PAD  
(employment)

**SITE LOCATION:** Subject site is located south of Cactus Road, west of Litchfield Road and east of Bullard Avenue. It is located in the south east portion of Section 21, Township 3 North, Range 1 West, of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

**SITE SIZE:** 105.69 gross acres

**CONFORMANCE TO ADOPTED LAND USE PLANS:**

**GENERAL PLAN:** If approved, this request would comply with the General Plan 2020 and the corresponding General Plan Land Use Map.

**COMMENTING JURISDICTIONS:**

Town of Buckeye: No comments were received.  
City of El Mirage: No comments were received.  
City of Peoria: No comments were received.  
Maricopa County: No comments were received.

Dysart Unified School District: No comments were received.  
 Maricopa Water District: No comments were received.  
 Luke Air Force Base: No comments were received.

**DEPARTMENTAL REVIEW:**

The **Engineering Department** has reviewed this application and has no additional comments.

The **Fire Department** has reviewed this application and no additional comments..

The **Public Works Department** has reviewed this application and has no additional comments.

The **Water Services Department** has reviewed this application and has no additional comments.

**STAFF RECOMMENDATION:**

Staff **recommends** that the Planning and Zoning Commission recommend **approval** of Kenly Farms II Rezone, (RZ03-173), subject to the stipulations listed under "Recommendations."

**EXISTING AND SURROUNDING ZONING:**

- 1. ON-SITE: R1-43
- NORTH: R1-8 and C-2 (Kenly Farms I)
- EAST: I-1 (City of Surprise)
- SOUTH: R1-43 (Mountain Gate)
- WEST: PAD (Mountain Gate)

**EXISTING AND SURROUNDING LAND USE:**

- 2. ON-SITE: Agriculture/Vacant Land
- NORTH: Agriculture/Vacant Land
- EAST: Vacant Land
- SOUTH: Agriculture/Vacant Land
- WEST: Agriculture/Vacant Land

**ADJACENT ROAD STATUS:**

3.

Street Name	Right-of-	Pavement	Landscaping	# of Lanes in	Sidewalks
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	Way	Width		each direction	
Cactus Road	110 feet	30 feet	None	1lane	6' required
Litchfield Road	110 feet	30 feet	None	1 lane	6' required

**EXISTING UTILITIES AND SERVICES STATUS:**

4. **WATER** City of Surprise
5. **SEWER** City of Surprise
6. **FIRE PROTECTION** The Surprise Fire Department currently has fire stations located at: 15616 North Hollyhock Street, 18600 N. Reems Road, and a temporary station located at 22443 N. 163<sup>rd</sup> Avenue.
7. **POLICE PROTECTION** The Surprise Police Department currently has a station located at 12425 W. Bell Road and a substation located at 18600 Reems Road.

**PLAN ANALYSIS:**

**PROPOSAL**

8. The City Council has initiated a rezone of the Kenly Farms II piece in order to bring the property into compliance with the General Plan 2020.
9. The City is moving forward with a rezone to change the zoning of the property from a R1-43 zone (Single Family Residential) to a P.A.D. zone to include the uses described in ARS 28-8481(K) and all other uses deemed compatible with military operations by the City of Surprise and Luke Air Force Base. Those uses are found within the C-2, C-3, BP and I-1 zones, as described in Title 17 of the Municipal Code.
10. The property described in Exhibit A is rezoned from R1-43 (Single Family Residential) to Planned Area Development (P.A.D.) zone with the uses described in Exhibit B, and all other uses deemed compatible with military operations by the City of Surprise and Luke Air Force Base. The uses listed in Exhibit B are consistent with those permitted in C-2, C-3, BP and I-1 zones (per Title 17 of the Surprise Municipal Code), as well as those used deemed compatible in ARS 28-8481(K).

**EXISTING CONDITIONS**

11. The subject site has been farmed and is currently used for agricultural purposes.

12. This property is almost entirely flat with exception of a very gentle slope to the southeast of the property. The applicant has provided the required storm water retention areas within the project. The Engineering Department has reviewed the preliminary drainage information for the proposed project

#### **KENLY FARMS DESIGN ELEMENTS**

13. Any site plan for the site will be required to meet the criteria as set forth in the Planning and Design Guidelines Manual or any subsequent requirements as approved by the City of Surprise.

#### **PHASING**

14. No phasing plan is proposed at this time.

#### **NOISE**

15. This property is located within the noise contours of the 1988 JLUS (Joint Land Use Study) as recognized by the City of Surprise. Therefore, this property is subject to overflights from Luke Air Force Base and appropriate noise attenuation will be required in any construction.

#### **CONCLUSION:**

16. This property is proposed to be rezoned in order to protect the public health, safety and welfare. Additionally, the property is in compliance with the City of Surprise General Plan 2020.



CITY OF SURPRISE
COUNCIL AGENDA ACTION FORM

3

#10

Meeting Type: Regular Meeting Time Scheduled: July 24, 2003 7:00 PM
If Special submit date time

Submitting Department: CEDD Contact Person: Phil Testa

Consent [X] Regular [ ] Requesting Action [X] Report Only [ ]

Type of Document Needing Approval (Check all that apply):

- Public Hearing, Agreement, Special Consideration, Acceptance, Resolution, Emergency Clause, Grant, Submission, First Reading/Ordinance, Final Reading/Ordinance, Intergovernmental Agreement, Liquor/Bingo License Application

Council Priority (Check Appropriate Areas):

- Education, Job Creation, Public Safety, Transportation, City Elections, Public Fitness, Quality Service Delivery, Housing Rehabilitation, Human Service Needs, Community Activities, Neighborhood Revitalization, Employment Infrastructure, Work Force Preparation, Parks, Recreation & Library, Community Growth

Regular Agenda Wording: Discussion, consideration and action to approve Ordinance No. 03-20; An Ordinance approving the rezoning RZ03-173, consisting of changing the zoning of approximately 105.69 acres from R1-43 to Planned Area Development to include the uses described in ARS §28-8481(k) and all other uses deemed compatible with military operations by the City of Surprise and Luke Air Force Base. The subject site is located south of Cactus Road, west of Litchfield Road.

Staff Recommendation: Approve Fiscal Impact: Yes If yes: Budget code: Additional new development will have long term financial implications for the City of Surprise. Available:

Background Info: The Planning and Zoning Commission recommended approval on application RZ03-178, a rezone from R1-43 to PAD, on July, 8 2003.

List Attachments as Follows: Ordinance/Staff Report/Supporting Documentation.

Signatures of Submitting Officers (Sign Legibly):

Phil A. Testa
Department Head

Supervisor

Budget Authorization

Legal Review

City Manager/Designee

Distribution After Council Action: Council Action:

Results:

7-28

Table with 3 columns: Name, Council Action, Results. Includes entries for Shelley H., agenda fill, Motion/Second, Shafer, Vukanovich, Arismendez, Cox, Sullivan, For, Against, Passed, Failed, Deny, Continue.

**CITY OF SURPRISE  
COUNCIL AGENDA ACTION FORM**

Bails

M

Tabled

Allen

Absent

1

*(Vukanovich)*

Other

City Clerk: Originals *Rosa*

*Health Net & DNS*

HP LaserJet 3100  
Printer/Fax/Copier/Scanner

SEND CONFIRMATION REPORT for  
City Clerk's Office  
6235833396  
Aug-4-03 12:48PM

Job	Start Time	Usage	Phone Number or ID	Type	Pages	Mode	Status
775	8/ 4 12:42PM	0'00"	96238762589	Send	0		Remote Fax was Busy
775	8/ 4 12:46PM	1'59"	623 876 2589	Send	8/ 8	EC144	Completed

Total 1'59" Pages Sent: 8 Pages Printed: 0



**SURPRISE**  
ARIZONA

### Facsimile Transmittal - City Clerk's Office

To: Janet Gerster Fax: 623-876-2589

Agency: Daily News-Sun Phone: 623-876-2547

From: Rosa Herrera, Deputy Clerk Phone: 623-875-4213

Date: 08/04/03 Pages: 8

RE: Publication of Ordinance No. 02-20

Urgent  For Review  Please Comment  Please Reply  Other

Please publish the above-mentioned ordinance on the following four (4) dates:

Thursday	08/07/03
Friday	08/08/03
Monday	08/11/03
Tuesday	08/12/03

Please call me to confirm receipt.

Thank you.

HP LaserJet 3100  
Printer/Fax/Copier/Scanner

SEND CONFIRMATION REPORT for  
City Clerk's Office  
6235833396  
Aug-4-03 1:26PM

Job	Start Time	Usage	Phone Number or ID	Type	Pages	Mode	Status
776	8/ 4 1:12PM	14'16"	206 343 3038	Send.....	26/26	EC 96	Completed.....

Total 14'16" Pages Sent: 26 Pages Printed: 0



**SURPRISE**  
ARIZONA

### Facsimile Transmittal – City Clerk's Office

To: Dave Hohlbein Fax: 1-425-460-6822

Agency: Matthew Bender & Co., Inc. Phone: 1-866-501-5155

From: Rosa Herrera, Deputy Clerk Phone: 623-875-4213

Date: 08/04/03 Pages: 26

RE: Ordinance Nos. 03-05, 03-11, 03-17, 03-18, 03-20

Urgent  For Review  Please Comment  Please Reply  Other

Attached is a copy of the above-mentioned ordinance:

Ord. #	# of pages
03-05	8
03-11	5
03-17	3
03-18	2
03-20	7

Status report as follows:

Ord. #	Description	Status
02-17	Theatres as Conditional Use	Pending
02-35	Noise Section of the Code	Pending
02-44	Amending Animal Control Section – SMC	Pending
03-02	Zoning Text Amendment – Setbacks	Pending
03-03	Appointments of certain Dept. Heads	Pending
03-19	Changing Vice Mayor term	Pending
03-21	Rezone – Sierra Verde	Pending

If you have any questions, please call me at 623-875-4213. Thank you.

12425 W. Bell Road, Suite D-180, Surprise, AZ 85374, Fax (623) 983-3396