

SONORAN TRAILS

PAD 05-437

CITY OF SURPRISE	
PLANNING AND ZONING DEPARTMENT	
A P P R O V E D	
Case No.:	<u>PAD 05-437</u>
P&Z Comm. Approval:	<u>EB/11/2006</u>
City Council Approval:	<u>9/28/2006</u>
B.O.A. Approval:	_____
Stipulations:	_____

RECEIVED
OCT 13 2006
COMMUNITY DEVELOPMENT

CITY OF SURPRISE	
PLANNING AND ZONING DEPARTMENT	
APPROVED	
Case No.:	PAD05-437
P&Z Comm Approval:	8/1/2006
City Council Approval:	9/28/2006
B.O.A. Approval:	
Stipulations:	

SONORAN TRAILS

PLANNED AREA DEVELOPMENT



APRIL, 2006
UPDATED OCTOBER, 2006 W/ CITY COUNCIL STIPULATIONS



TRUE  WEST
C O M P A N I E S

October 11, 2006

Surprise Community Development
12425 West Bell Road, Suite D-100
Surprise, AZ 85374

RE: Sonoran Trails – Case #PAD05-437
Response to stipulations from September 28, 2006 City Council Hearing

Dear Sirs:

In accordance with the City's procedures, the following area responses to the stipulations associated with the Sonoran Trails PAD05-437 approved at the City Council Hearing held on September 28, 2006. The stipulations are listed in the same order as they appear within the staff report.

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;*

Acknowledged

- b) *The applicant shall submit a Written Response to Stipulations. The Response to Stipulations shall consist of a written response to the approved stipulations and five (5) copies of the P.A.D. document revised as necessary to comply with these approved stipulations. Said submission must be under one (1) transmittal package and shall be submitted within fifteen (15) days of City Council approval;*

Acknowledged and included herewith.

- c) *All infrastructure shall be constructed pursuant to the provisions of 16.20 of the Surprise Municipal Code or an approved development agreement, whichever applies; and*

Acknowledged

8700 E. Via de Ventura • Suite 260 • Scottsdale, AZ 85258

Office: 480.315.8085 Fax: 480.315.8084

www.truewest.com

- d) *The applicant shall include these stipulations (STANDARD and SPECIAL) and all necessary revisions to text and exhibits in the final P.A.D. document.*

Acknowledged and included herewith.

SPECIAL STIPULATIONS:

- e) *All items to which the P.A.D. document commits within the Design Guidelines compliance section of the zoning document are hereby stipulated;*

Acknowledged

- f) *By its submittal of the P.A.D., the applicant - as landowner - agrees and approves in writing to the open space designated in the approved P.A.D. plan;*

Acknowledged

- g) *The lighting standard for the project shall be subject to further review and approval by the Community Development , and the applicant shall comply with any adopted lighting standards that exist prior to the first final plat approval;*

Acknowledged

- h) *All roadway and parking lot light fixtures to be full cut-off with no light spill onto adjacent properties.*

Acknowledged

- i) *Applicant shall pay their proportionate share of the regional solution to the transportation that shall be addressed in the development agreement.*

Acknowledged

- j) *Applicant will work to provide access at the quarter-mile points.*

Acknowledged

- k) *Street/road connectivity shall be provided to adjoining developments.*

Acknowledged

- l) The revised TIA has not been submitted or reviewed. Required ROW, access points and auxiliary lanes are subject to change until this review is complete.*

A revised TIA was submitted to the City Engineering Department prior to the P&Z and City Council Hearings.

- m) Realign commercially designated area to a north/south alignment adjacent to 195th Avenue using an "L" shaped configuration.*

This has been noted in the PAD on Exhibits 6 and 12.

- n) Remove gas pumps as a permitted use in association with food stores.*

This has been noted in the PAD list of Appendix – Commercial Uses.

- n) Superior site design and parcel clustering will be required as part of the plat map process to ensure quality of community character and community impact.*

Acknowledged

- o) If the U.S. Postal Service requires "gang"-type postal boxes, applicant shall install adequate lighting over said postal receptacles.*

Acknowledged

Thank you for the opportunity to respond to your review comments. Please contact me at (480) 315-8085 if there are any questions.

Sincerely,

David Burrows

Carol #8



**CITY OF SURPRISE
COUNCIL AGENDA ACTION FORM**

Meeting Type: Regular Meeting

Council Meeting Date: 09/28/06

Submitting Department: Community Development **Contact Person:** Scott Chesney

District: 1

Internal:

Consent Regular Public Hearing Report Only

Agenda Wording:

Consideration and action on Ordinance #06-45, an Ordinance of the Mayor and Council of the City of Surprise, Arizona, approving the Planned Area Development, PAD05-437, for a proposed project known as Sonoran Trails, consisting of rezoning approximately 54.6 acres from R1-43 (Single Family Residential) to Planned Area Development. The subject site is located at the northeast corner of 195th Avenue and Sun Valley Parkway.

Motion:

I move to approve Ordinance #06-45.

Background:

The subject property has been vacant since it was annexed into the City of Surprise in 1989.

Financial Impact Statement:

All activity related to the ongoing development of the City of Surprise has economic and fiscal impact on the city and on the region.

Attachments:

Ordinance #06-45, PAD Document, Staff Report, Luke Letter, Dysart Letter

Signatures of Submitting Officers:

Mayor / Council

[Signature]

Department Head/Designee

[Signature]

Legal Review

[Signature]

Budget Authorization

[Signature]

City Manager/Designee

Human Resources (If Applicable)

City Clerk's Office Only:

Council Action:

Results:

Distribution After Council Meeting:

	Motion/Second
Shafer	_____
Elkins	<u> M </u>
Bails	_____
Sullivan	_____
Arismendez	_____
Johnson	_____
Foro	<u> S </u>

For	<u> 5 </u>
Against	<u> 1 </u> (M.O.)
Passed	<u> ✓ </u> <i>final reading</i>
Failed	_____
Continue	_____
Tabled	_____
Absent	<u> 1 </u> (D.M.)

City Clerk's Office

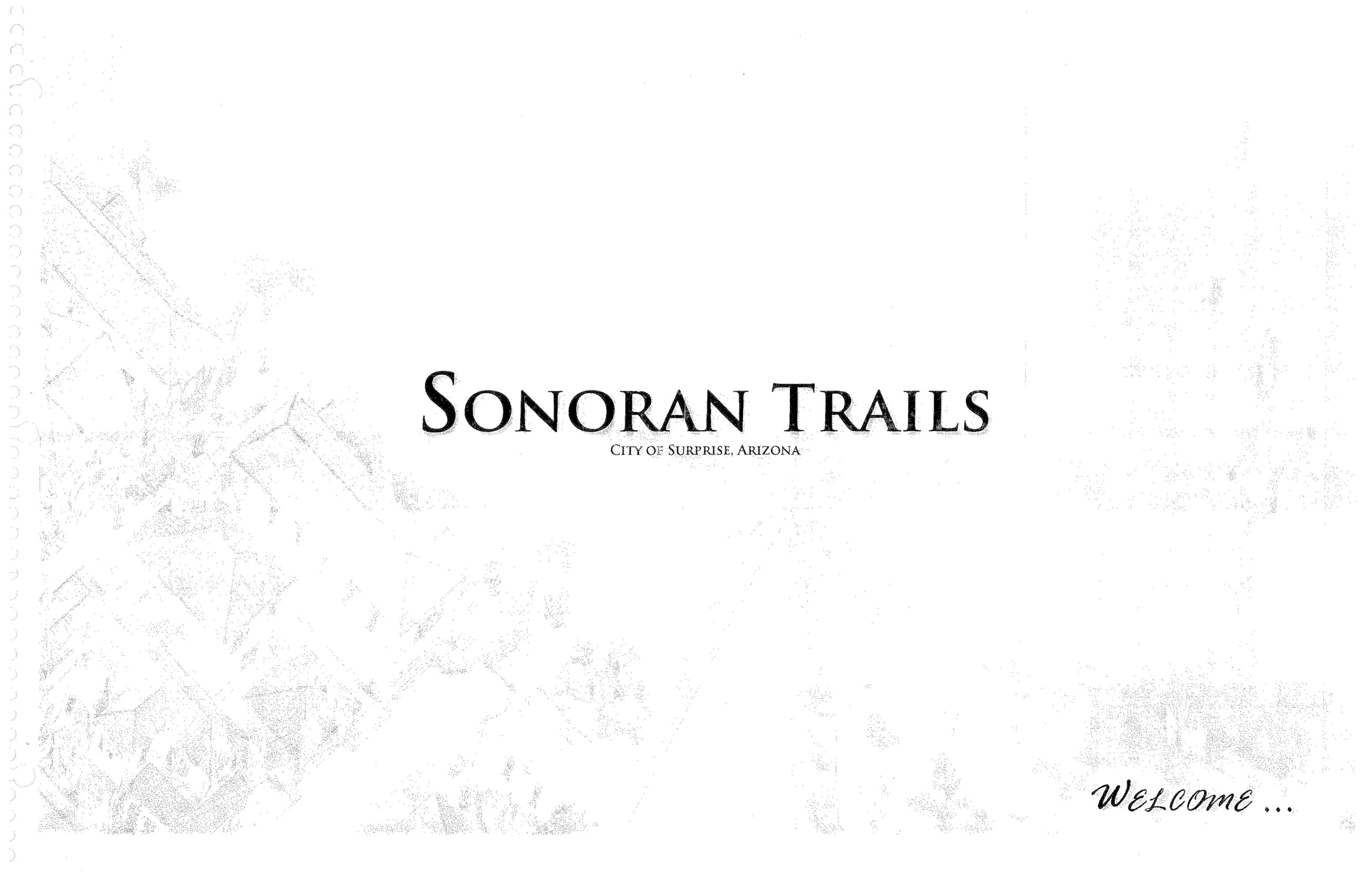
STANDARD STIPULATIONS:

- 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;
- b) The applicant shall submit a Written Response to Stipulations. The Response to Stipulations shall consist of a written response to the approved stipulations and five (5) copies of the P.A.D. document revised as necessary to comply with these approved stipulations. Said submission must be under one (1) transmittal package and shall be submitted within fifteen (15) days of City Council approval;
- c) All infrastructure shall be constructed pursuant to the provisions of 16.20 of the Surprise Municipal Code or an approved development agreement, whichever applies; and
- d) The applicant shall include these stipulations (STANDARD and SPECIAL) and all necessary revisions to text and exhibits in the final P.A.D. document.

SPECIAL STIPULATIONS:

- e) All items to which the P.A.D. document commits within the Design Guidelines compliance section of the zoning document are hereby stipulated;
- f) By its submittal of the P.A.D., the applicant - as landowner - agrees and approves in writing to the open space designated in the approved P.A.D. plan;
- g) The lighting standard for the project shall be subject to further review and approval by the Community Development , and the applicant shall comply with any adopted lighting standards that exist prior to the first final plat approval;
- h) All roadway and parking lot light fixtures to be full cut-off with no light spill onto adjacent properties.
- i) Applicant shall pay their proportionate share of the regional solution to the transportation that shall be addressed in the development agreement.
- j) Applicant will work to provide access at the quarter-mile points.
- k) Street/road connectivity shall be provided to adjoining developments.
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- o) If the U.S. Postal Service requires "gang"-type postal boxes, applicant shall install adequate lighting over said postal receptacles.



SONORAN TRAILS

CITY OF SURPRISE, ARIZONA

WELCOME ...

PROJECT TEAM

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Applicant:**

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Biological
Consultant:**

SWCA Environmental Consultants
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(602) 274-3831

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Scottsdale, AZ 85253
(480) 483-8100

Traffic Engineering:

TASK Engineering Co., Inc
3707 N. 7th Street, Suite 235
Phoenix, AZ 85014
(602) 277-4224

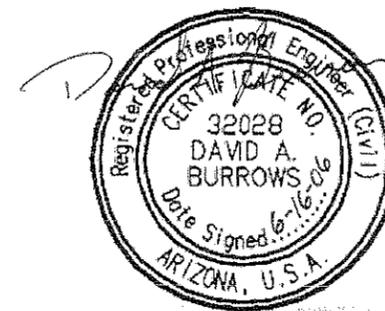


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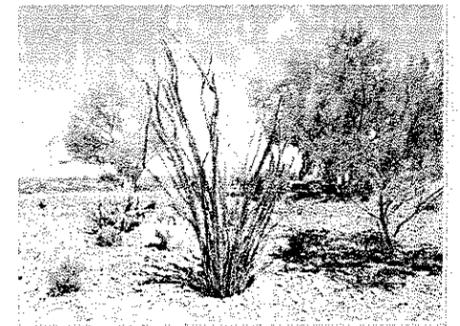
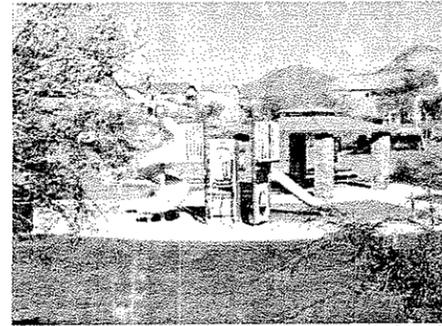
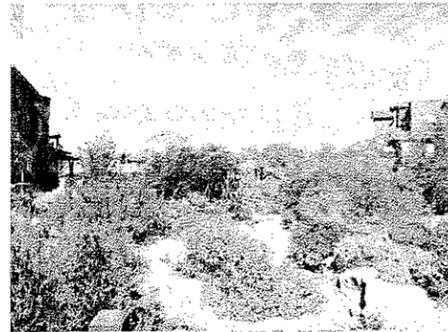
✦ APPENDIX

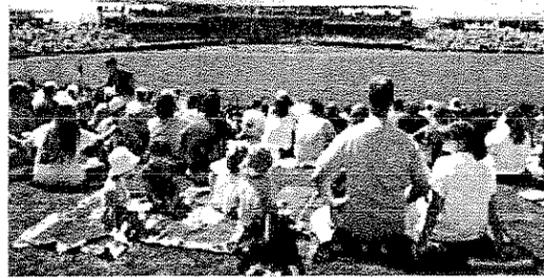
Residential Development Standards
Commercial Uses



SECTION
1.0

EXECUTIVE SUMMARY





Sonoran Trails (the Community) is situated on the northeast corner of Sun Valley Parkway and 195th Avenue, located within a high profile, growth area designated by the City of Surprise as Special Planning Area 3 (SPA 3). Per the Surprise General Plan 2020, SPA 3 is bounded by Jomax Road to the north, Grand Avenue and the McMicken Dam to the east, White Tank Mountain Regional Park to the south and the Town of Buckeye to the west. The Loop 303 Freeway, a three mile drive east of the Community along Sun Valley Parkway / Bell Road, will provide easy access into the Arizona freeway system. Although the surrounding property is currently vacant desert, neighboring communities such as Bell Point, Arizona Traditions, and Surprise Farms are all less than 1 mile away, and approved PAD applications, such as Surprise Ranch, continue the development trend westward.

The purpose of this application is to request a zone change for an approximately fifty-five (55) acre mixed-use project known as Sonoran Trails. The Community will offer a mix of clustered residential concepts (such as townhomes and courtyard homes) and an employment/neighborhood commercial area designed to meet the needs of the residential community as well as the surrounding area. To accomplish this, the Project Team requests a zone change to Planned Area Development (PAD) zoning. PAD zoning provides the necessary flexibility for the Project Team to design a community that sensitively responds to the surrounding natural setting, as well as a multitude of excellent regional, historical, and environmental resources.

The Project Team understands the unique setting along the Sun Valley Parkway in which the Community is located and agrees with the City Staff's commitment to maintaining the Parkway as a scenic desert preservation corridor. Although significant topographic changes, view corridors and vegetation occur on the south side of Sun Valley Parkway in the area of Sonoran Trails, the Community is committed to maintaining a scenic, natural desert buffer which will extend beyond the edge of the Parkway. In keeping with this commitment, Sonoran Trails will designate two-hundred feet for the Sun Valley Parkway half-street and scenic corridor, which will leave one-hundred and thirty feet undeveloped from the edge of the Parkway right-of-way. Benefits of this scenic corridor are many and include providing opportunities to walk, bicycle or horseback ride along the corridor, as well as reinforcing the ties to the scenic beauty of the surrounding Sonoran desert. Guidelines to accomplish the preservation and enhancement of this unique desert setting are set out within this PAD narrative.

Live

Work

Play



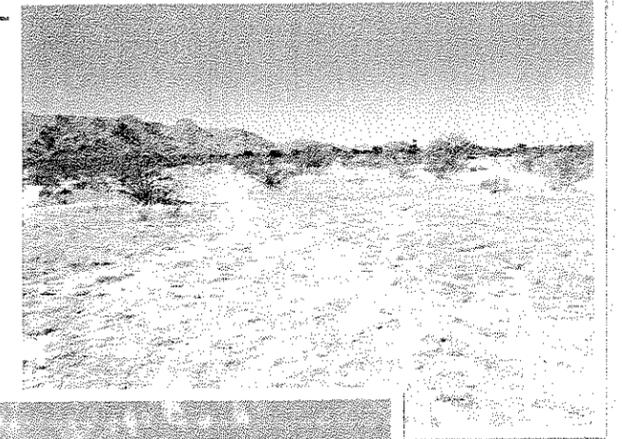
EXISTING SUN VALLEY PARKWAY LOOKING WEST

Because of the growth of Surprise and increase in development pressure, members of the Project Team have met with City staff and surrounding owners to discuss the future infrastructure needs of the area. According to the City's 2030 Roadway Plan, 195th Avenue is designated as a minor arterial and Sun Valley Parkway is an existing major arterial, which changes to a Parkway adjacent to the Property. The City envisions that an additional Parkway will be located adjacent to the east side of the White Tank Mountains providing a continuous connection to Interstate I0 (I-10) and tying into the Sun Valley Parkway less than one-quarter mile to the east of Sonoran Trails. This additional north-south Parkway will relieve future traffic from the Loop 303 and follow the alignment of the future APS powerline corridor along 191st Avenue.

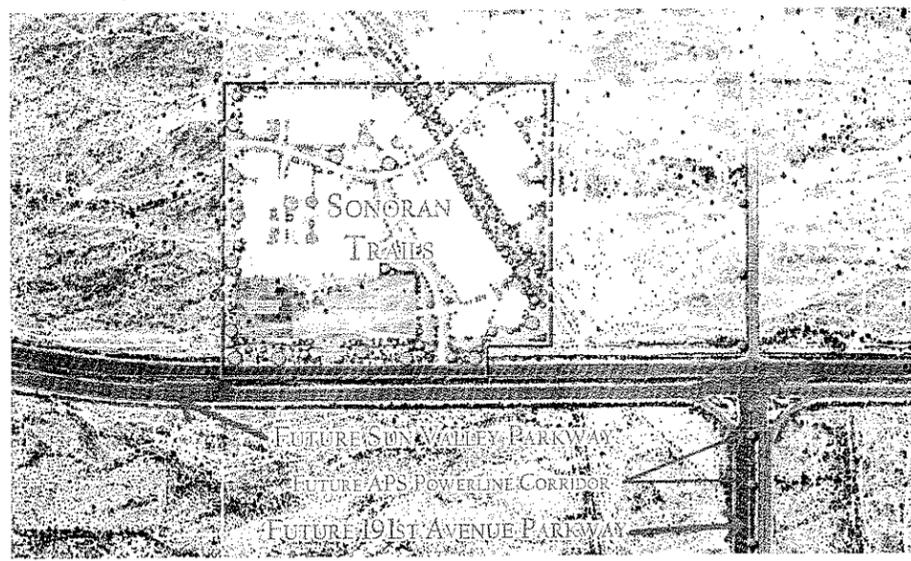
While the Surprise General Plan 2020 designates most of the property north of the Sun Valley Parkway as Low Density Residential and all of the property south of the Parkway as Rural Residential, it is appropriate to cluster some slightly higher densities in certain areas of SPA 3. Sonoran Trails is located at the intersection of a six-lane Parkway and a four-lane arterial and less than one-quarter mile from the confluence of two Parkways and a high-voltage powerline corridor. This site, which will be highly impacted by the adjacent high-volume roadways and powerline corridor, provides the perfect opportunity to place an employment/neighborhood commercial area

of approximately eleven acres, surrounded by a medium density residential area, that due to large buffer areas and other open space will not exceed the current General Plan category of five dwelling units per acre.

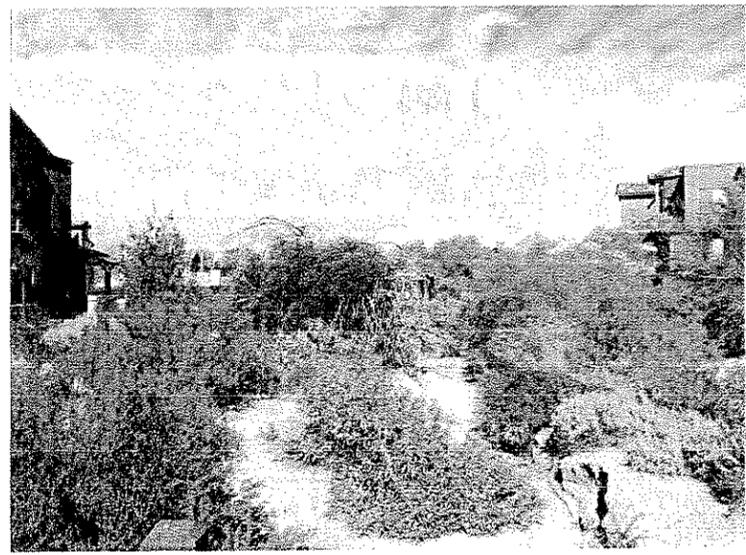
According to the City of Surprise's Economic Development Department, the City of Surprise is one of the fastest growing metro areas in the nation, leading the way with a growth rate of 333% (three hundred thirty-three percent) from 1990 to 2000. Projections indicate the population of Surprise will exceed 150,000 by 2008 and 300,000 by 2020. The National Association of Realtors report, released in August 2005, revealed that overall the Valley posted a year-over-year 47 percent jump in median existing home prices during the second quarter 2005, the biggest jump in the country. In fact, the median existing home prices



SONORAN TRAILS PROPERTY LOOKING WEST (TOP), SOUTHWEST (MIDDLE), AND NORTH (BOTTOM) (NOTE LACK OF VEGETATION AND EXISTING OFF ROAD VEHICLE TRAILS)



FUTURE SUN VALLEY PARKWAY - PLAN VIEW



in the City of Surprise rose higher than the average at 52 percent from July 2004 to July 2005. This dramatic increase in land and housing prices within the Valley, in conjunction with the expected population growth has created a huge need for more homes located close to employment and neighborhood commercial opportunities. In contrast, the major General Plan Amendment approved in 2004 decreased the amount of residential land in the City's SPA 3 by approximately 3,000 acres, resulting in the removal of approximately 8,000 homes from the City's housing pool (based on the midpoint density for the residential categories). The Sonoran Trails PAD not only seeks to provide attractive home ownership opportunities to offset the demand, but does so in a manner that creates community character based on the natural desert setting, provides neighborhood amenities and sets aside large amounts of open space.

The Sonoran Trails design and character are drawn from various sources of inspiration, in particular the Sonoran Desert, the surrounding White Tank Mountains, and the design principles and guidelines from the City's Planning Design Guidelines Manual which reflect the type, and quality of development desired by the citizens of Surprise. For a community to be successful, it is essential that the site planning, architecture, engineering, and the landscape design be unified. The intent of the Sonoran Trails residential architecture is to promote diversity, and provide flexibility by offering a variety of architectural styles, materials, and color palettes that reflect the natural desert setting. The residential architecture will be of a high caliber that enhances quality of life for residents, their guests, and surrounding neighbors. Additionally, the community is designed to be visually appealing through the use of curvilinear streetscapes, centrally located amenity areas, appropriately placed open space and tot lots, reduced pavement sections internal to the parcels that are pedestrian friendly, landscaped medians, and pedestrian pathways.

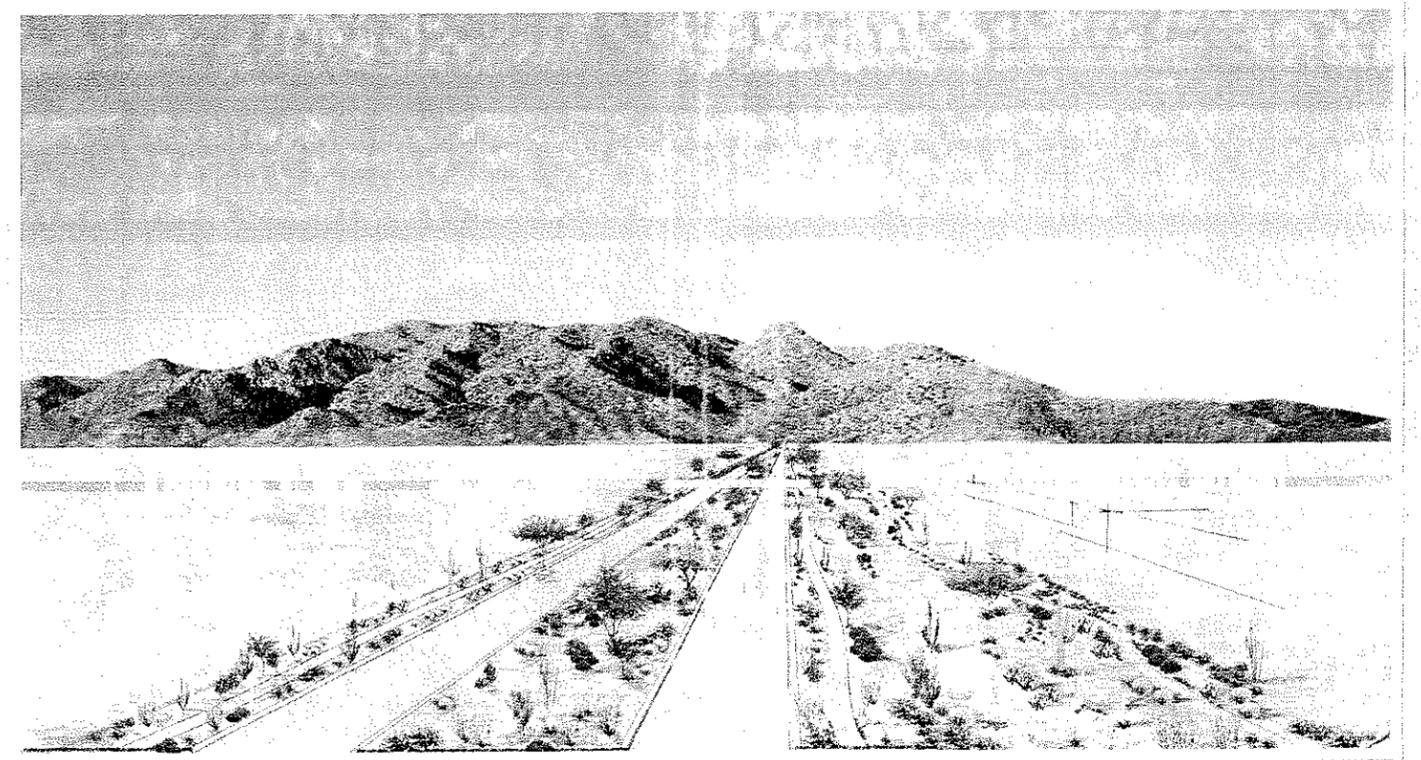
The image and character of the Sonoran Trails employment, neighborhood commercial area is proposed to be consistent with the desert southwest setting and complementary to the residential area. While the residential area comprises the majority of Sonoran Trails, the

commercial area is equally as important in shaping the overall image and character of the community. Accordingly, the underlying architectural theme utilized within the residential area will also be conveyed to the commercial site. While the commercial area is conveniently located and accessed by vehicle, the Community is also proposed to be pedestrian friendly, where modes of transportation other than the automobile, such as walking, jogging and biking are supported. Significant opportunities for pedestrian transportation are provided throughout the Community, as well as pedestrian interconnection between the residential and commercial areas.

Similar to the planning and architecture, the open space system and landscape design becomes an integral component in unifying the Community. The philosophy behind the Sonoran Trails open space and landscape theme is to promote an open and welcoming feeling to residents, their guests, and first time visitors to the Community. Neighborhood amenities are a major component of the open space and landscape theme. In addition to the open space corridors, the Sonoran Trails Community offers an array of recreational opportunities, such as pools, ramadas and a clubhouse, which all members can utilize. The Sonoran Trails PAD, through its strategic design and open space framework, strives to capture those qualities that make the City of Surprise special.

In order to ensure logical extension of the City's infrastructure such as water, sewer, roadways, fire and emergency response, Sonoran Trails has been an active member in the West Surprise Landowner's Group (WSLG) since its inception nearly two years ago. Working closely with the City's Public Works and Engineering Departments, the WSLG is an excellent example of the City's philosophy that development shall pay for itself. Comprising over 3,400 acres in SPA 3, the WSLG shows that with the assistance of the City, private industry can successfully cooperate to identify, design and fund infrastructure improvements. Rather than haphazard, piecemeal development, the joint efforts of the City and the landowners in the WSLG will result

in the City's infrastructure being installed according to a sensible master plan, which will have a lasting and positive affect on this area of the City. With special emphasis being placed on all areas of design, from site planning to infrastructure, Sonoran Trails is envisioned to be a distinct and desirable asset to the City of Surprise by achieving a cohesive, quality design that will activate community life and have a positive impact not only for the project itself, but on the surrounding area as well.

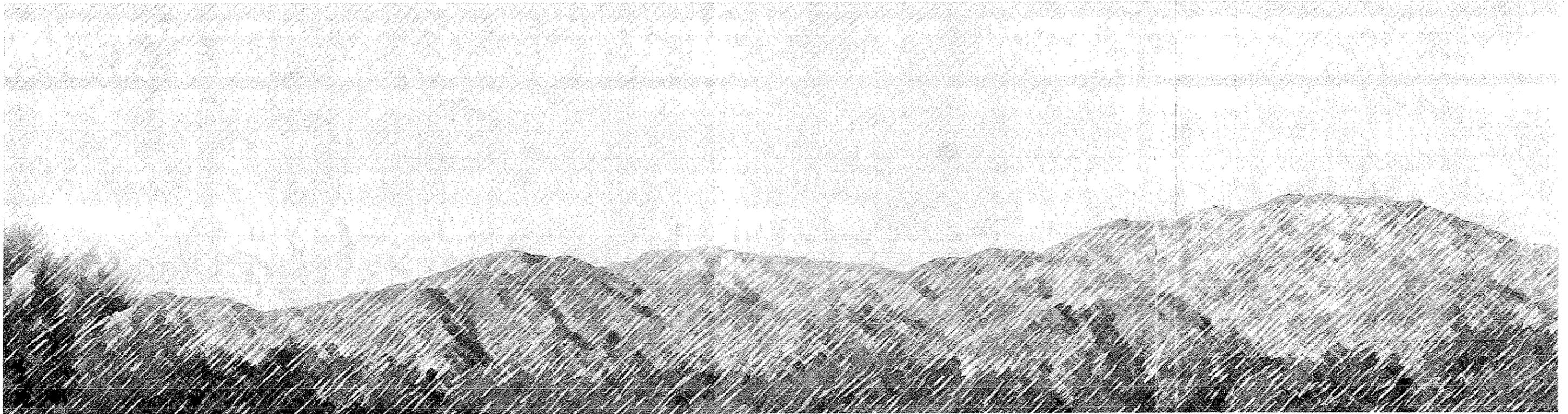


FUTURE SUN VALLEY PARKWAY SCENIC CORRIDOR PERSPECTIVE

SECTION

2.0

EXISTING CONDITIONS



EXISTING CONDITIONS

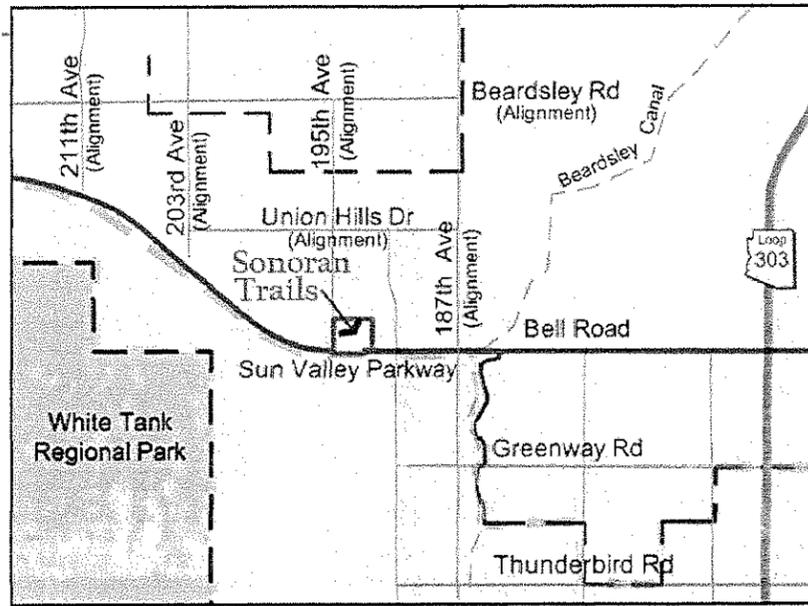


FIGURE 1 - VICINITY MAP

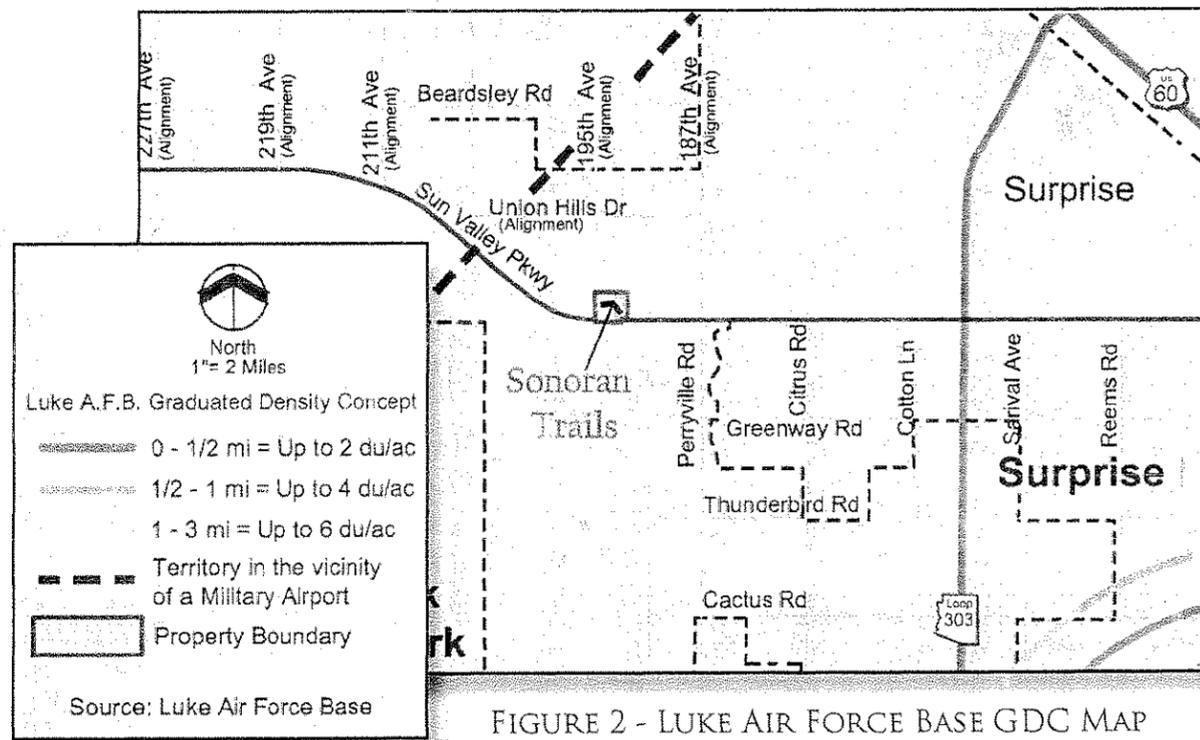


FIGURE 2 - LUKE AIR FORCE BASE GDC MAP

A. SITE LOCATION

Situated at the northeast corner of Sun Valley Parkway and 195th Avenue, Sonoran Trails is an assemblage of three separate parcels totaling approximately 54.6 gross acres (Figure 1, Vicinity Map). The property is located just west of Arizona Traditions and the McMicken Dam within the incorporated area of the City of Surprise. With very little vegetation and no riparian areas, the site is relatively flat native desert land with a slight slope from the northwest to the southeast. The property is currently unimproved, native desert land. However, the proximity to the White Mountains provides an inviting, and scenic setting.

Sonoran Trails is located within Special Planning Area 3 (SPA 3). Per the Surprise General Plan 2020, SPA3 is bounded by Jomax Road to the north, Grand Avenue and the McMicken Dam to the east, White Mountain Regional Park to the south and the Town of Buckeye to the west. The existing land uses as described in SPA 3 include the Volvo Proving Grounds, approximately three and one-half mile northwest of the Property; the Northwest Regional Landfill, approximately one and one-half mile north of the Property; and Luke Air Force Base (AFB) Auxiliary Field #I (AUX I) approximately six miles northwest of the Property. The White Tank Regional Park is adjacent to SPA 3 and is located one mile southwest of the Property.

To the east is private property and property owned by the Flood Control District of Maricopa County (FCDMC) adjacent to the McMicken Dam and Beardsley Canal. East of the McMicken Dam are two established master planned communities, Arizona Traditions and Sun City Grand. To the south (south of Sun Valley Parkway) and to the west is land owned by the Arizona State Land Department. Luke AFB is located approximately eight miles southeast of the Property and the Loop 303 Freeway is approximately three miles to the east.

B. LUKE AIR FORCE BASE

The Property is located approximately eight miles from Luke AFB and six miles from Luke AFB AUX I. Figure 2, Luke Air Force Base GDC Map shows the Property's location relative to the Luke AFB Graduated Density Concept (GDC) Plan. The Property is situated outside the Luke AFB 1988, 65-decibel Joint Land Use Study (JLUS) noise contours and outside of the Luke AFB GDC area, but within the "Territory in the Vicinity of a Military Airport" as defined by State of Arizona statute A.R.S. §28-848I. As such, the Department of Real Estate Public Report for any subdivision within Sonoran Trails will include a statement that complies with the State statutes.

In 2004, the City approved a major amendment to the General Plan for the AUX I area that identified compatible land uses and densities under the flight path of Luke AFB AUX I. This General Plan amendment included airport preservation areas around the F-16 noise contours. Because Sonoran Trails is six miles from AUX I all residential lots are well outside of the 65-decibel noise contour lines and airport preservation areas. Accordingly, the proposed development of the Property is compatible with Luke AFB's operations and is in compliance with the General Plan amendment.

C. EXISTING LAND USE, ZONING AND GENERAL PLAN

Currently the Property is sparsely vegetated, native desert land with no improvements and zoned for single-family residential uses. Per the City General Plan, the Community is located within SPA 3, which currently has very little existing development activity. However, due to the natural progression of development to the west and the high number of zoning cases recently approved and under review at the City, this area will see greatly increased development activity in the near future. According to the Surprise General Plan, the Property is designated as Low Density Residential. This land use district is primarily intended for residential uses, with densities up to five dwelling units per acre.

D. EXISTING INFRASTRUCTURE

There are three parkways that are defined in SPA 3, Jomax Road, Deer Valley Road and Sun Valley Parkway. Sonoran Trails is located on the northeast corner of the intersection of Sun Valley Parkway and 195th Avenue. According to the City's draft 2030 Roadway Plan dated June 22, 2004, 195th Avenue is a proposed minor arterial, and Bell Road is an existing major arterial which becomes Sun Valley Parkway adjacent to the site (Figure 3, Existing Sun Valley Parkway). These two corridors will provide access into the Community. As part of the draft 2030 Roadway Plan, City Staff has expressed a desire to create a north south parkway south of Sun Valley Parkway, providing a continuous north-south roadway connecting to Interstate 10. Because APS has designated the 191st Avenue alignment as the preferred route for their 230kV transmission line corridor, Staff currently believes the parkway will be located adjacent to the transmission lines along 191st Avenue.

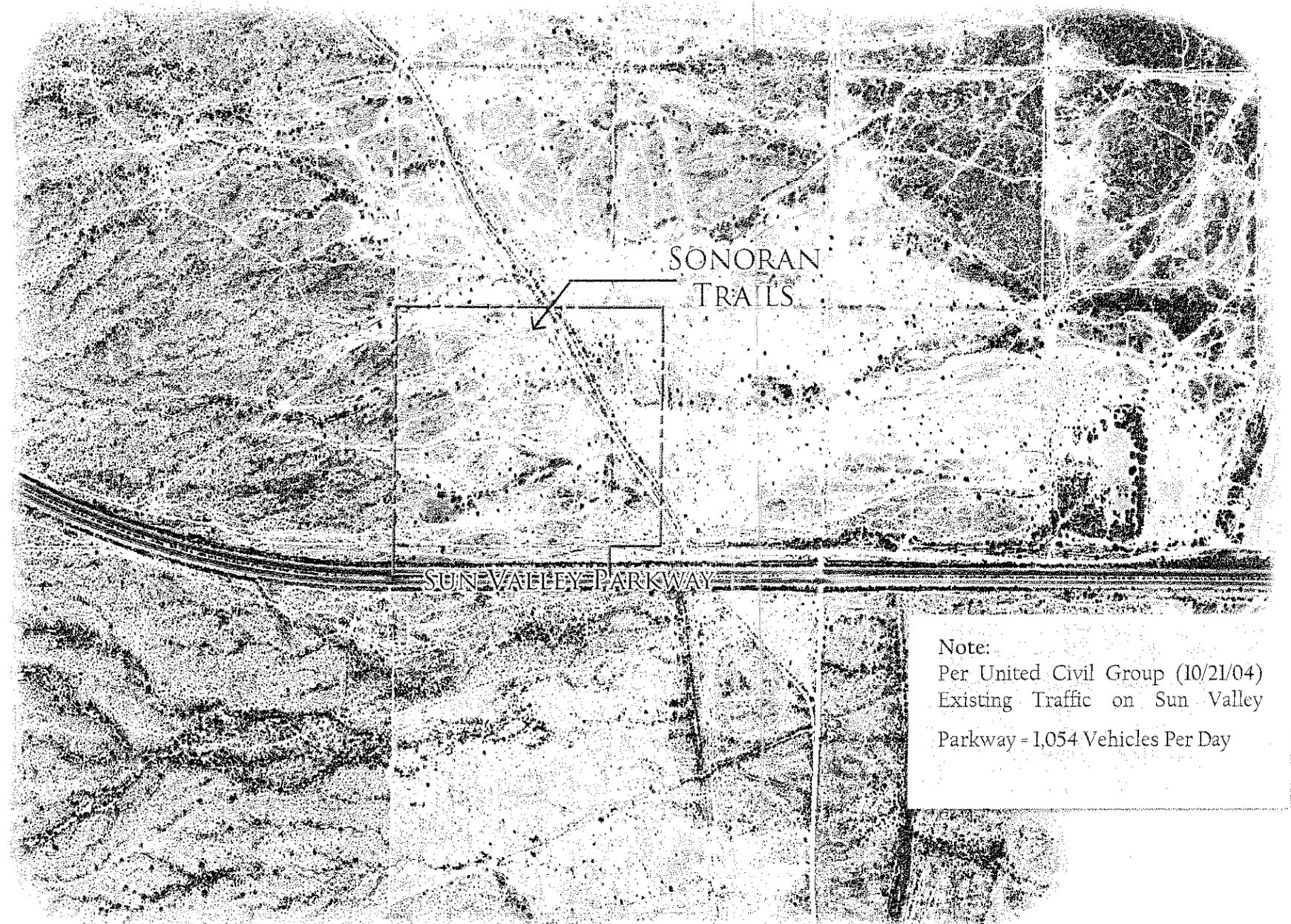
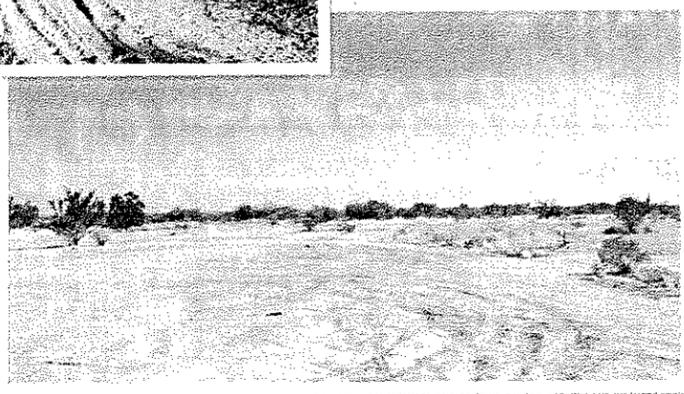
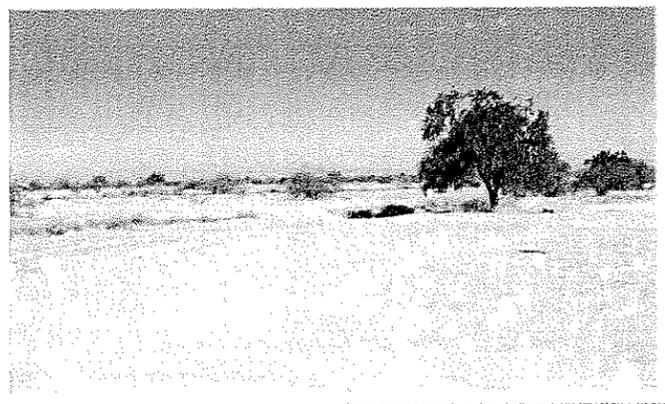


FIGURE 3 - EXISTING SUN VALLEY PARKWAY



SONORAN TRAILS PROPERTY LOOKING NORTHEAST (TOP),
WASH CROSSING (MIDDLE), AND NORTH (BOTTOM)

E. EXISTING TOPOGRAPHY AND DRAINAGE

The Property is vacant native desert land with a slight slope from the northwest to the southeast and sparsely vegetated (Figure 4, Physical Features Map). A natural desert wash is located within the northeastern portion of the Property. Offsite drainage areas for the development originate from the White Tank Mountains to the southwest of the Property. These flows are concentrated at a culvert that passes under Sun Valley Parkway, and then redistributed as sheet flow before reaching the western boundary of the property.

F. ARCHEOLOGICAL SURVEY

Soils Systems, Inc. (SSI) completed an archeological survey on the Property in August of 2005. No archeological remains were identified on the Property. Consequently, SSI has determined no further archaeological work is necessary. However, in the unlikely event that cultural remains of a significant historic, pre-historic or archeological nature are unearthed during construction, all work on the site will be halted immediately, and until such time that the Arizona State Museum is notified in accordance with ARS 41-865 and a professional archeologist has been retained to determine the archeological significance and extent of the land coverage.

G. BIOLOGICAL EVALUATION

SWCA Environmental Consultants completed a biological evaluation report for the Property in August of 2005. The Property is located in an area of undisturbed and disturbed native desert habitat. Disturbed areas are those lands impacted by off highway vehicle traffic and dumped debris. According to the report, there were no permanent existing surface waters on the Property and no wetland vegetation or stands of deciduous broad-leaved riparian trees. Additionally, no natural caves, adits or mine features are depicted on the United States Geological Survey map, and observed during SWCA's field reconnaissance.

According to SWCA, no endangered or threatened, or proposed endangered or threatened plants or animals are known to occur regularly on the Property. Additionally, it is unlikely that the development of the Property will have an effect on any federally listed species or their habitat. However, the lead federal permitting agency has the authority and final decision on whether or not to require species-specific surveys for any federally protected species. From their evaluation, SWCA concludes that no additional biological surveys are recommended for the Property.

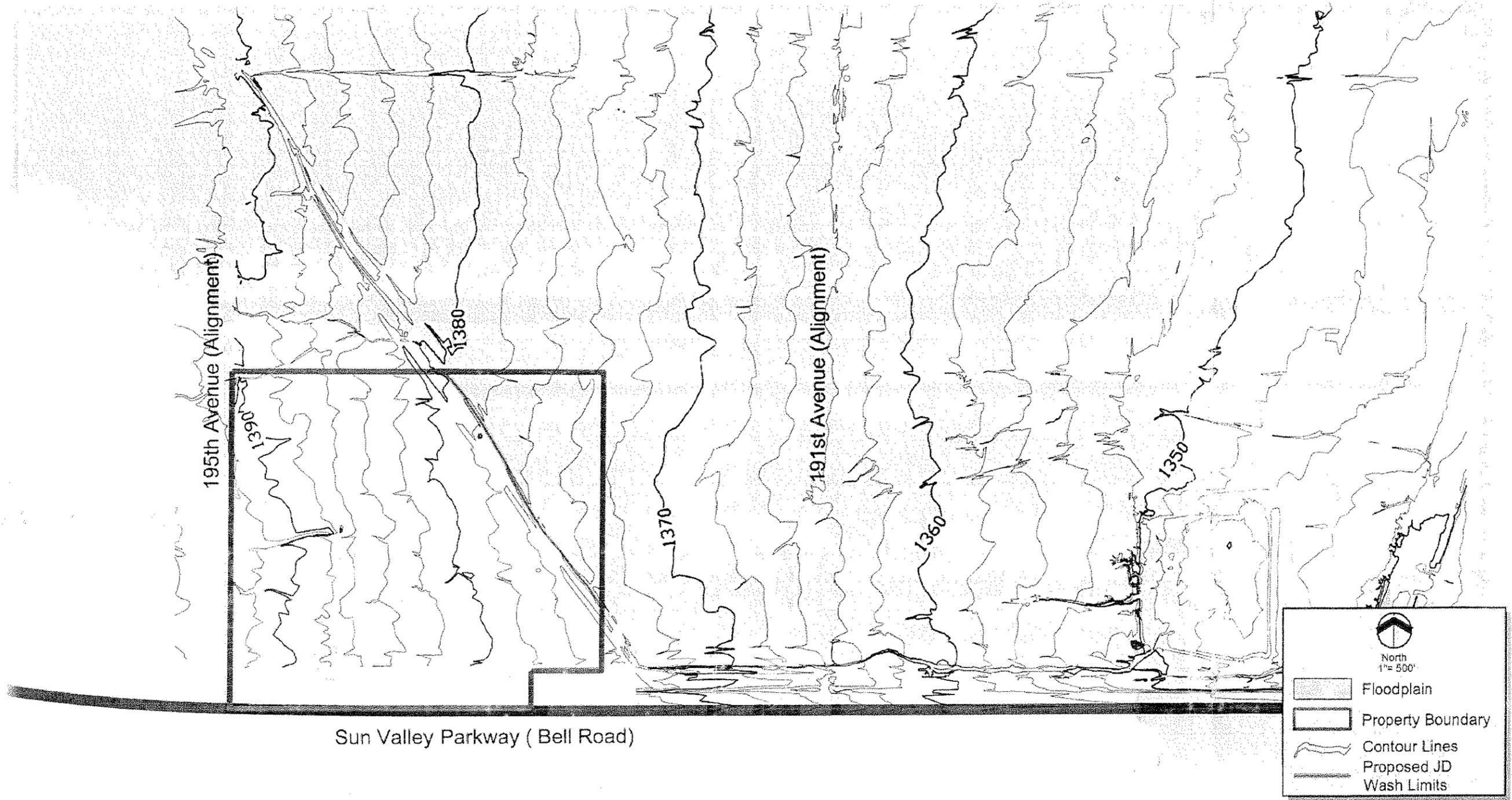
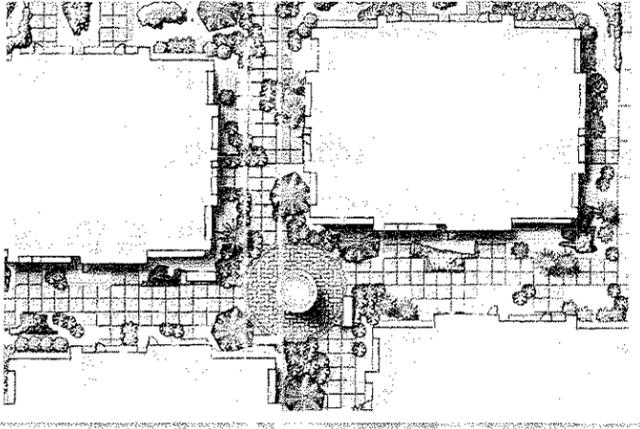
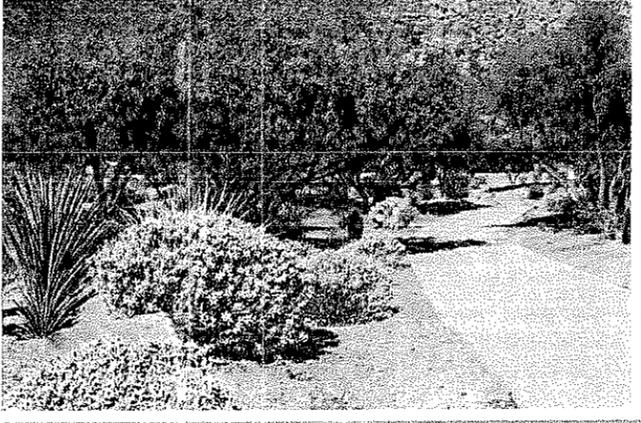
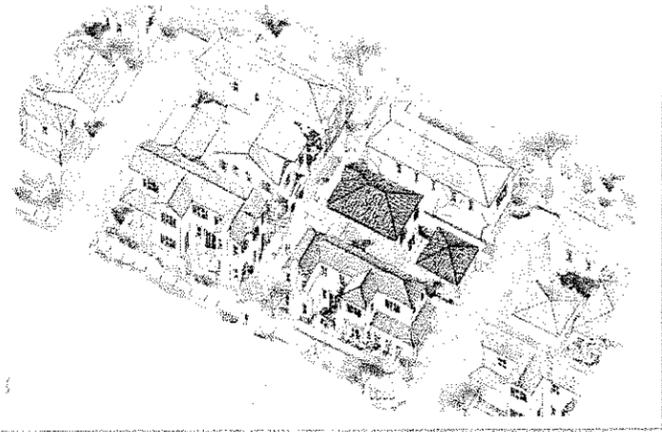


FIGURE 4 - PHYSICAL FEATURES MAP

SECTION
3.0

COMMUNITY DEVELOPMENT PLAN



Good design is the direct result of sensitively responding to the character of the natural setting...

A. COMMUNITY CHARACTER

Sonoran Trails will be composed of a mixture of residential housing styles, supporting neighborhood commercial and employment uses, along with active and passive amenity areas. The design and character of Sonoran Trails are drawn from various sources of inspiration, in particular the Sonoran Desert, the surrounding White Tank Mountains, and the design principles and guidelines from the City's Planning Design Guidelines Manual which reflect the type, and quality of development desired by the citizens of Surprise. Each source has a unique array of features, that when combined with other aesthetic elements, become the fabric of a successful community. The Sonoran Trails PAD, through its strategic design and open space framework, strives to capture those qualities that make the City of Surprise special.

Good design is a result of sensitively responding to the character of the surrounding natural setting as well as drawing from the multitude of excellent regional, historical, cultural, and environmental resources. Sonoran Trails is envisioned to be a distinct and desirable asset to the City of Surprise by achieving a cohesive, quality design that will activate community life and have a positive impact not only for the project itself, but on the surrounding area as well. To create a well-planned development that supports the community goals for a more sustainable and livable community, Sonoran Trails will focus on several defining elements to ensure overall design compatibility to the area. In particular, the following elements will be utilized to establish the Community's character:

- Land uses: locate land uses to create transitions from less intensive to more intensive uses in a logical and complementary manner.
- Preservation and enhancement of the natural desert setting through the Sun Valley Parkway scenic corridor and establishment of community character based on the Sonoran Desert.
- Commercial building design and architectural themes: shape, colors, material selections, craftsmanship, and decorative details.
- Residential neighborhood design: maximize opportunities for exposure to community open spaces and amenities.
- Open space amenities: location, variety, and design concepts.
- Path and trail system: thoughtfully planned to encourage pedestrian and non-motorized vehicular use while fully integrating the overall community.

- Landscaped areas: location, species, design, and placement.
- Neighborhood design: maximize opportunities for exposure to community open spaces and amenities.
- Community signage and entry monumentation: location, design concepts, colors, and materials.
- Streetscape: including perimeter walls, view fences, and landscaping thoughtfully placed to maximize exposure of open space and common areas and to minimize obstructing neighborhood integration.

Through these design elements, the character of Sonoran Trails will be integrated with the unique characteristics of the area, providing a high level of quality for architectural design, as well as amenities for residents to enjoy.

B. SUN VALLEY PARKWAY SCENIC CORRIDOR

The Project Team understands the unique setting along the Sun Valley Parkway in which the Community is located and agrees with the City Staff's commitment to maintaining the Parkway as a scenic desert preservation corridor. Why should the Sun Valley Parkway be designated as a scenic corridor?

In order to:

- Preserve or encourage the restoration of the natural setting along the roadway.
- Provide views of the White Tank Mountains on the south side of Sun Valley Parkway.
- Allow for connectivity of non-vehicular travel buffered safely from vehicular traffic.
- Visually link to vista corridors along major washes and other significant open space.
- Buffer adjacent land uses from the adverse affects of traffic along a major roadway.

Who benefits from the scenic corridor?

- The adjacent and future land owners who are more effectively buffered from the adverse affects of roadway traffic, while reinforcing the desirable ties to the scenic beauty of the surrounding Sonoran desert.
- The general citizenry who drive, walk, bicycle or horseback ride along these corridors.
- Tourists and visitors contributing to the City's economic vitality.

Although all of the significant topographic changes, view corridors and vegetation occur on the south side of Sun Valley Parkway in the area of Sonoran Trails, the Community is committed to maintaining a scenic, natural desert buffer, which will extend beyond the edge of the Parkway. Within Sonoran Trails there are two distinct portions of the property that will be influenced by the Sun Valley Parkway Scenic Corridor. First, the portion from the one-hundred foot wide Sun Valley Parkway half-street north one-hundred feet – this area is referred to as the Desert Preservation Zone. Second, the portion from the northern edge of the Desert Preservation Zone to the northern edge of the property – this area is referred to as the Sun Valley Parkway Character Zone.



DESERT PRESERVATION ZONE

Sonoran Trails will designate an additional one-hundred feet from the edge of the Sun Valley Parkway right-of-way as a natural desert buffer, which per the City's standard Parkway cross-section will leave one-hundred and thirty feet undeveloped from the edge of the Parkway pavement. The principle idea of the Desert Preservation Zone is to achieve minimal visual impact of the built environment on the natural desert setting. The following standards shall be in effect for the Desert Preservation Zone:

- Except as specifically provided for herein, vertical construction of structures shall not be allowed.
- The Desert Preservation Zone can be counted as open space, used for underground utilities and retention/conveyance of stormwater drainage.
- Wireless facilities shall not be located within the Desert Preservation Zone unless they can be integrated into the desert environment. Streetlight poles and traffic signal poles specifically designed for the City of Surprise may include wireless communication antenna. All associated equipment must be located entirely underground, or screened from view from streets, trails, and multi-use paths.
- Landscaping standards:
 - The landscape designer is encouraged to re-establish a rolling/meandering edge near roadways that is reinforced and defined by shrubs and ground cover.
 - Re-vegetation with a balanced mixture of mature and smaller sizes of native plant materials including native trees (min. 5-gal.), shrubs (min. 1-gal.), and ground cover shall be required to repair all scarring as a result of undergrounding and other similar construction that disturbs the shoulder area and or scenic setback. Scarring of rock formations or other natural features should be camouflaged with the application of desert varnish.
 - The use of vegetation to subtly highlight an entrance may be used.
 - Turf shall not be allowed.
- Multi-use path standards:
 - Stabilized decomposed or native granite multi-use path of eight feet minimum width shall be installed meandering along the entire length of the Property's frontage on Sun Valley Parkway.
 - The multi-use path shall be separated from the vehicular travel lanes by a landscaped buffer of not less than ten feet in width.
- The multi-use path shall meander gradually and return to the curb line at bus stops, intersections, and driveways.
- Any civil engineering improvements required to control stormwater flows as they are retained/detained or cross the Desert Preservation Zone or move collected runoff to major wash corridors should be constructed to blend into the desert setting:
 - Channels should be rounded to blend with the natural form of the terrain, and should be built to recreate a natural arroyo or wash.
 - Drainage Structures should be constructed with materials possessing deep desert color tones and textures. Colors should be darker than the native soil.
 - Smooth, reflective, metallic, streamlined structures, crisp tooled masonry, etc... should be avoided.
 - Materials such as native stone, adobe, integrally colored shot-crete etc...are suggested materials.
 - Retention walls of channels should not be greater than 4' in height, or should be stepped in increments of less than 4'.
 - All channel edges should be revegetated.
- Signage standards:
 - The number and size of signs should be kept to a minimum to reduce visual clutter in the natural landscape setting.
 - Signs for the purpose of merchandise advertisement are not allowed.
 - Signs shall be low wall or ground mounted signs built from natural or simulated desert material with heavy textures and deep desert colors.
 - Signs shall have reverse channel letter halo illumination, low-level spot lighting or be non-illuminated.
- Lighting standards:
 - Dark skies shall be encouraged in this area. All streetlights and other exterior lights shall be full cutoff shielded. (both Zones)
 - When necessary for safety reasons, low level trail lighting shall be allowed. Such lights shall be no higher than three (3) feet. (both Zones)
 - All poles, fixtures and related hardware shall be visually non-intrusive and be approved by the Community Development Department. (both Zones)

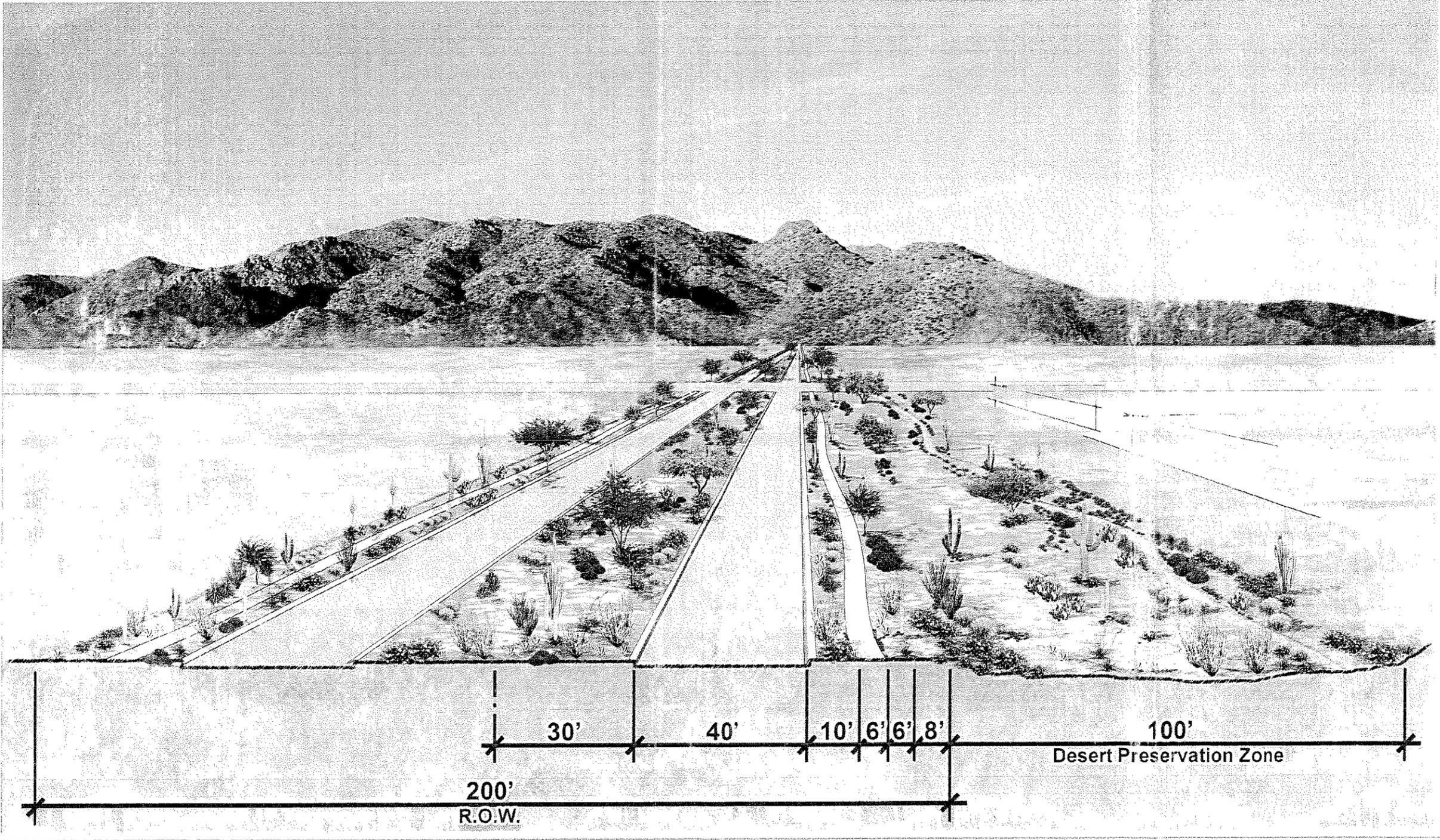
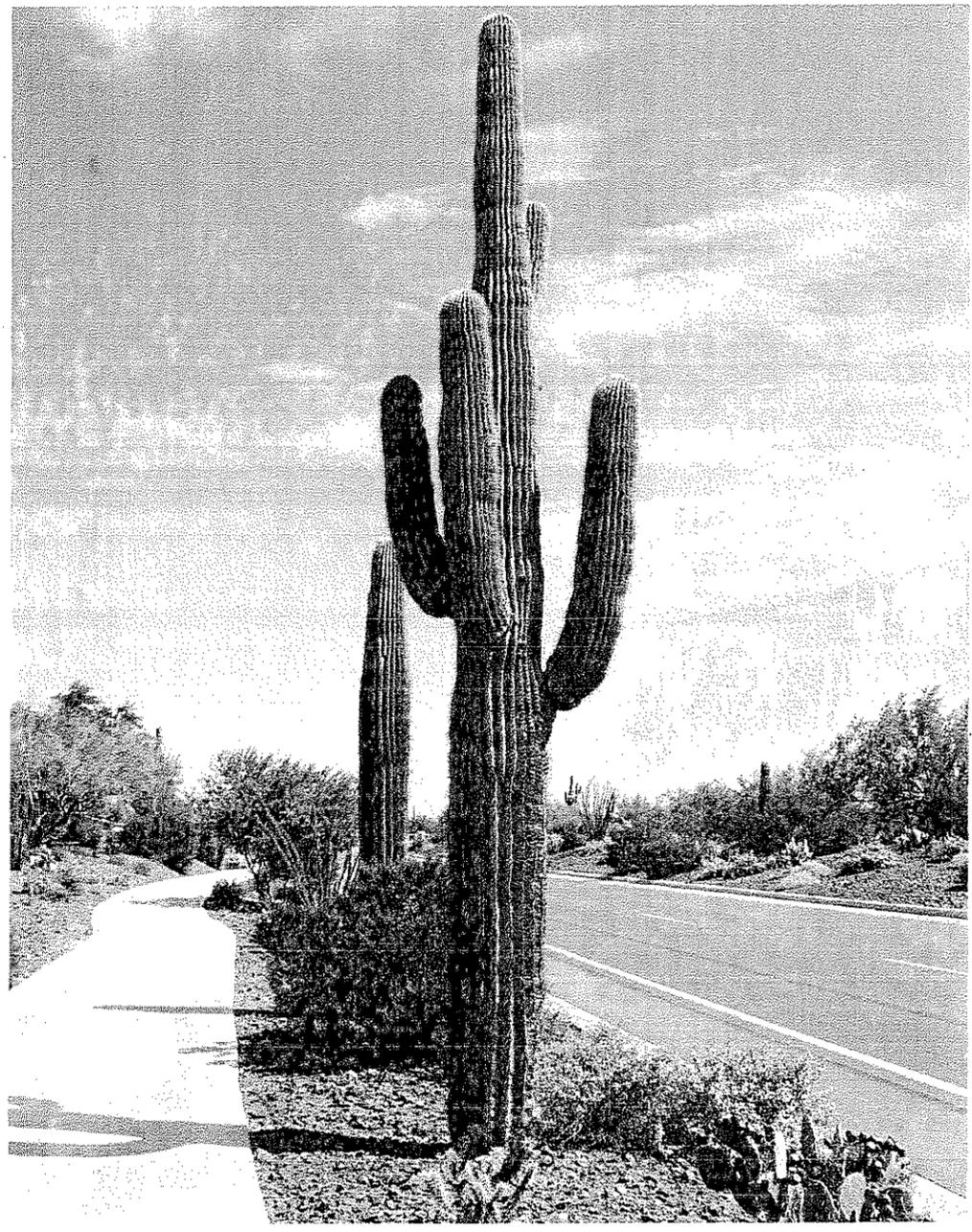


FIGURE 5 - FUTURE SUN VALLEY PARKWAY SCENIC CORRIDOR PERSPECTIVE



SUN VALLEY PARKWAY CHARACTER ZONE

This zone encompasses the portion of Sonoran Trails outside of the Desert Preservation Zone. However, several of the standards that are effective to establish a more desert character are applicable to both the Desert Preservation and Sun Valley Parkway Character Zones. When this occurs, the standard is noted as applying to both Zones.

Landscaping Standards:

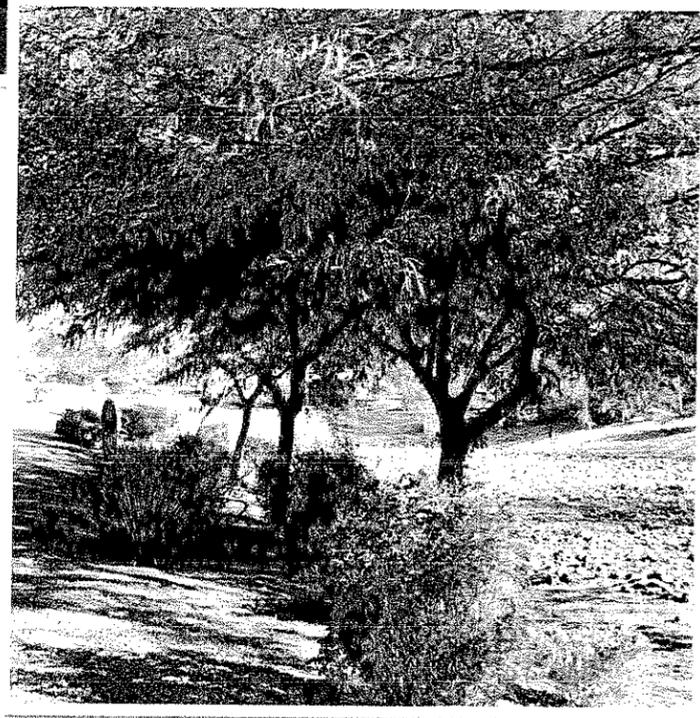
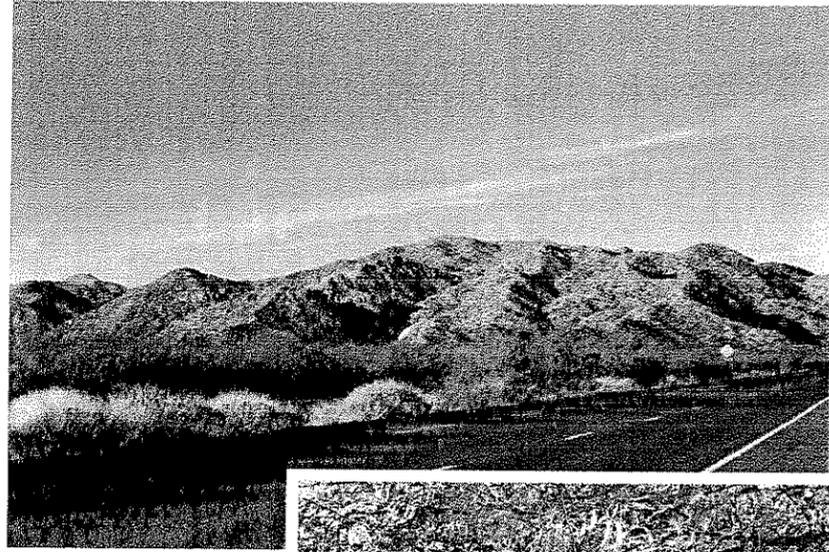
- Vegetation in public spaces shall consist primarily of native desert planting. Any landscaping shall enhance desert coverage by imitating the colors, patterns, textures and quantities of the Sonoran desert environment.
- To preserve the existing Sonoran Desert character, trees in public and semi-public spaces shall be limited to those that are indigenous, or are of a species that complement the existing Sonoran Desert environment. A list of allowed trees can be found in the tree list for Area B in the City of Surprise Streetscape Program Handbook. Additional trees may also be allowed if approved by the Community Development Director. (both Zones)
- Private areas, such as rear or court yards, shall contain plants that are sensitive to the desert environment. Invasive species, palm trees and other vegetation that does not blend well with the Sonoran environment shall not be planted in a permanent manner. Accent plantings contained in a pot or other temporary plantings shall not be subject to this requirement.
- Specimen trees and cacti shall be preserved in their original locations, except for when there are no better locations for building sites and roadways. Plants that are to be salvaged shall be either replanted as close to their original location as possible or replanted in areas requiring revegetation. (both Zones)
- Plant densities of trees, cacti, shrubs, and groundcover should maintain densities at least as dense and varied as the natural native desert of the surrounding area. Where plant densities are diminished, species are missing and or scarring has occurred, additional plantings should be implemented. After revegetated areas are established, landscaping maintenance should be limited to minor pruning for visual safety at drives or similar areas or trail and pathway clearances. Any distressed and dead plants should be allowed to decay naturally. (both Zones)
- All plants used in revegetation shall be the same as the native vegetation on the site or any adjacent site prior to grading, grubbing, or clearing. (both Zones)
- All landscape plant materials should blend with the native vegetation in mature height and plant form at the time of planting. This is best achieved by using a combination of young and mature plants. Shrub minimum sizes shall be 1 gallon, and minimum Tree sizes are 5 gallon. (both Zones)

- Large specimen cactus shall be revegetated at the same vegetation density as found on the site prior to any clearing, grubbing, or grading. Attempts shall be made for transplanted cacti to be planted in the same orientation as originally growing. Young cacti should be protected from sun damage. (both Zones)
- The seeds for trees, desert shrubs, and grasses will be planted with a density adequate to control erosion. The plant species and ratio shall be determined by the earlier analysis of the site. Preferred reseeding methods include raking seeds into the soil with appropriate mulch materials, hydroseeding, anchored mulches, rolled straw or a similar material or any other method approved by the Community Development Director. (both Zones)
- A temporary watering system must be installed until the revegetation materials are established. (both Zones)
- After the revegetation is commenced, the property owner or the property owner's association shall be responsible for the management of private revegetated areas. Where revegetation occurs at the edge between public and private development, the public open space shall be revegetated at the same time as the private open space.
- The use of vegetation to provide contrast with the desert landscape is encouraged and highlight an entrance shall be encouraged.
- Turf shall be limited to enclosed areas that are not visible from Sun Valley Parkway. In areas where turf may be allowed, the edge of turf areas shall be no closer than fifty (50) feet from desert wash banks. In all turf areas, a sterile grass variety shall be used to limit the spread of the grass.
- Areas that are landscaped shall be blended to provide a continuous appearance and to avoid a distinct or abrupt change. (both Zones)
- Enhanced landscaping that blends into the Sonoran Desert environment and provides relief from the sun shall be planted along walking paths, trails and other areas where human activity occurs. (both Zones)
- In areas where shade is required and additional vegetation would compromise the natural environment, the use of shade structures should be considered.

Grading and Drainage standards:

- Every effort shall be made to preserve significant natural occurring topographic features. A site analysis shall be conducted prior to final plat to determine what significant natural topographic features above ten (10) percent exist on site. (both Zones)
- Wash corridors that have a one hundred-year peak flow over five hundred cubic feet per second shall be preserved in an undisturbed condition or according to a validly issued United States Army Corps of Engineers permit to preserve the natural desert ecosystem and permit the movement of wildlife. (both Zones)
- When building occurs along visible slopes ten (10) percent or greater, they shall be shaped and landscaped to imitate an undisturbed condition. Rather than employing cutting and filling methods, transitional slopes of no more than five (5) to ten (10) percent shall be created.
- Areas where rip rap, other rock type erosion control are used shall be naturally contoured and revegetated. Spaces between rocks shall be vegetated to accommodate small desert plants and shrubs (both Zones)
- Drainage methods shall use natural systems that mimic desert solutions for drainage. Basins shall be revegetated and designed to mimic the natural contours of the land. (both Zones)
- Where a public or private multi-use trail easement is located in a wash corridor, the trail shall be located above the bank of the wash or within the floodway, except where the trail crosses the wash. If the trail passes under a bridge, the trail shall be located at least three (3) feet above the sandy bottom of the wash or in another area approved by the Community Development Director. (both Zones)
- Box gabions and concrete channels shall not be allowed unless needed for public safety. Where used, they should be designed to blend with the desert setting through color, texture, landscaping or other means. (both Zones)





Building standards:

- A minimum of fifty (50) percent open space shall be required. For the purposes of this requirement, open space shall be defined as those areas outside of man-made vertical structures typically above six inches in height, for example open space shall include parks, playgrounds, natural desert areas, retention areas, the Desert Preservation Zone, roadways and parking lots.
- Buildings should follow the natural undisturbed contours of the site. In the case of sloped property the site should be designed to follow the site topography.
- Lots shall be based on the topography and any unusual natural features identified by the site analysis. To aid in the blending of man made features with the desert environment, lot sizes and configurations shall vary. Flag lots may be considered appropriate provided they meet fire, engineering and building safety requirements.
- View fencing shall be a maximum six (6) feet in height. The solid two foot base may be allowed, with the upper four (4) feet section open, or containing an iron type fence to allow visibility.
- Where perimeter walls are allowed, desert stone veneer, stonework or faux stone shall be the dominant feature in the wall design.
- To create a more natural desert character, while allowing for development of private property, cluster development concepts are encouraged.
- Building, structure, and wall colors should be of a dark hue to blend into the desert environment. The color palette shall not be limited to beige colors. Rather, color choices shall be draw on the full range of colors available in the Sonoran Desert environment. Accent colors may be appropriate, but should be used judiciously and with restraint.
- Reflective materials shall not be allowed. (both Zones)

Circulation standards:

- Vehicular access along the Sun Valley Parkway shall be limited to the intersecting section-line arterials and right-in-right-out entrance locations as approved by the City's Engineering Department.
- Street cross sections shall be designed to complement the desert environment.
- Natural or stabilized decomposed granite surface trails shall be allowed. (both Zones)
- Trails, including equestrian, and wildlife corridors shall be developed when appropriate and shall connect to offsite public trails and wildlife corridors. (both Zones)
- Corridors shall be designed to provide relief from the sun through maximizing topographic and vegetative resources. (both Zones)
- Trail corridors that tie into roadway corridors should provide alternatives to automotive travel and connections to alternative transportation. (both Zones)

Parking standards:

- Parking areas shall be screened by berms from the street and neighboring properties.
- Pedestrian walking areas shall be designed to provide shade. Desert landscaping along the walkways shall be the preferred. However, other methods, such as the use of shade structures, may also be considered.

Lighting standards:

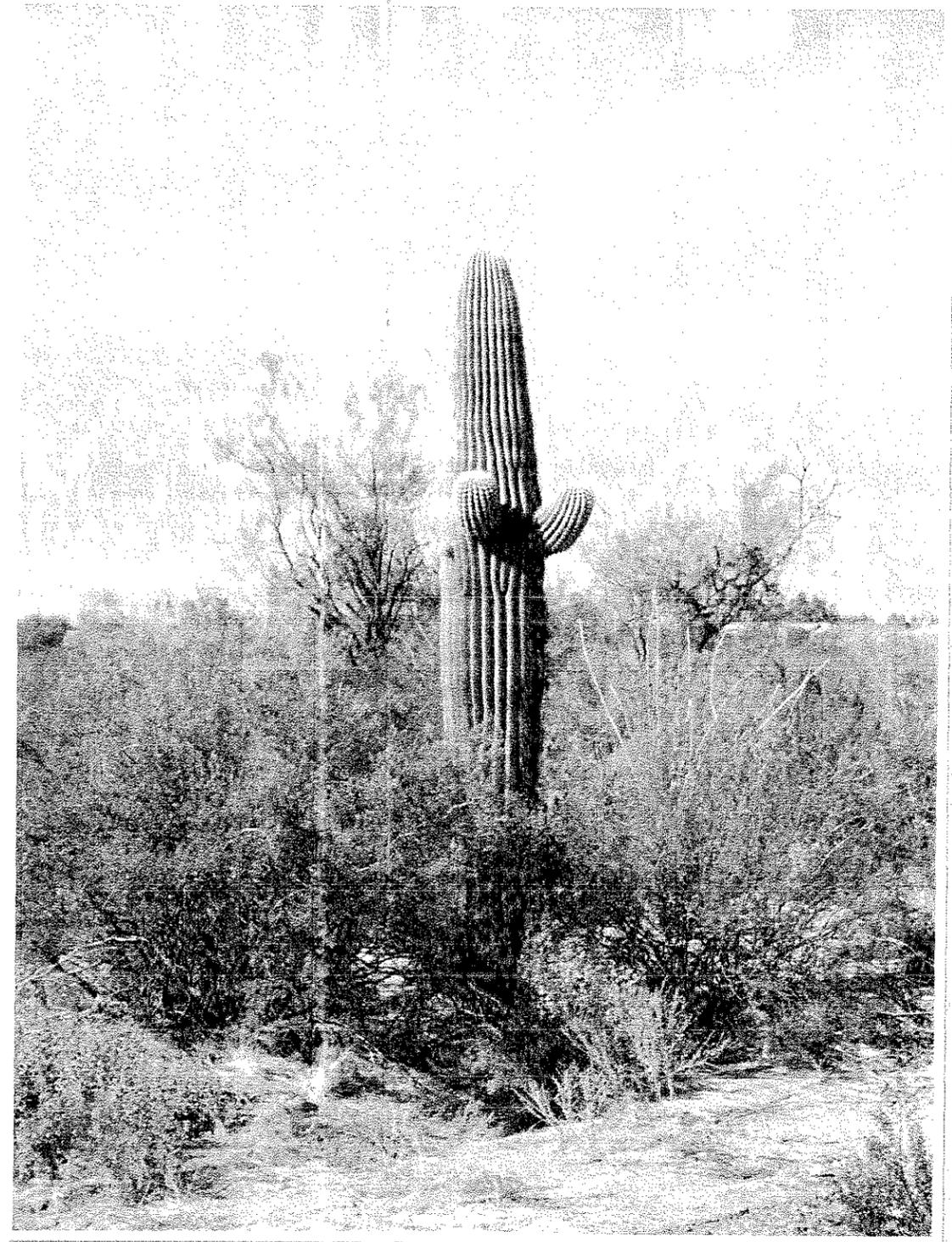
- Dark skies shall be encouraged in this area. All streetlights and other exterior lights shall be full cutoff shielded. (both Zones)
- When necessary for safety reasons, low level trail lighting shall be allowed. Such lights shall be no higher than three (3) feet. (both Zones)
- All poles, fixtures and related hardware shall be visually non-intrusive and be approved by the Community Development Department. (both Zones)

Utility standards:

- All new utilities, water, sewer and electrical less than 69kV shall be located underground. (both Zones)
- All utility cabinets, bollards, poles, power pedestals, valves, vaults, or other exposed apparatus shall be reasonably located with other similar cabinets and hardware. If at all possible, the shared area should be no larger than one hundred square feet. Screening shall consist of natural desert vegetation. (both Zones)
- All other elements shall be constructed from materials found in or made from the desert setting or interpret such materials in form texture and color. (both Zones)

Signage standards:

- To minimize visual clutter, signs shall be limited to those related to business identification and subdivision monumentation signs.
- Low wall or ground mounted signs built from natural or simulated desert material with heavy textures and deep desert colors are preferred.
- Signs should utilize materials that reflect the desert character of the area. The use of native materials, such as rock, stone, stone veneer or faux stone is encouraged. Design features, such as color or materials, should be incorporated into the sign structure to complement the architecture on-site. (both Zones)
- All sign backs visible to the road should be finished with a non-reflective dark color. (both Zones)
- Signs shall have reverse channel letter halo illumination, low-level spot lighting or be non-illuminated.



C. LAND USE

Sonoran Trails is envisioned to be a mixed-use development that offers both residential and commercial areas. The Project Team understands the unique charm and character of SPA3, and is committed to providing a cohesive, integrated design with a high level of quality suitable for this area. Accordingly, the proposed land use plan strives to provide an appropriate balance of land uses within the community. As designed, the Sonoran Trails PAD achieves that balance by logically placing employment/neighborhood commercial use at the northeast corner of the intersection of Sun Valley Parkway and 195th Avenue transitioning to the surrounding residential development. Residents will benefit from the variety of home types that fit a diverse range of lifestyles, infrastructure that is efficiently utilized, and close proximity to neighborhood commercial services, employment, and recreation.

RESIDENTIAL

As stated above, the Community will offer homes varying in size and design to meet the needs of a range of homebuyers in a highly desirable area. Additionally, the Community is designed to be visually appealing through the use of curvilinear streetscapes, centrally located amenity areas, appropriately placed open space and tot lots, reduced pavement sections internal to the Community that are pedestrian friendly, landscaped medians, and pedestrian pathways.

Consistent with the General Plan, the proposed maximum density for the residential portion is five (5) dwelling units per acre, refer to **Figure 6, Proposed Zoning Map**. The proposed density is applied to the gross acreage of the project, 54.6 acres, resulting in a community that will not exceed two-hundred seventy-three (273) homes. This density enables a logical and appropriate land use transition from commercial at the intersection of a Parkway and an arterial to a clustered concept of residential housing, which provides a high percentage of open space. As a result of the clustered residential concept, a large portion of the residential area will be designated as open space. This open space, in addition to the Sun Valley Parkway Character Zone standards and the residential architectural theme will serve to establish a more open setting that blends in with the desert character.

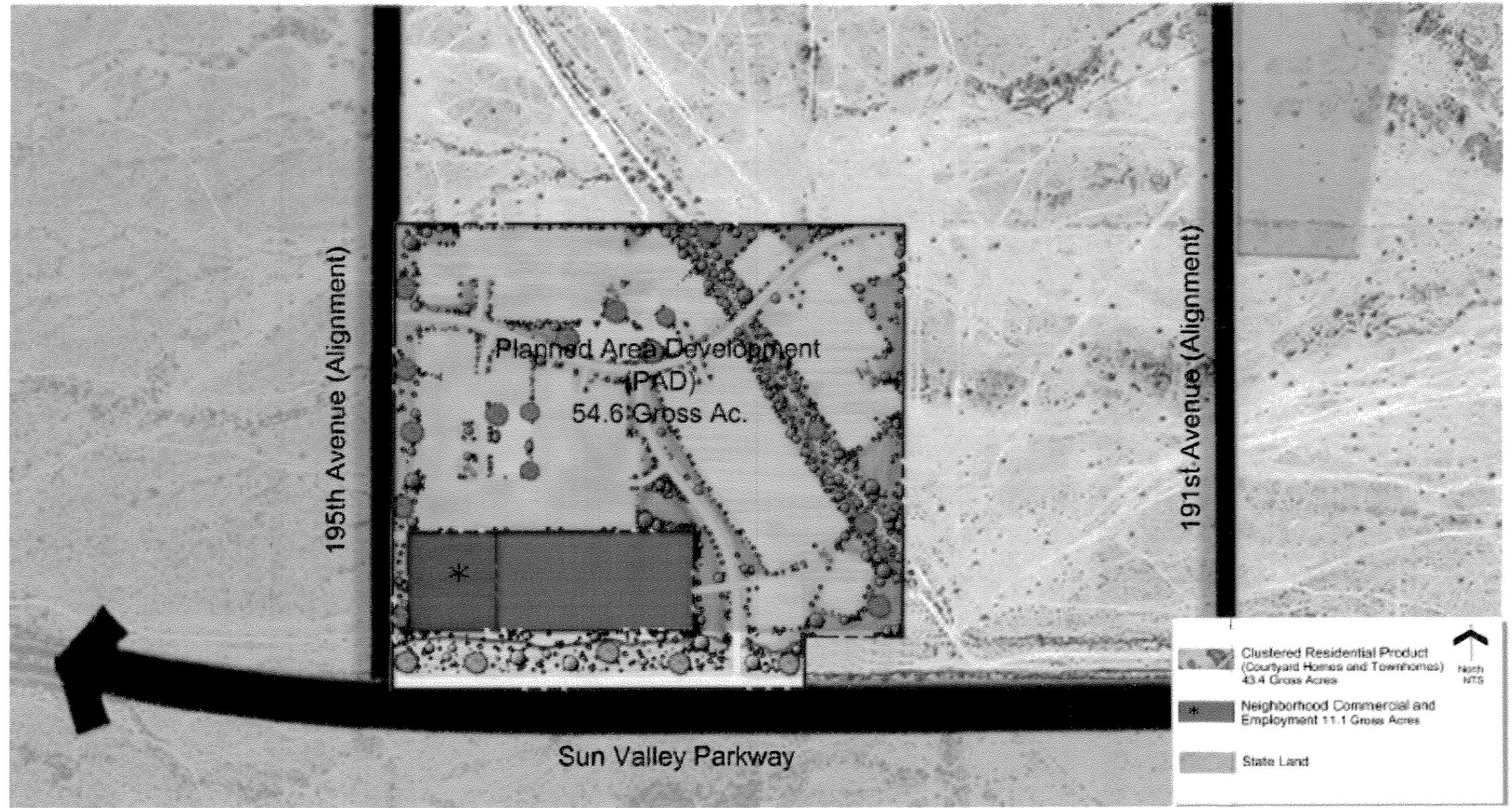
The proposed residential density also assists in balancing the overall reduction in density within SPA 3, which occurred as a result of the major General Plan Amendment approved in 2004, for Luke AFB Auxiliary I. Land uses within the Airport Preservation area, established by the General Plan Amendment, are limited to warehouse, business park, incidental supportive commercial uses, and those land uses compatible with Luke AFB's operations. The Amendment resulted in a reduction of approximately 8,000 homes from SPA 3 (based on the midpoint density for the residential categories).

NEIGHBORHOOD COMMERCIAL/EMPLOYMENT

With the high growth and future influx of residents to the area, the demand for employment, goods and services continues to increase. To meet the growing demand, the Sonoran Trails PAD proposes commercial uses such as employment and neighborhood commercial at the major intersection of Sun Valley Parkway and 195th Avenue. At that location, the site can be conveniently accessed from the Parkway and the arterial, lessening the impact on surrounding interior streets. While located adjacent to a major transportation corridor within the southwest portion of the site, the commercial is not isolated from the residential area. Rather, the commercial area is planned and designed to provide connectivity to the proposed integrated open space, pedestrian and trails system provided throughout the community. To facilitate a seamless transition from the commercial to the residential area, a landscaped buffer with pedestrian path access to and from the commercial parcel is proposed. **Figure II, Commercial Pedestrian Connection**, conceptually depicts the pedestrian connection between the commercial and residential parcels.

Figure 6, Proposed Zoning Map, depicts the location of the commercial area, which is approximately eleven acres in size and comprises approximately twenty percent of the overall project. The majority of the proposed commercial area is envisioned to provide employment with a smaller neighborhood commercial component for the Sonoran Trails Community, as well as the immediate surrounding area. Permitted uses within the commercial area are listed within the **Appendix**. Because the Project is zoned Planned Area Development, a separate commercial zoning district is not necessary.

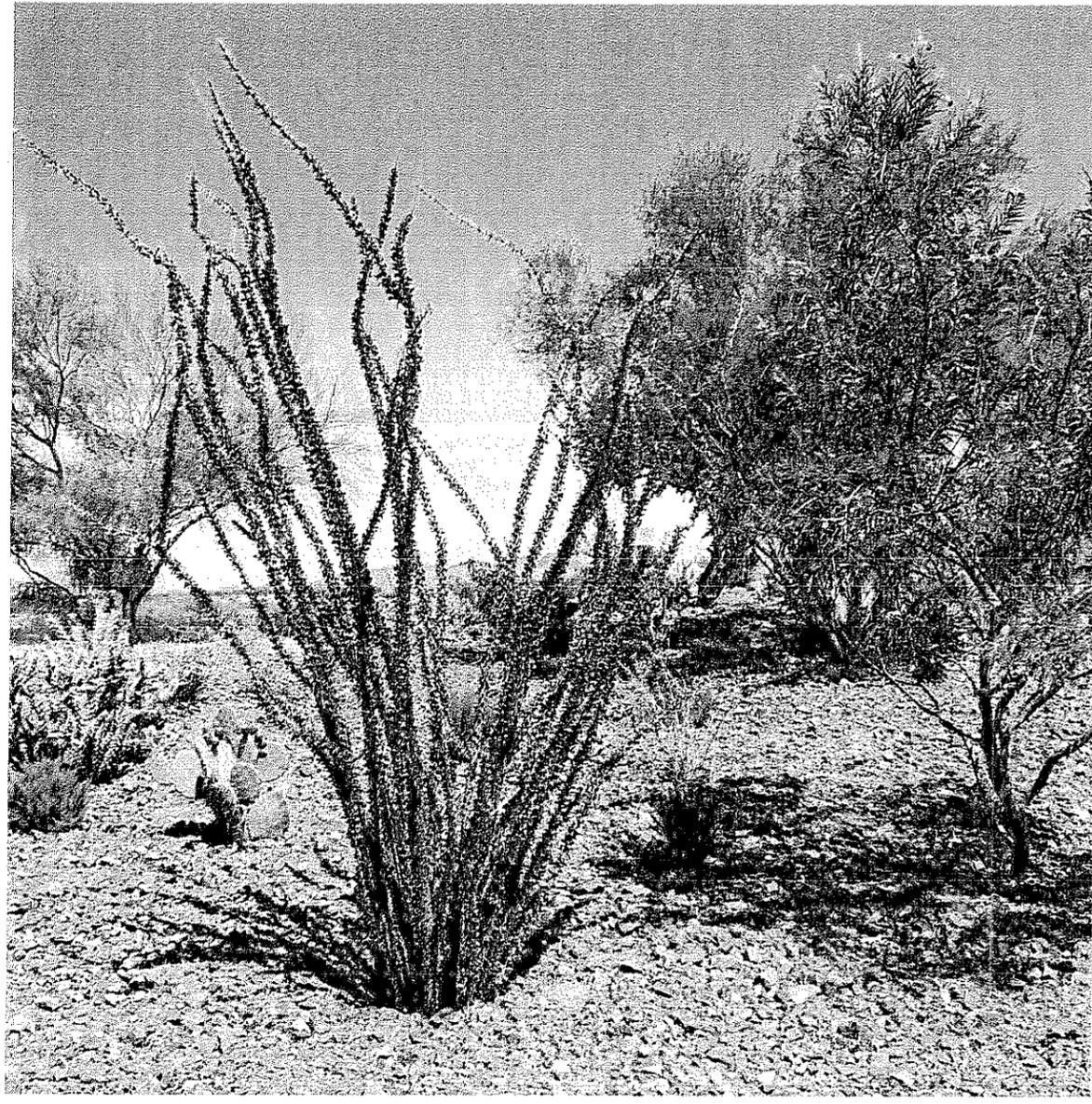
The City of Surprise General Plan encourages development of neighborhood commercial and service activities in both Suburban Residential and Low Density Residential designated areas to serve and support the projected residential population in the immediate surrounding area (Surprise General Plan 2020, pg 31). Commercial uses 25 acres in size or smaller are not typically shown on the City's Land Use Map, and the City may approve such community and neighborhood commercial uses under 25 acres within other land use designations; e.g., residential, without illustrating them on the Land Use Map (Surprise General Plan 2020, pg 32). Therefore, reconfiguring or increasing the commercial area, provided it remains at or below 25 acres, will still be consistent with the General Plan. The commercial area is not anticipated to be developed until after a significant portion of the residential area is constructed. By proposing both residential and commercial, the Sonoran Trails Community will provide much needed goods and services to the residents, while offering residents a variety of housing options in a picturesque setting.



* Per Stipulation m - Commercial area will be realigned to an "L" shaped configuration

FIGURE 6 - PROPOSED LAND USE MAP





D. COMMUNITY THEMES

ARCHITECTURAL THEME - RESIDENTIAL

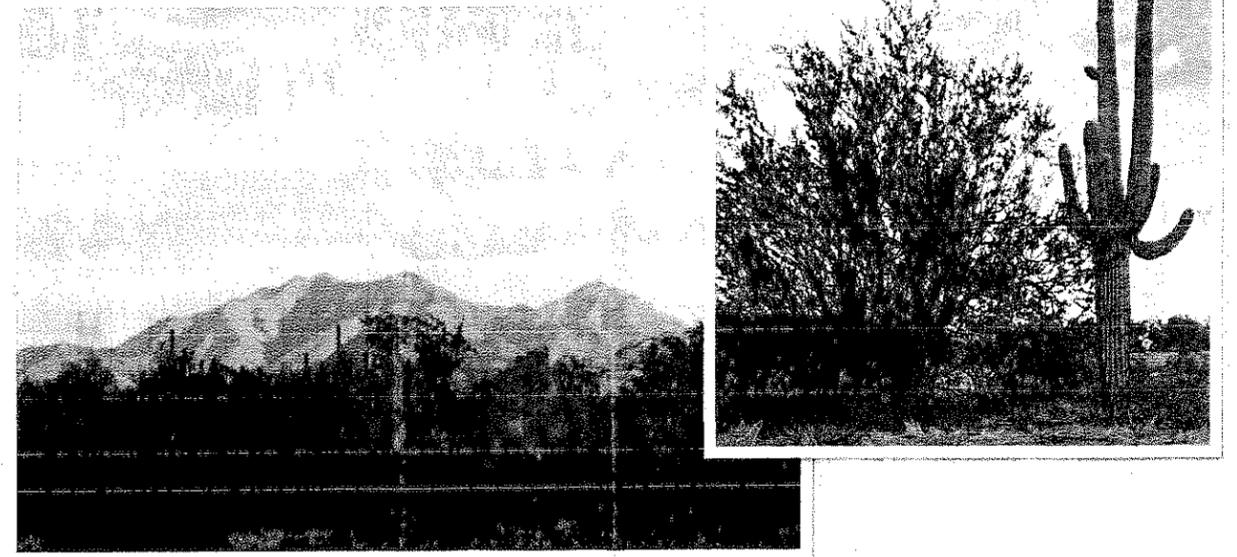
The intent of the Sonoran Trails residential architecture is to promote diversity, and provide flexibility by offering a variety of architectural styles, materials, and color palettes. In keeping with the character of the Community, the residential architecture will be of a high caliber that enhances the quality of life for residents, their guests, and surrounding neighbors. As envisioned, the residential theme offers a variety of options that ultimately will give residents their own unique space while maintaining consistency with the overall theme of the community. The architectural styles selected for the courtyard homes and townhomes will reflect the surrounding natural setting, as well as taking into consideration the historical, and cultural influences of the region. Ultimately, the architectural styles selected for the Community will be reviewed and approved by the City. To achieve architectural diversity while promoting continuity and harmony with the desired character, the Sonoran Trails PAD proposes the following residential design principles:

Form

- Design of buildings, including building style, form, size, color and material shall take into consideration the character of the natural Sonoran desert.
- Home design and placement should consider solar orientation, as well as climatic and other environmental conditions.
- Monotonous structures are discouraged. Rather, homes should be designed with varying building forms, massing, roof styles, and site orientation.

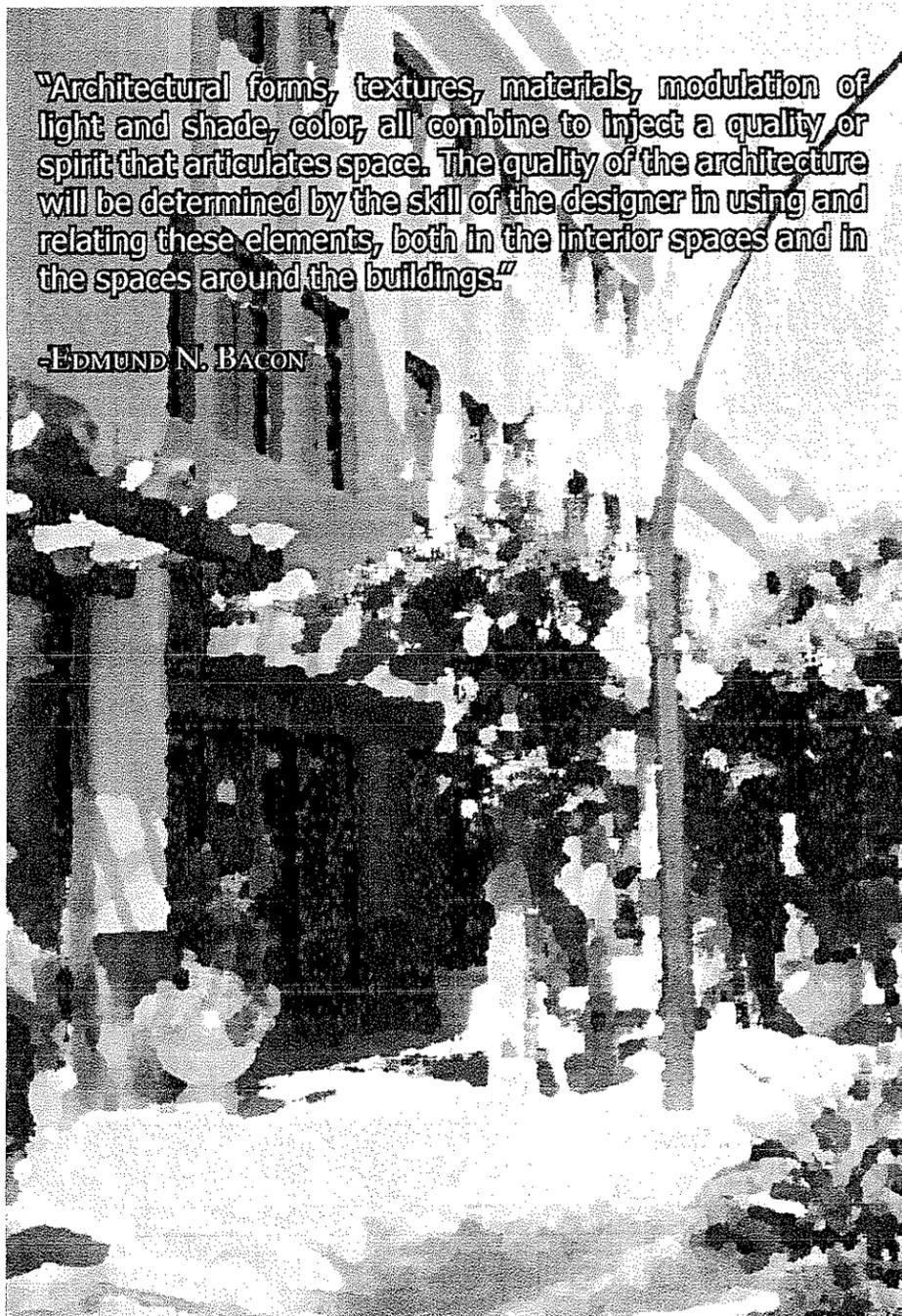
Articulation

- Entryway accents and special architectural details that are consistent with the style should be utilized when appropriate.
- Windows and doors should be aligned and sized in a manner that brings order to the building façade.
- Chimneys, and other roof protrusions should utilize the same color and materials to match the main adjacent surface, unless being used specifically as a trim or an accent element.
- When appropriate to the style of a building, a variety of simple roof forms, including flat roofs with parapet walls, gable, shed and hip, used alone or in combination, are encouraged in order to add visual interest and avoid the sameness of roof styles.
- Flat roofs shall only be used in conjunction with other roof styles if they are consistent with a particular style of architecture and incorporate decorative parapet forms and walls that are an integral part of the overall architecture of the building.
- Parapet walls shall be designed and constructed in a manner to appear as solid, three-dimensional form rather than a veneer.
- All rooftop screening shall be part of the articulation of a building and not appear as an afterthought and shall be architecturally compatible with the primary structure.
- One (1) elevation per plan must include a Front Porch or Covered Entry-Way as standard. Required Front Porches and Covered Entry-Ways must be at minimum 5'X8' clear of obstructions.



"Architectural forms, textures, materials, modulation of light and shade, color, all combine to inject a quality or spirit that articulates space. The quality of the architecture will be determined by the skill of the designer in using and relating these elements, both in the interior spaces and in the spaces around the buildings."

-EDMUND N. BACON



Façade

- Building facades should utilize a number of methods to break up long continuous walls and create shadow lines when appropriate. These methods may include, but are not limited to using recess entryways and windows, groupings of windows, and horizontal and vertical offsets and reveals.
- A variety of architectural design features, techniques, patterns, materials and color should be used to create variety and visual interest in the façade of homes, when such features are appropriate to the architectural style. These features should be utilized in a coordinated manner, resulting in a unified design of the structure.
- Building facades should not only reflect the design intent of the community, they should provide a building presence that contributes to the neighborhood, as well as overall community character.

To facilitate the general public and emergency response services, all building facades must contain conspicuously placed street address numbers that are sized appropriately to be seen from public rights-of-way and emergency services access and consist of a material and style compatible with the character of the building.

Colors and Materials

- Exterior building design, including architectural details related to color, type and application of materials, and building form should be coordinated in a manner that promotes harmony and continuity of design.
- Materials utilized for buildings shall reflect the climate of Surprise; shall be durable and of high quality and non-reflective or heat generating.
- Building materials and finishes shall reflect the context of the site and the neighborhood.
- Materials such as stacked stone or brick used as wainscot should wrap onto adjoining walls to provide visual continuity. Where these materials are utilized to accentuate a design element, the material should wrap around the entire element.
- Design of enclosures for accessory elements, such as mailboxes and refuse enclosures should utilize colors and materials that are compatible with the adjacent structures, and complementary to the overall character of the Community.
- All rooftop and ground mounted mechanical equipment shall be screened from view.

Note: The following images describe conceptual design concepts for the anticipated housing styles. These sketches are intended to show variety in architectural elements such as building massing, roof form, articulation, materials, and details.



FIGURE 7 - CONCEPTUAL RESIDENTIAL ARCHITECTURE - THE TOWNHOMES

FIGURE 8 - CONCEPTUAL RESIDENTIAL ARCHITECTURE -
THE COURTYARD HOMES

CRAFTSMAN

- GABLE END TRIM ACCENT
- STONE OR BRICK VENEER ACCENT
- ACCENT BELT BAND
- SHUTTER ACCENT



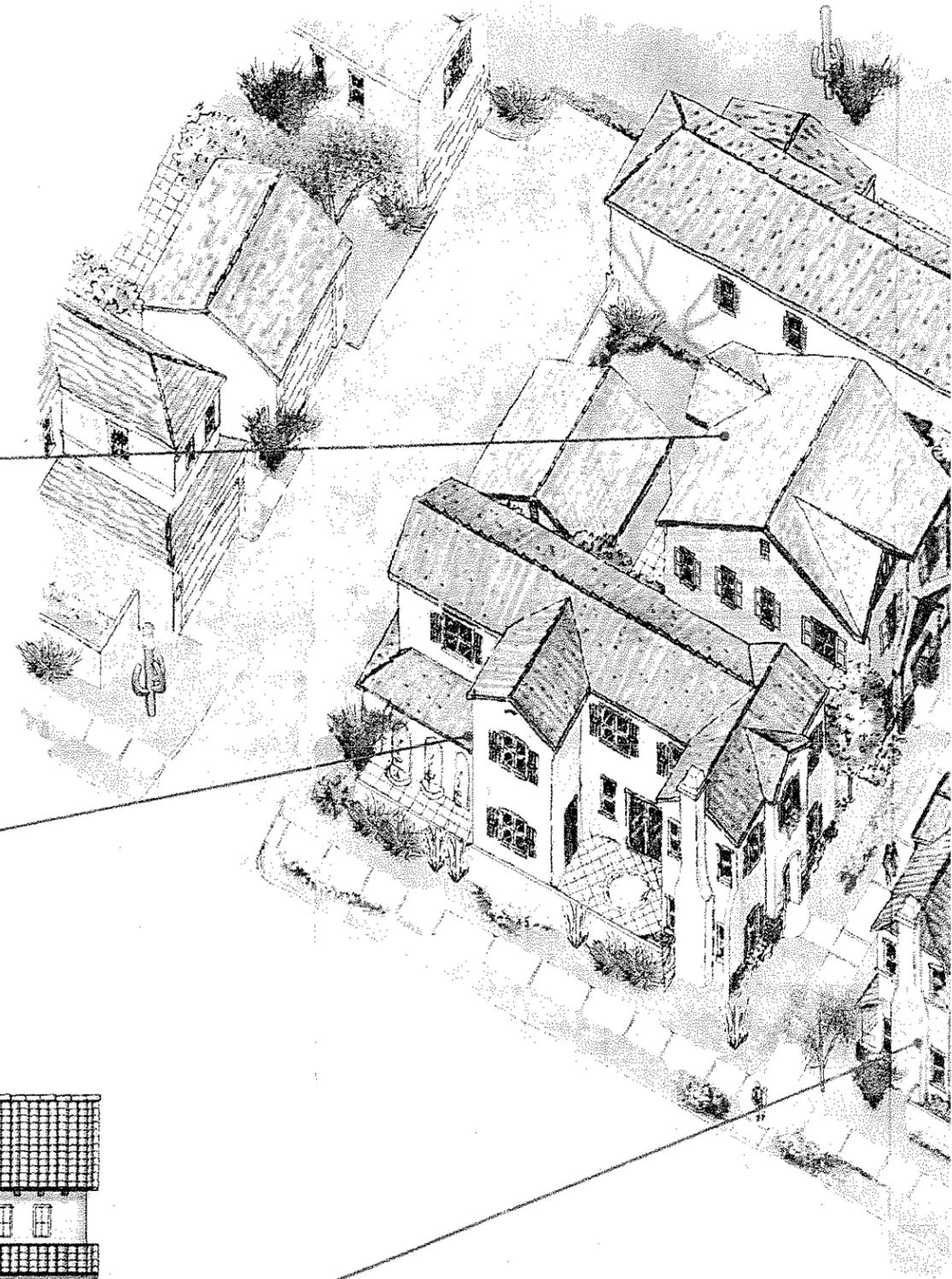
SPANISH COLONIAL

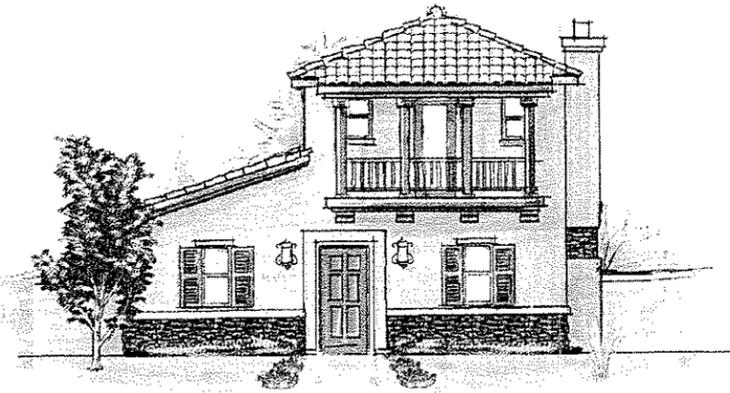
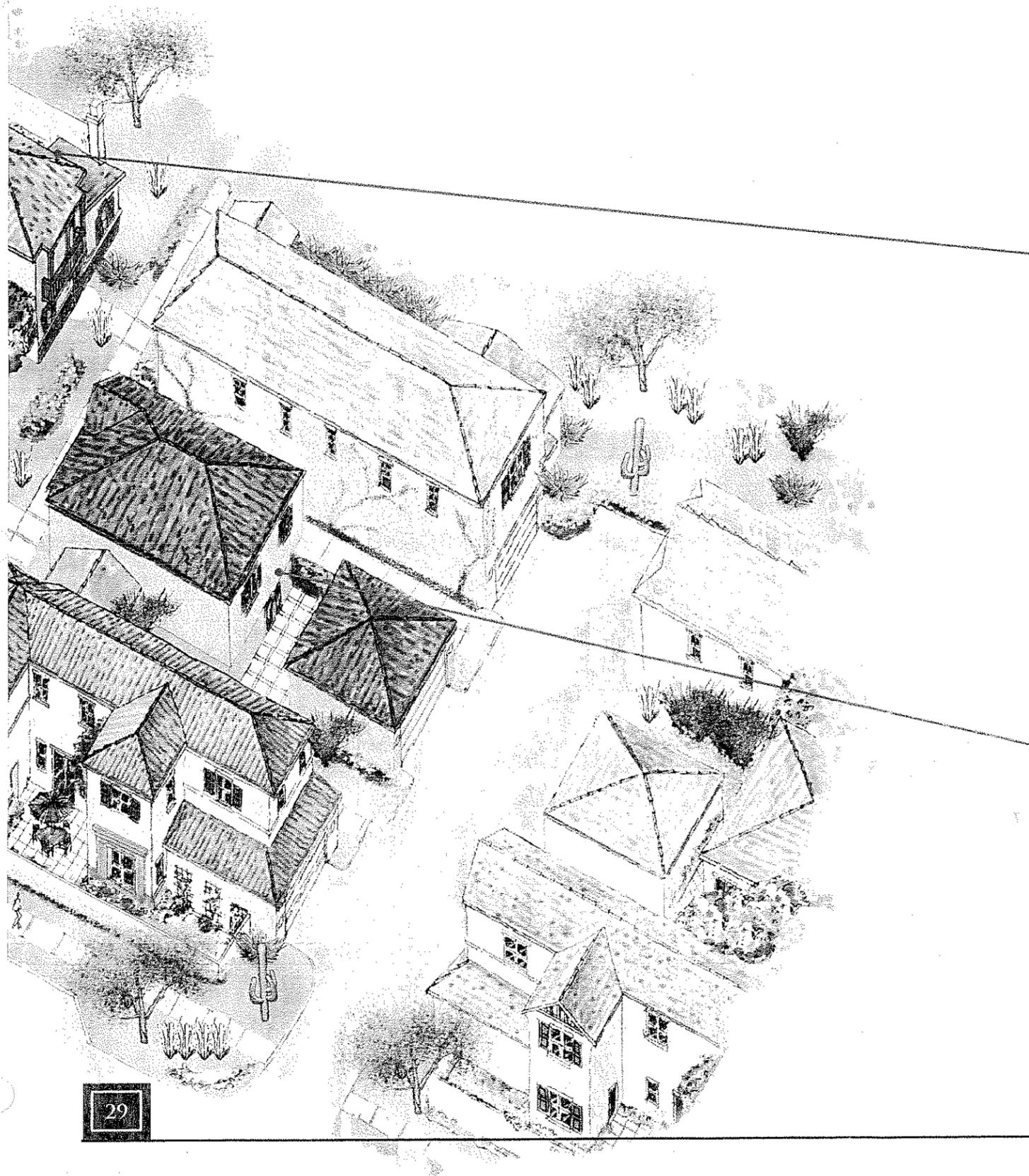
- RECESSED THEME WINDOW
- STUCCO EAVE ACCENT AT GABLE END
- WROUGHT IRON ACCENT
- RUSTIC SHUTTER ACCENT



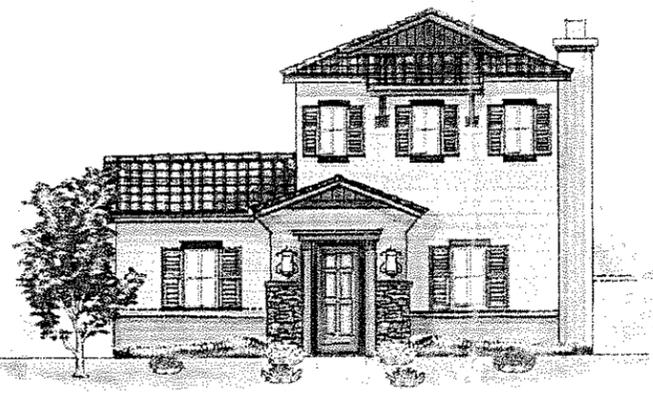
RANCH TERRITORIAL

- WINDOW HEADER ACCENTS
- STONE ACCENT AT BASE
- RECESSED RECTILINEAR WINDOWS
- WROUGHT IRON ACCENT





MONTEREY
WOOD BALCONY, TRIM AND CORBELS
TRADITIONAL SHUTTER ACCENT
BRICK VENEER ACCENT
BARREL TILE ACCENT AT GABLE END



COTTAGE
RECESSED WINDOW THEME
HALF-TIMBER GABLE ACCENT
TONE OR BRICK VENEER ACCENT
SHUTTER ACCENT

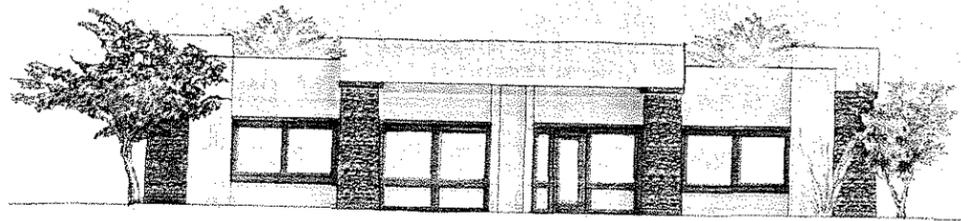


FIGURE 9 - CONCEPTUAL COMMERCIAL ARCHITECTURE ELEVATIONS

ARCHITECTURAL THEME – NEIGHBORHOOD COMMERCIAL/EMPLOYMENT

The image and character of the Sonoran Trails commercial area is proposed to be consistent with the desert southwest setting and complementary to the residential area. While the residential area comprises the majority of Sonoran Trails, the commercial area is equally as important in shaping the overall image and character of the community. Accordingly, the underlying architectural theme utilized within the residential area will also be conveyed to the commercial site. The design of these facilities will reflect the context of the design and character of the residential styles. The following planning principles have been developed to ensure the commercial area becomes an integral component of the community:

- Orientate buildings in a manner that provides views of the surrounding White Tank Mountains.
- Taller than one-story buildings shall be made to appear less imposing by stair-stepping building heights back from the street, breaking up the mass of the building, and/or by providing a broader open space/pedestrian plaza area as the foreground for the building.
- Buildings should be architecturally integrated within the site and one another.
- Commercial buildings should be proportionate, while maintaining a balance and scale that is appropriate with the overall character of the Community. The architectural expression of these buildings shall convey a sense of place.
- Design and group buildings in a suitable manner to create a visual relationship with each other, while simultaneously providing pedestrian plazas, and open space and view corridors to the surrounding mountains.
- Commercial architectural styles should be visually compatible, and possess broad range market appeal.
- Landscaping shall be designed and placed in a manner that reduces climatic effects on the buildings.

Note: The following images describe conceptual design concepts for the anticipated building styles. These sketches are intended to show variety in architectural elements such as building massing, roof form, articulation, materials, and details.

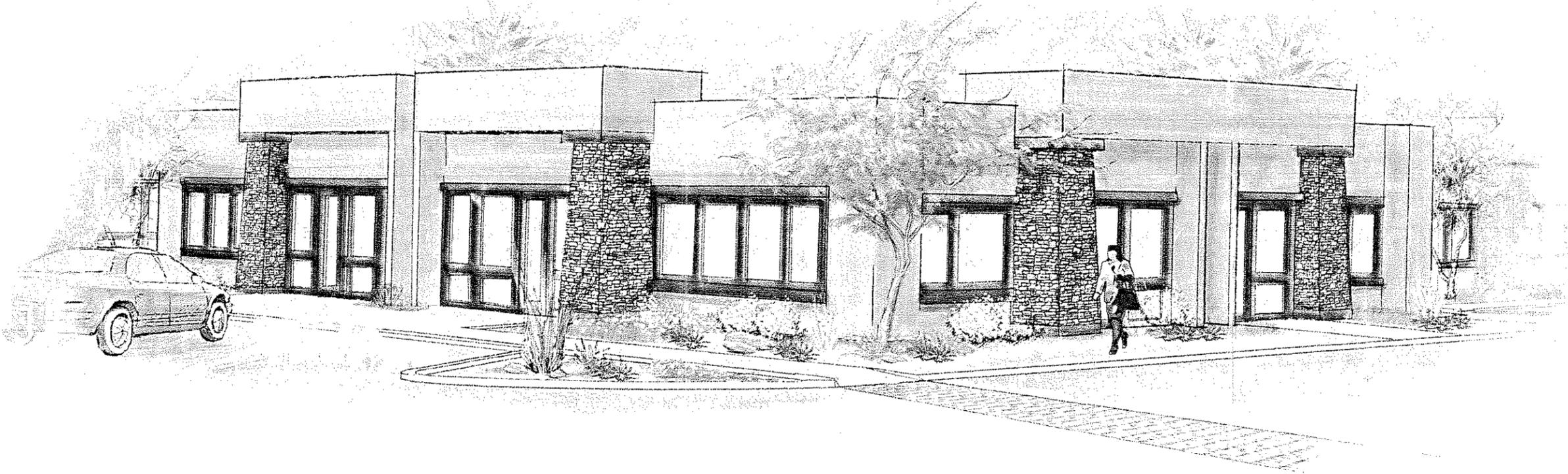
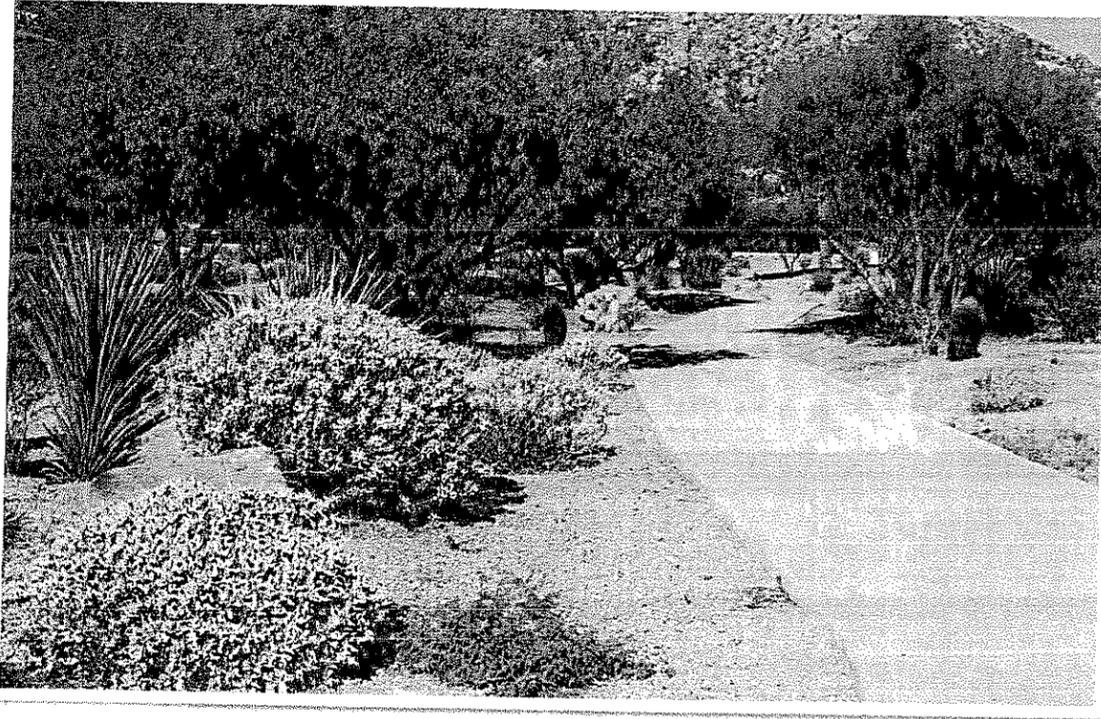


FIGURE 10- CONCEPTUAL COMMERCIAL ARCHITECTURE PERSPECTIVE



“Vital to the enhancement of the City of Surprise’s character, image, and quality of life, is the development of a comprehensive open space system to the growing urban form and connectivity of residential, commercial and civic uses as set forth in the General Plan 2020.”

-CITY OF SURPRISE DESIGN GUIDELINES MANUAL

- Doors and entryways for all commercial and office buildings shall be designed and located to portray the importance of the building and its relationship to external pedestrian circulation systems.
- Paved and landscaped courtyards shall be incorporated in the office portions of the development as a critical element in establishing a “sense of place” identity and character for a building, or group of buildings; the core of pedestrian activity for the development; and providing a tie to adjoining public open space areas.
- Shade trees, arbors and/or other techniques that provide relief from the sun shall be incorporated into the design of courtyards, but in a manner that does not impair pedestrian movement.
- Courtyards shall be open to the sky and include a simple combination of focal points including a water feature or sculpture, seating niches, paving patterns and/or simple plantings. As the center of pedestrian activity, courtyards shall provide adequate seating in the form of benches or low seating walls.

OPEN SPACE AND LANDSCAPE THEME

Successful community and neighborhood design is dependent on site planning, architecture, engineering, and the landscape design being unified. The open space system and landscape concept for Sonoran Trails seeks to enhance community connectivity, while being responsive to the environment. A minimum of fifty (50) percent open space shall be required. For the purposes of this requirement, open space shall be defined as those areas outside of man-made vertical structures typically above six inches in height, for example open space shall include parks, playgrounds, natural desert areas, retention areas, the Desert Preservation Zone, roadways and parking lots. As proposed, the amount of open space proposed significantly contributes to the visual quality and continuity within the Community and the surrounding areas. Accordingly, the open space system and landscape design becomes an integral component in unifying the Community.

The philosophy behind the Sonoran Trails open space and landscape theme is to promote an open and welcoming feeling to residents, their guests, and first time visitors to the Community. Specifically the open space and landscape theme is designed to capitalize on the spectacular views of the White Tank Mountains, and influence pedestrian and vehicular movement within the community by encouraging greater pedestrian usage and allowing unobstructed travel to occur. The open space and landscape philosophy is also reflected in a number of carefully selected design elements, which are first encountered at the points of entry into the Community.

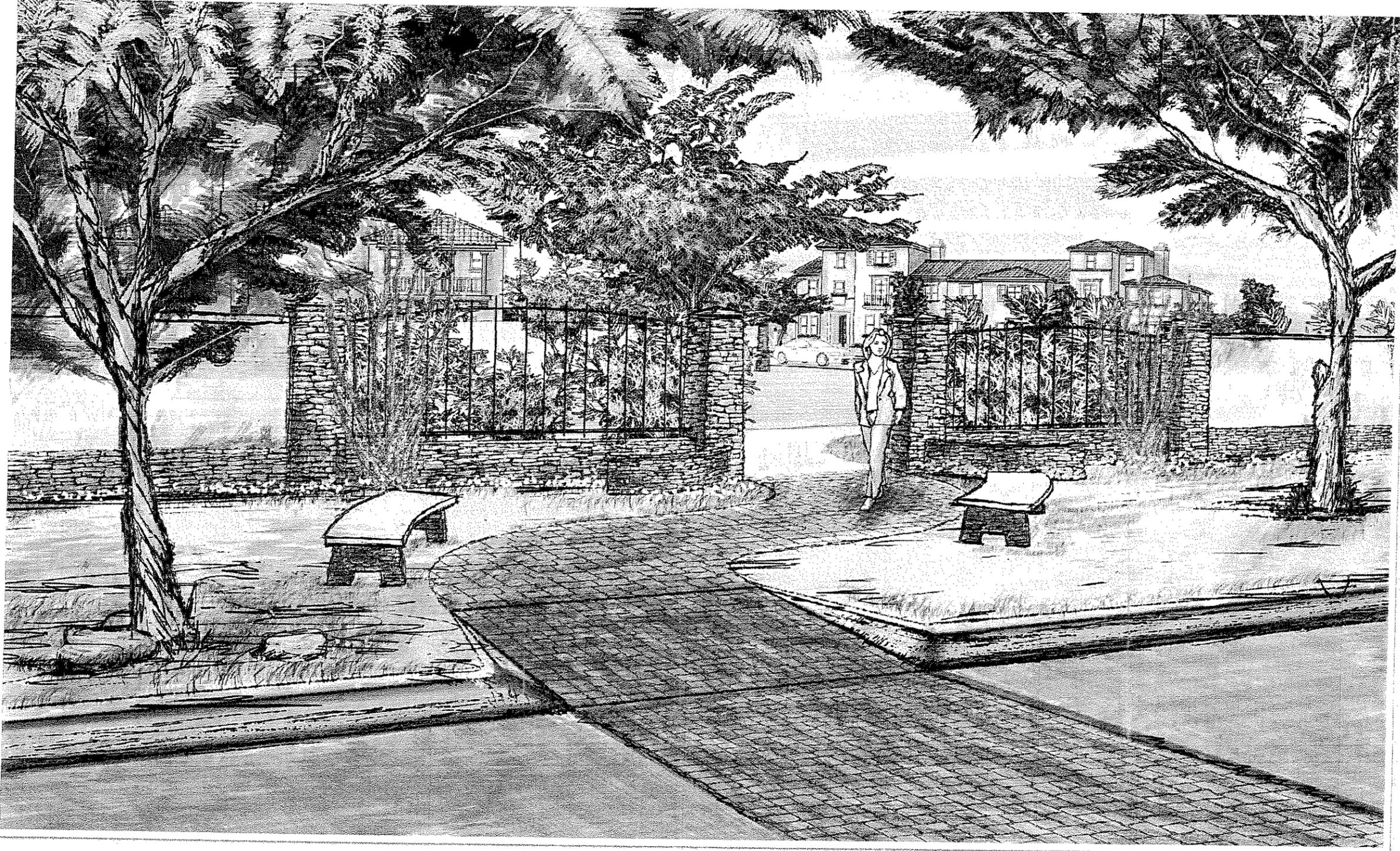
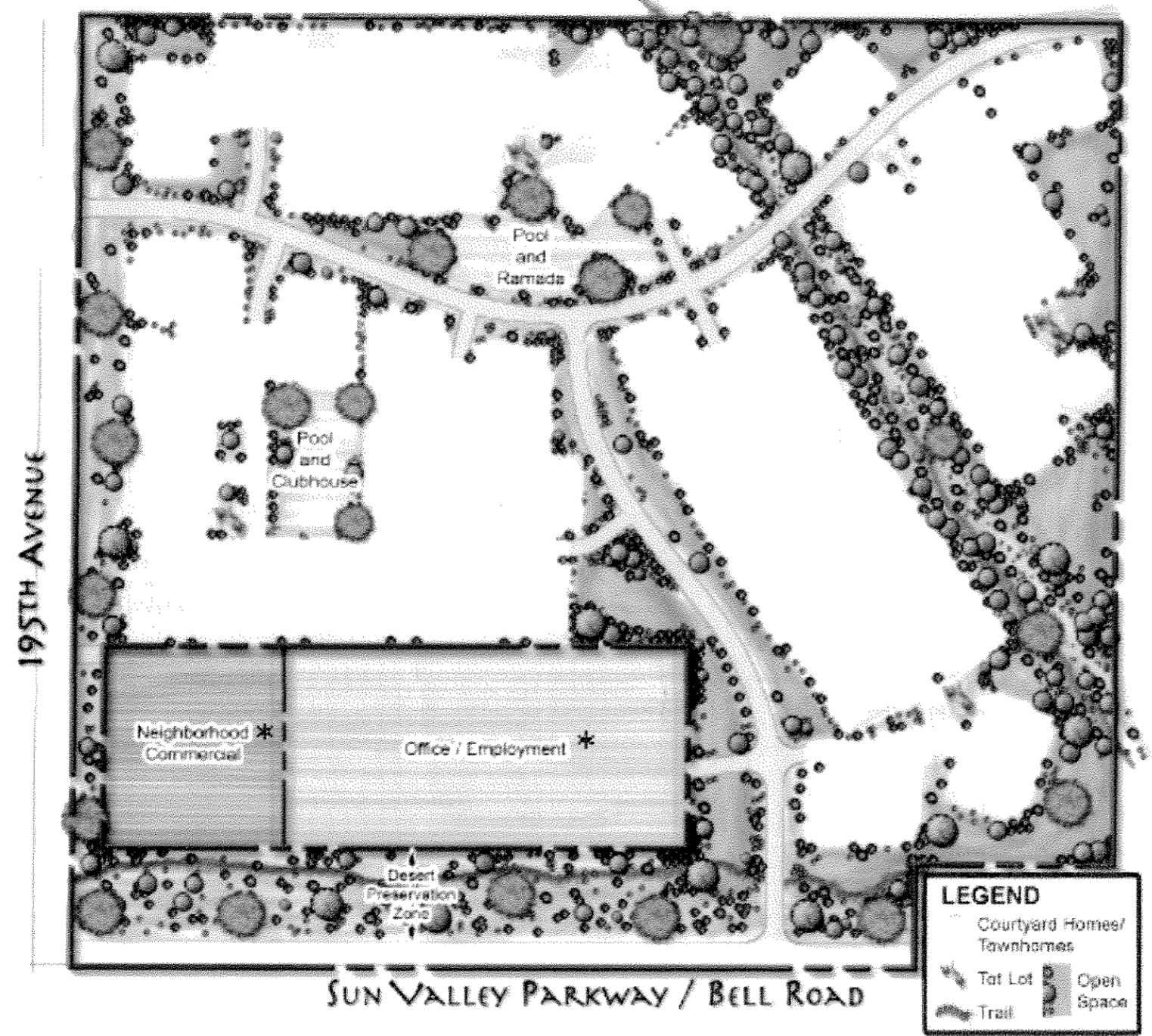


FIGURE 11 - COMMERCIAL PEDESTRIAN CONNECTION PERSPECTIVE



As open space corridors act as windows into a community, the entryways represent the doorways that first welcome residents and their guests. Because entryways establish the initial impression of the community, emphasis is placed on both the residential and commercial gateways into Sonoran Trails. The Community will be served by one entryway, a "right-in-right-out", located on Sun Valley Parkway and one entryway on 195th Avenue. Refer to Figure 15, Sun Valley Parkway Entry and Figure 16, 195th Avenue Entry for conceptual depictions of the entry monumentation. The commercial area will be accessed from a driveway within the Community connected to the Sun Valley Parkway entry road, while a secondary access point will be provided along 195th Avenue. Both the residential and commercial entries are designed using a variety of materials and shapes to enhance the identity and character of the overall Community. Decorative paving, enhanced landscaping and monumentation welcome residents and their guests. These elements are selected to convey the sense of arrival, which is also reinforced inside the Community. Curvilinear streets are surrounded by open space and are visually enhanced by reduced pavement widths that encourage slower traffic movement and pedestrian safety. Detached trails are provided along the public neighborhood streets, providing a landscaped buffer between the pedestrian and vehicular traffic.

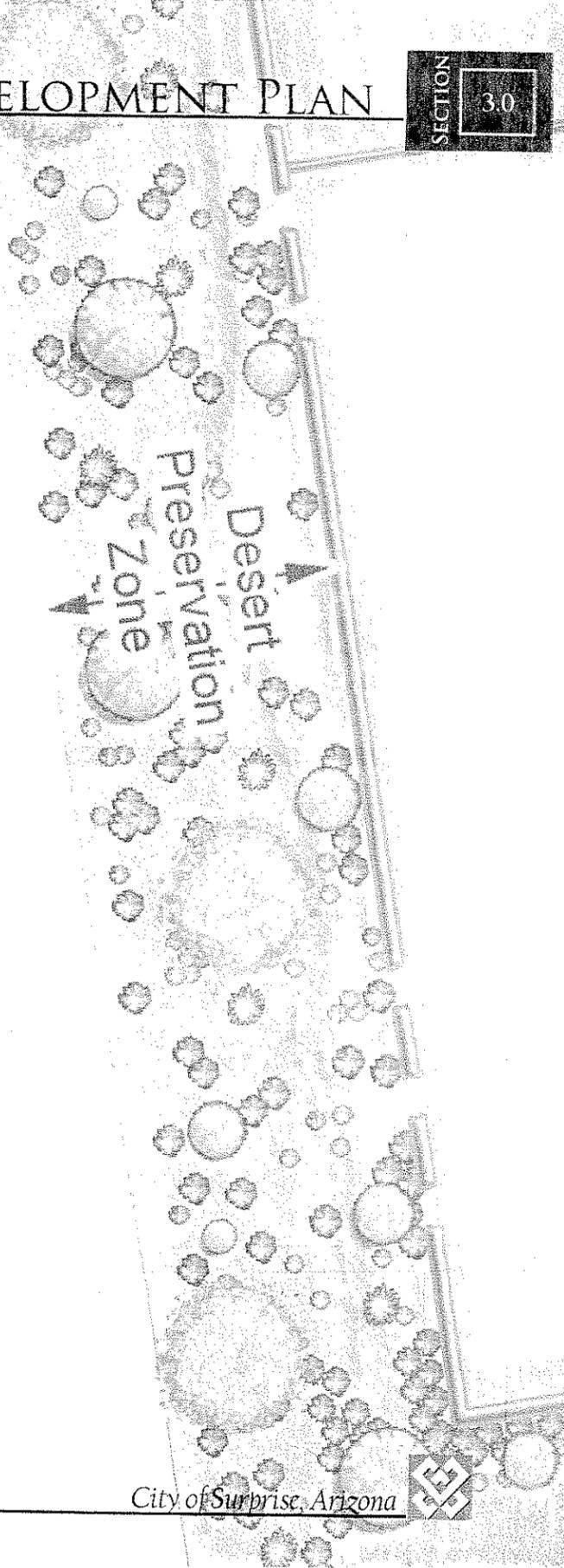
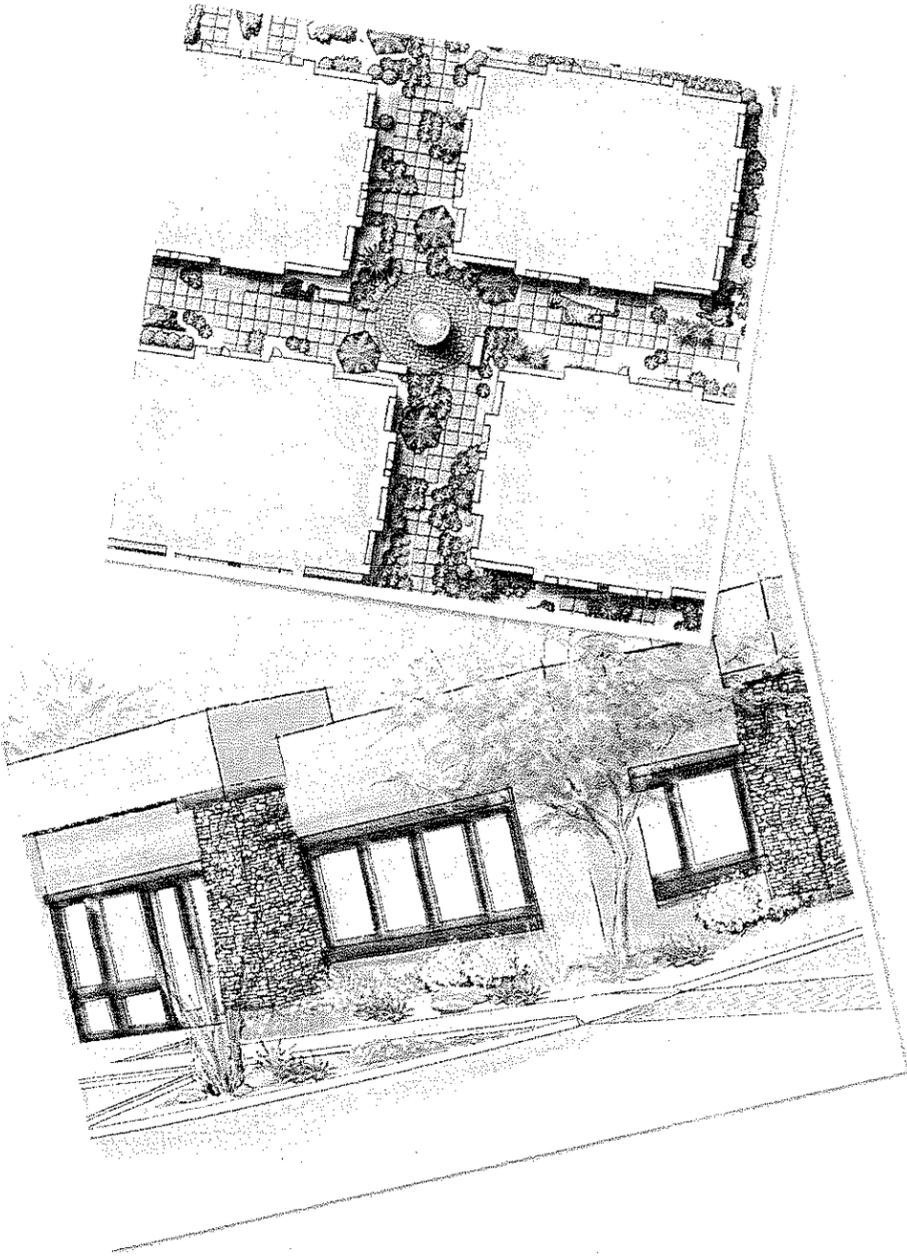
FIGURE 12 - CONCEPTUAL OPEN SPACE AND LANDSCAPE PLAN

* Per stipulation m, commercial area will be realigned to an "L" shaped configuration

This design element provides both pedestrian and bicycle access to the integrated neighboring trails and open space system, and contributes to the overall aesthetic quality of the community.

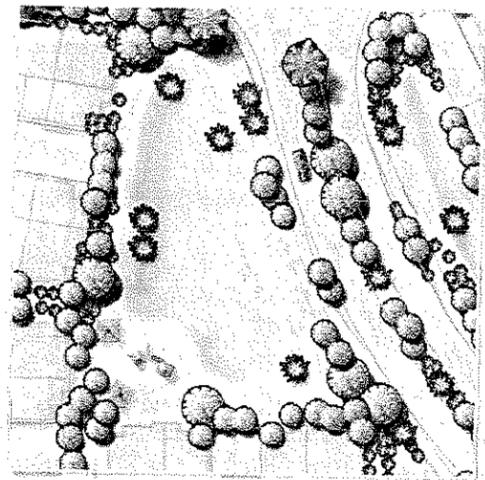
Within the Community, pedestrian pathways link the proposed open space corridors, including a trail along the wash located in the northeastern portion of the property and a trail along the Desert Preservation Zone. By providing these corridors in addition to other neighborhood amenities, Sonoran Trails offers both passive and active opportunities for residents and their guests to enjoy. While the vast majority of the plant palette will be selected from the Arizona Department of Water Resources low water and drought tolerant plant list, gathering areas such as, but not limited to clubhouse area, pool area and barbeque areas will also feature strategically placed turf and other types of lush plant materials to create family-friendly destinations.

A design approach, similar to creating destination places within the residential area, is envisioned within the commercial area. One example of this concept is depicted in Figure 12, **Conceptual Open Space and Landscape Plan**. Internal courtyards are created by grouping commercial buildings together, which are then linked together by pedestrian walkways. These courtyards will be open to the sky and include a combination of focal points such as a water feature, seating niches, decorative paving, and landscaping that not only enhance the buildings, but also provide commercial users an enjoyable outdoor reprieve. Seating areas located throughout the courtyard area will consist of benches and planters that are designed to reflect the character of the community. As shown in Figure 11, **Commercial Pedestrian Connection Perspective**, the open space and landscape design incorporates pedestrian connectivity with the adjacent residential area. Accordingly, the Sonoran Trails Community features a truly integrated open space, pedestrian, and trails system.



NEIGHBORHOOD AMENITIES

Neighborhood amenities are a major component of the open space and landscape theme. In addition to the open space corridors, the Sonoran Trails Community offers an array of passive and active recreational opportunities, which residents will be able to utilize.

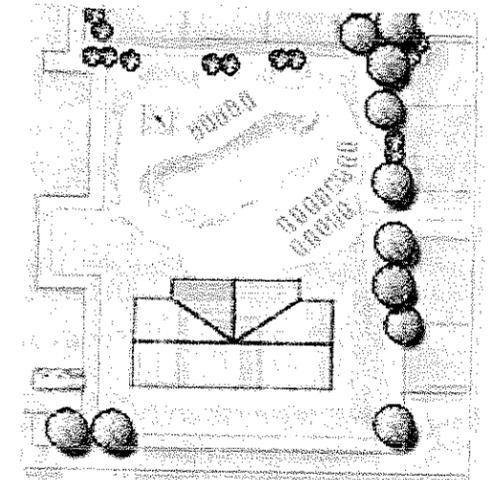
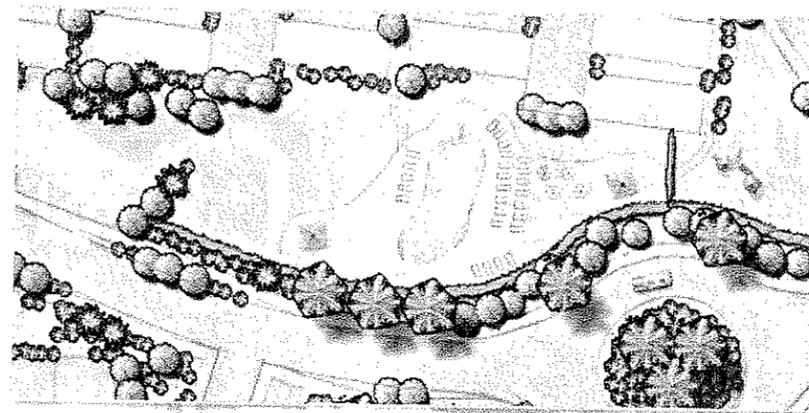


Tot Lot(s)

- Open Play Area
- BBQ/Picnic Area
- Ramadas
- Pedestrian Trail Linkage

Pool and Ramada Area

- Recreational Pool(s)
- Open Play Area
- BBQ/Picnic Area
- Ramadas
- Tot Lot(s)
- Pedestrian Trail Linkage



Clubhouse and Pool Area

- Clubhouse with possible fitness facility
- Recreational Pool(s)
- Ramadas or Shade Structure
- Open Play Area

Note: Graphics are conceptual and not meant to limit future reconfiguration if necessary to fit the final site plan.

WALLS, VIEW FENCES, AND MONUMENTATION

The Sonoran Trails Community is designed to capitalize on the spectacular views of the White Tank Mountains, maximize exposure of open space, and provide greater community connectivity. A key component in encouraging greater pedestrian usage is to provide expansive view corridors, thus creating an overall feeling of openness within the Community. To achieve this objective, walls, view fences, and monumentation play a limited, but significant role within the Community.

Walls and View Fences

Theme walls, combined with a landscape buffer are utilized facilitate the transition between the residential and commercial area. In addition, theme walls act as a barrier within the residential areas and to minimize light pollution from vehicles. Proposed theme walls will stagger or meander as appropriate, providing visual movement and interest, and contain an adequate number of breaks for pedestrian connections between the residential and commercial area. Since the placement of theme walls restricts the connectivity and visibility of open spaces, the Project Team anticipates that theme wall placement will be minimized to the greatest extent possible. In contrast to theme walls, view walls, where appropriate, will be used. Where lots back onto the open space areas, view walls are encouraged, thus increasing the visual enjoyment of the open spaces by the residents. Refer to Figure 12, *Conceptual Open Space and Landscape Plan* for the conceptual placement of theme walls and view walls.

Depictions of both the conceptual theme wall and view fence are shown in Figure 14, *Wall and Fence Details*. The colors and materials show colors and textures that are complementary to the desert, and consistent with the conceptual residential and commercial architectural themes. Both the conceptual theme walls and view fences are six-foot in height, with battered columns that are accented with stacked stone and decorative caps. Theme walls feature smooth stucco concrete masonry block, while view fences have four-foot tall panels of wrought iron above two feet of masonry between the columns.

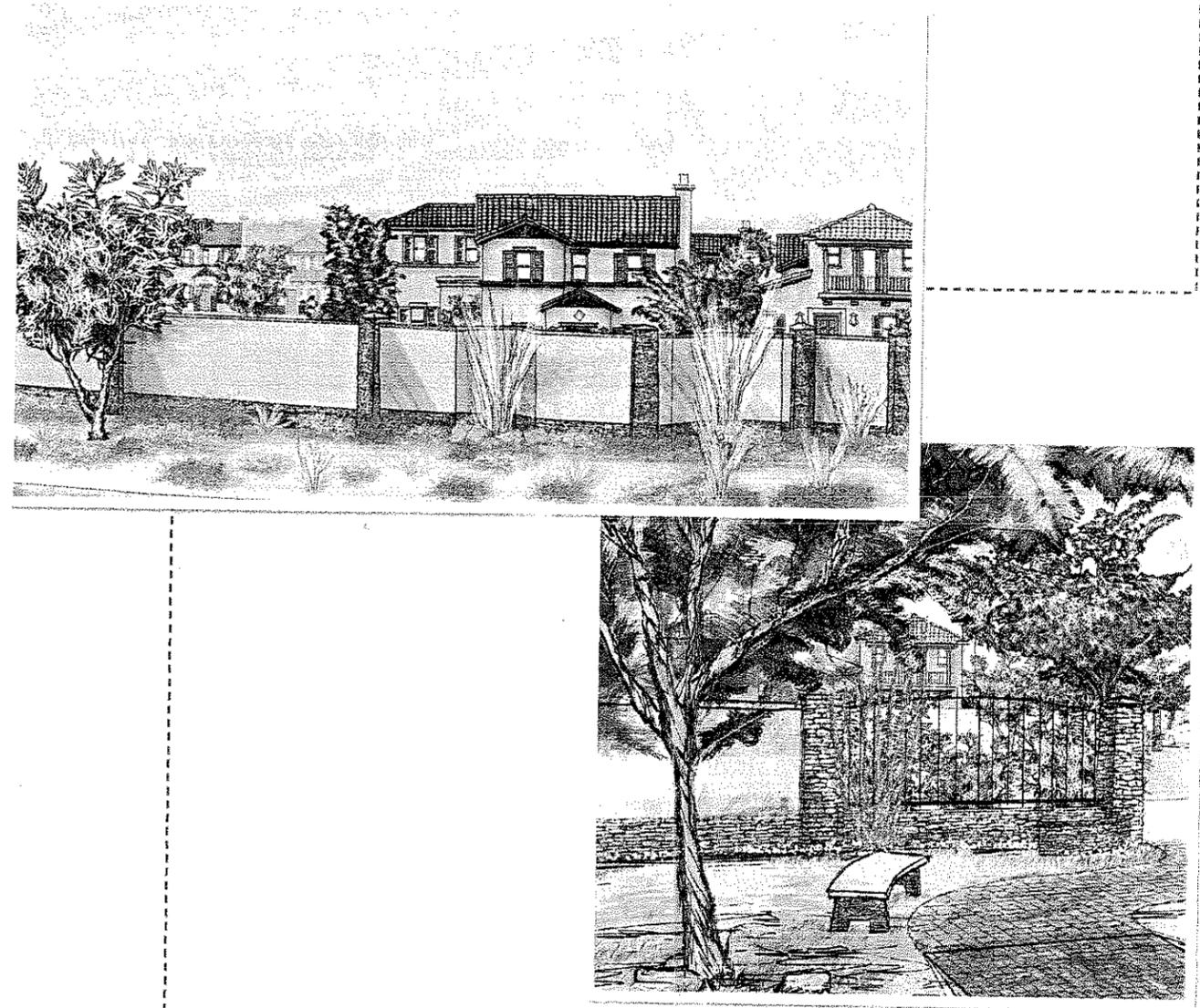


FIGURE 14- WALL AND VIEW FENCE DETAILS





FIGURE 15 - SUN VALLEY PARKWAY ENTRY

Monumentation

The Sonoran Trails residential and commercial monumentation may be back lit or have low-level lighting, and utilize a similar color and materials palette to the theme walls and view fences. (See the Sun Valley Parkway Character Zone signage standards.) In addition, the residential monumentation will feature curvilinear forms that are accented by rugged stack stone columns, and have raised lettering that may be lit at night. Refer to Figure 15, Sun Valley Parkway Entry and Figure 16, 195th Avenue Entry, which depict the conceptual monumentation theme. It is anticipated that the commercial monumentation will be similar to, or match the residential color and materials palette.

The images within Figures 15, 16, and 17 represent the conceptual design of theme walls, fences, and monumentation elements, including but not limited to massing, articulation, materials, and details. Final color and materials may be further refined during the platting process. However, the illustrations are representative of the Developer's assurance to quality, and provide a basis for the final color and materials selection that will meet the approval of the City.

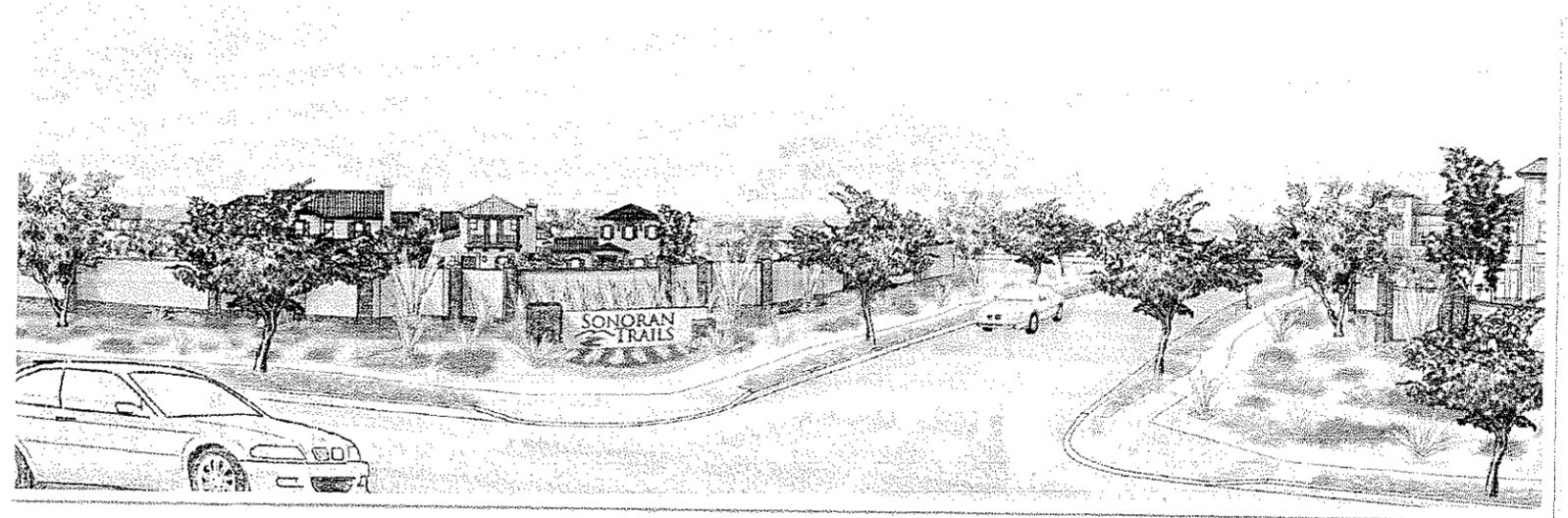


FIGURE 16 - 195TH AVENUE ENTRY

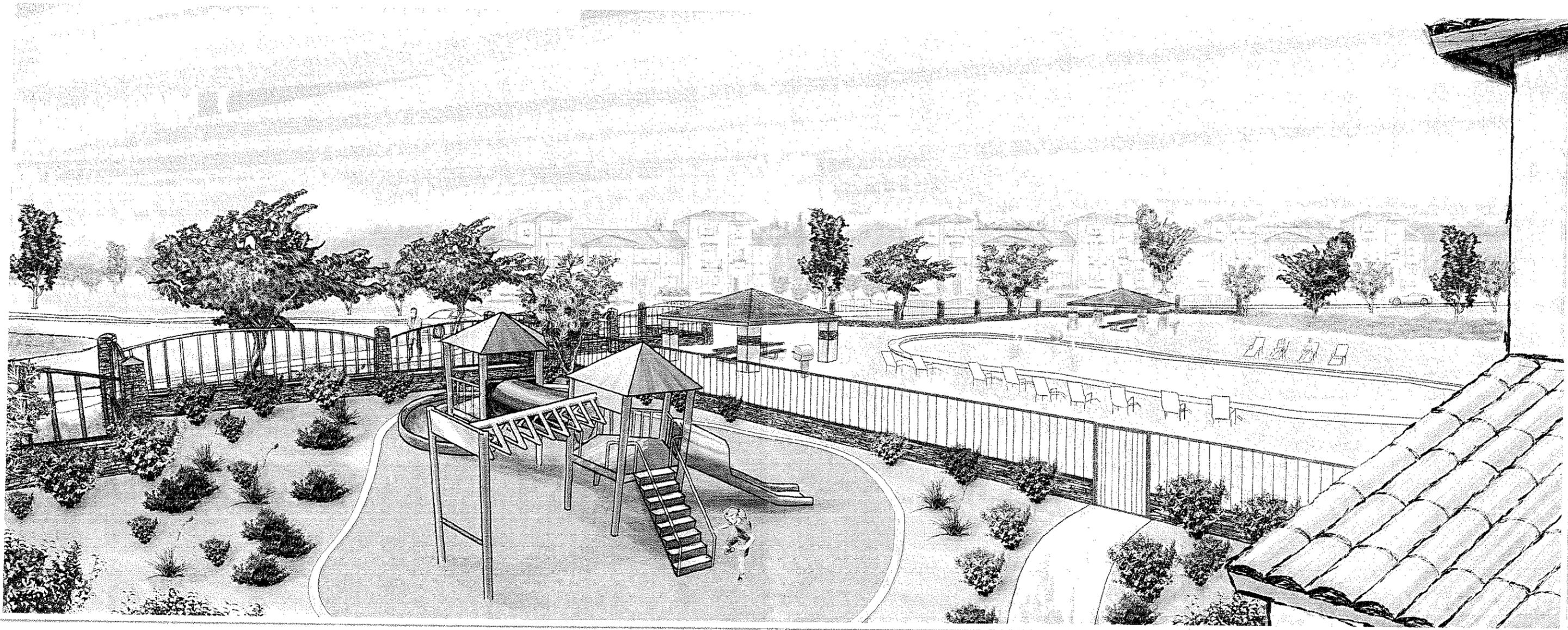
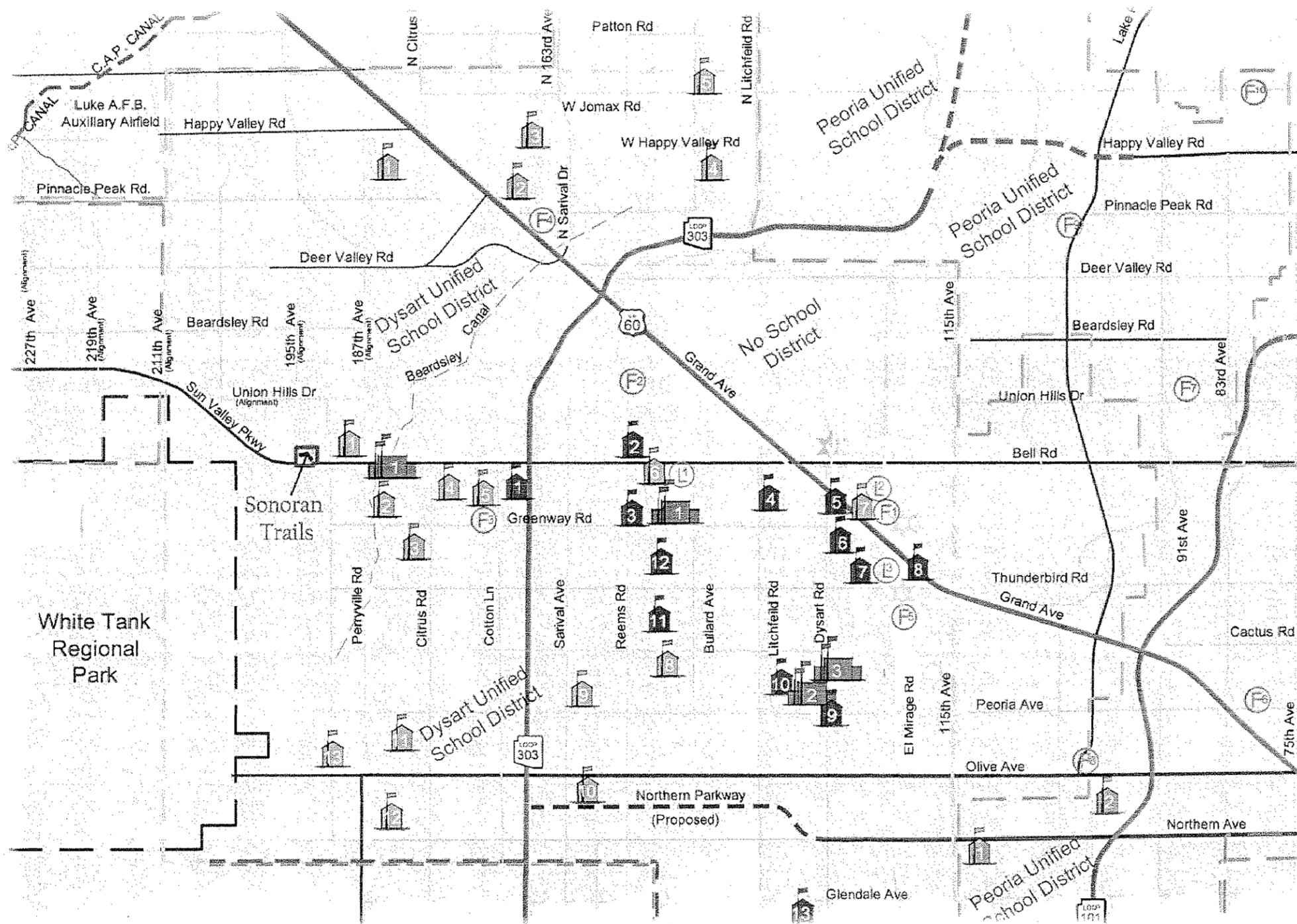


FIGURE 17- RESIDENTIAL PERSPECTIVE



- Dysart Unified School District #89**
 - 1) Cimarron Springs Elementary
 - 2) Kingswood Elementary
 - 3) Countryside Elementary
 - 4) West Point Elementary
 - 5) Surprise Elementary
 - 6) El Mirage Elementary
 - 7) Dist. Office & Sundown Elementary
 - 8) Thompson Ranch Elementary
 - 9) Dysart Elementary
 - 10) Dysart Preschool
 - 11) Marley Park Elementary
 - 12) Ashton Ranch Elementary
 - 13) Luke Elementary
- Dysart Unified School District #89**
 - 1) Sundown High School
 - 2) Willow Canyon High School
 - 3) Dysart High School
- Proposed High Schools**
 - 1) Proposed High School #1
- Fire Station Locations**
 - 1) Surprise Station 301
 - 2) Surprise Station 302
 - 3) Surprise Station 303
 - 4) Surprise Station 304
 - 5) El Mirage Station 1
 - 6) Peoria Station 191
 - 7) Peoria Station 192
 - 8) Peoria Station 194
 - 9) Peoria Station 195
 - 10) Peoria Station 197
- Dysart Unified School District Proposed Elementary Schools**
 - 1) Surprise Farms No. 5 Elementary
 - 2) Surprise Farms No. 4 Elementary
 - 3) Sierra Mountain Elementary
 - 4) Surprise Farms No. 2 Elementary
 - 5) Surprise Farms No. 3 Elementary
 - 6) Orchard Elementary
 - 7) W. Rimrock Street Elementary
 - 8) Rancho Gabriela Elementary
 - 9) Greer Ranch Elementary
 - 10) Woolf Property Elementary
 - 11) Cortessa Elementary
 - 12) White Tank Foothills Elementary
 - 13) Zanjero Trails #2 Elementary
- Police Stations**
 - 1) Sun City/Sun City West Police
 - 2) Surprise Police
 - 3) El Mirage Police
 - 4) Wickenburg Office
 - 5) Avondale Police
 - 6) Goodyear Police
- Peoria Unified School District #11**
 - 1) Country Meadows Elementary
 - 2) Sun Valley Elementary
- Libraries**
 - 1) Northwest Regional
 - 2) Hollyhock Library
 - 3) West El Mirage Library
 - 4) Litchfield Park Branch

North
1" = 2 Miles

- Agua Fria HS District
- Litchfield District
- Dysart Unified District/ Agua Fria District
- Peoria Unified District

FIGURE 18 - EXISTING AND PROPOSED COMMUNITY FACILITIES PLAN

EDUCATIONAL FACILITIES

Existing Community Facilities and Services, Figure 18, shows the existing school facilities, and libraries, as well as proposed school facilities in the Dysart Unified School District (the School District). Members of the Project Team have discussed with the School District their requirements for the site and to initiate a development agreement for Sonoran Trails. Per the discussions with the School District, a school site will not be required to be located within the Community. The Developer has already negotiated an agreement with the School District that establishes a contribution to the School District at the time of obtaining building permits. This agreement has been executed by the Developer and approved by the School District's Board in January, 2006.

POLICE AND EMERGENCY RESPONSE FACILITIES

In addition to educational facilities, Figure 18, indicates the location of police and emergency response facilities. Members of the Project Team have met with the City Fire Department to discuss the need for fire stations, which can be co-located with police substations, to be provided for the Community. In order to be pro-active regarding this issue, members of the West Surprise Landowner's Group (WSLG), which has been actively pursuing the water and sewer solutions for SPA 3, have also initiated discussions with the City Fire Department regarding fire / emergency response station locations. Tentative locations for temporary and permanent stations within the WSLG's ownership interests are being considered and will be proposed to the City. The proposal being formulated by the WSLG will provide sufficient fire and emergency response facilities to cover all of the WSLG member properties.

Currently, the City has a conceptual plan dated 4/8/05 showing the existing and proposed future fire station locations. This conceptual plan, Figure 19, shows future fire station #312 approximately one-half mile to the west of Sonoran Trails at the southwest corner of 199th Avenue and Union Hills Drive. The conceptual locations of the City's fire stations are placed such that each projected service area will touch or overlap the next one. Currently, the property for fire station #311 to the east of Sonoran Trails has not been purchased or even identified. Because of this, it is not possible at this time for the Fire Department to exactly locate other future fire stations to the west, such as station #312

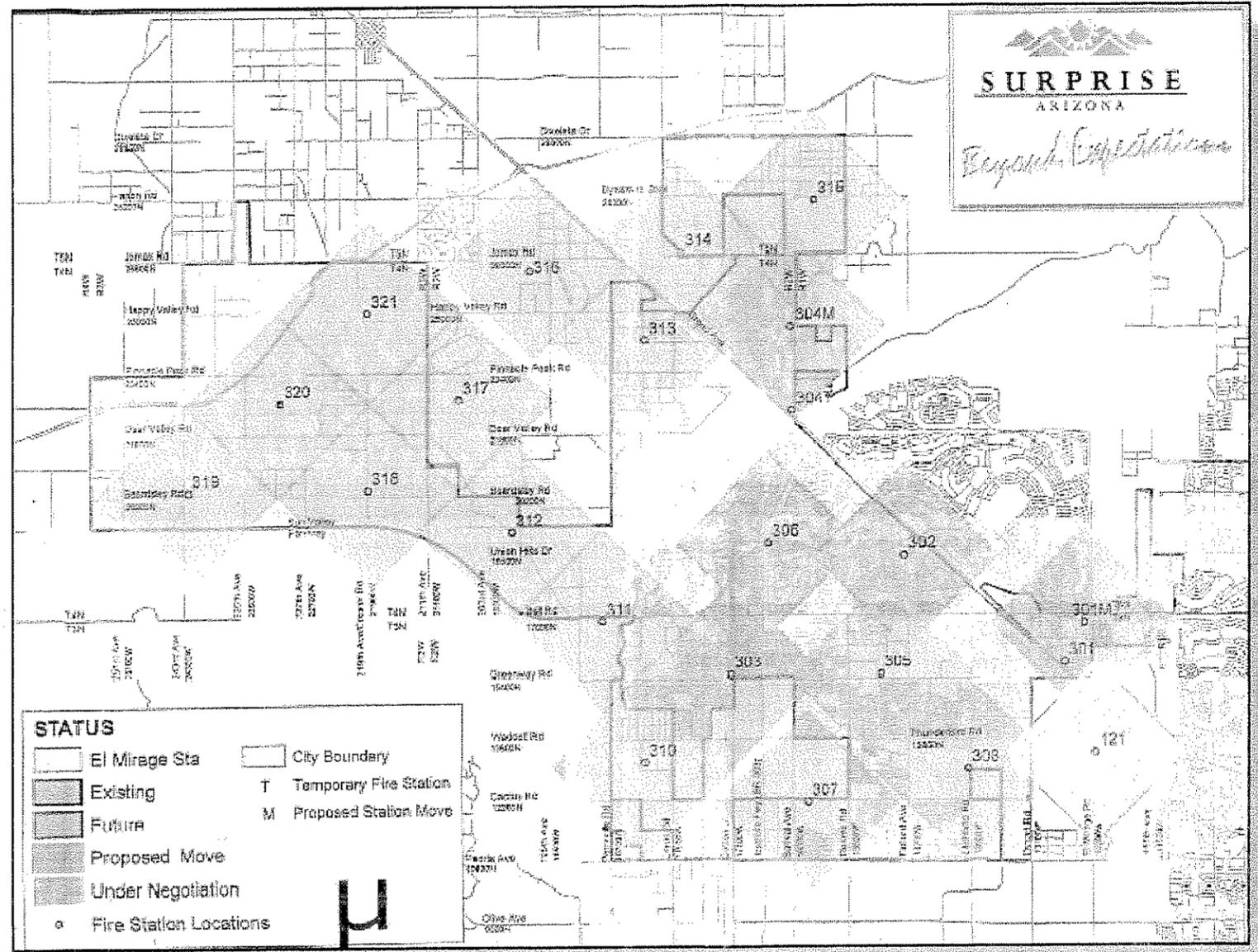
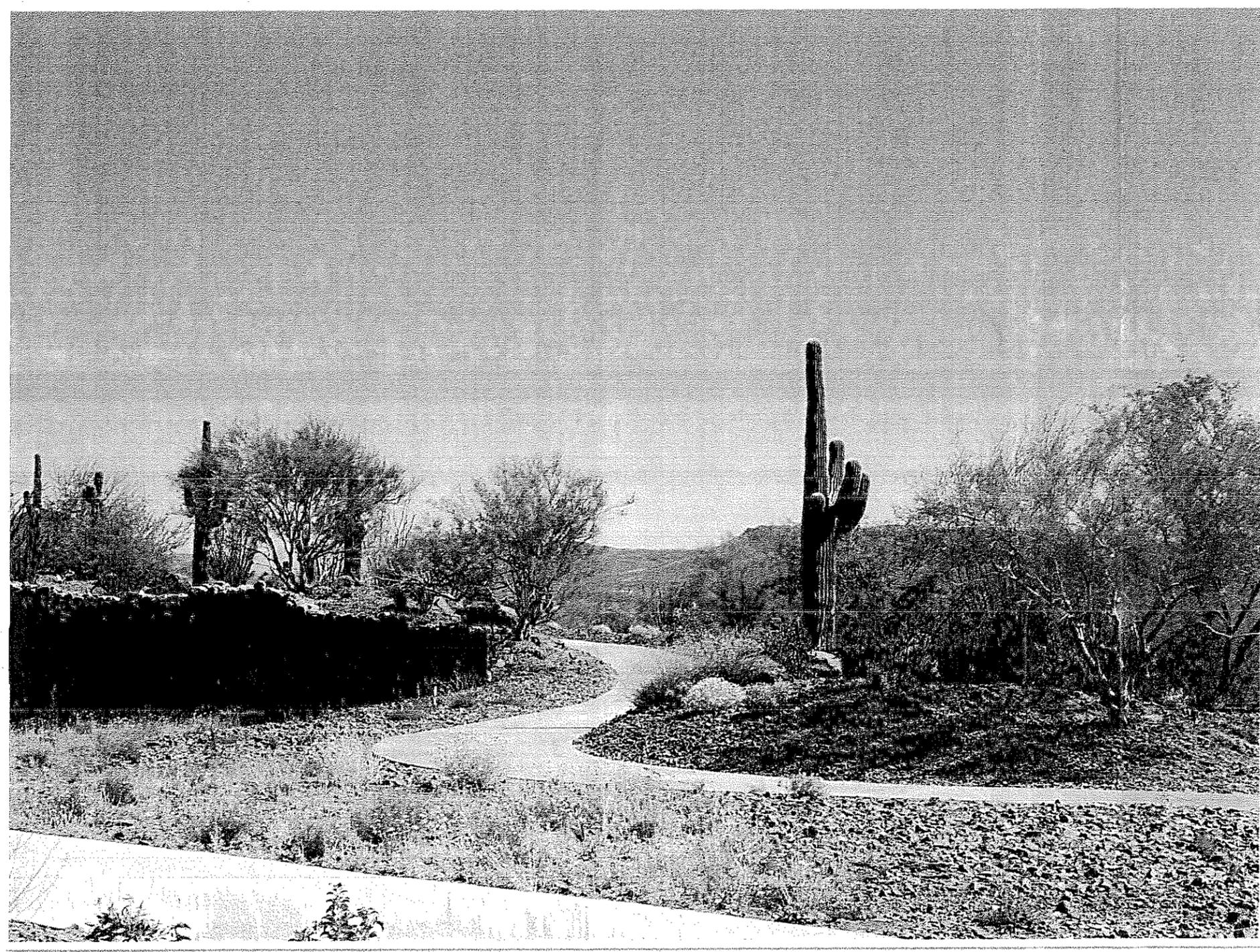


FIGURE 19- CITY OF SURPRISE FIRE STATION LOCATIONS

near the Community. Per on-going discussions with the City Fire Chief, the Developer will continue forward through the rezoning process while future fire station locations are refined. While the need for a fire station may be revisited during the zoning process, it is anticipated to be resolved before final plat approval.



E. AMENDMENTS

Where a conflict or inconsistency occurs between the provisions of the PAD and otherwise applicable ordinances, such as but not limited to the City's Zoning Ordinance, the provisions of the PAD shall prevail. Amendments to this PAD may be occasionally necessary. For instance, adjustments may be needed for natural constraints, such as drainageway delineation, or to reflect changes in market conditions and development financing and/or to meet new requirements of one or more of the potential users or builders of any part of the property.

When revisions or adjustments are necessary or appropriate, those revisions shall, unless otherwise required by applicable law, be effectuated as a minor revision to this PAD through the administrative approval of the City Manager or designee. A minor revision shall not require prior notice or hearing, and after approval, such minor revision shall be attached to the Sonoran Trails PAD as an addendum and become a part hereof. All major revisions or amendments, such as those modifying use or intensity, shall be reviewed by the Planning and Zoning Commission and reviewed by the City Council in accordance with the City's typical and customary proceedings.



SECTION

4.0

INFRASTRUCTURE



A. TRAFFIC CIRCULATION

Located at the northeast corner of Sun Valley Parkway (Bell Road) and the 195th Avenue alignment (Jackrabbit Trail), access will be taken primarily from Sun Valley Parkway with secondary access from 195th Avenue. According to the City's 2030 Roadway Plan, 195th Avenue is designated as a minor arterial and Sun Valley Parkway is an existing major arterial, which changes to a Parkway adjacent to the Property. Sun Valley Parkway is currently a four lane, divided arterial with 150 feet of right-of-way. The City envisions the Parkway to ultimately be a six lane, divided roadway with 200 feet of right-of-way and a landscaped tract adjacent to the pavement section of 30 feet. The Loop 303 Freeway, a three mile drive east of the Property along Sun Valley Parkway / Bell Road, will provide easy access into the Arizona freeway system.

The City Staff have discussed with the Project Team their desire to have a north-south parkway on the east side of the White Tank Mountains providing a continuous connection to Interstate-10 (I-10). This connection would relieve future traffic from the Loop 303 Freeway and was originally envisioned to be along the 195th Avenue alignment, which has an existing traffic interchange on I-10. However, this plan has recently changed due to the West Valley North powerline corridor siting study completed by APS. This study has identified 191st Avenue as the preferred route for a high voltage, 230kV transmission line. Right-of-way needed for the transmission line corridor could logically be used in combination with the future north-south parkway right-of-way. Thus, it is very likely that the future north-south parkway will be less than one-quarter mile east of Sonoran Trails along the 191st Avenue alignment as shown in Figure 20, Future Sun Valley Parkway - Plan view. The future construction of this parkway will ultimately serve to increase the accessibility of the Sonoran Trails to the regional transportation system.

The main entry into the residential portion of Sonoran Trails is anticipated to be a "right-in-right-out" connection from the Sun Valley

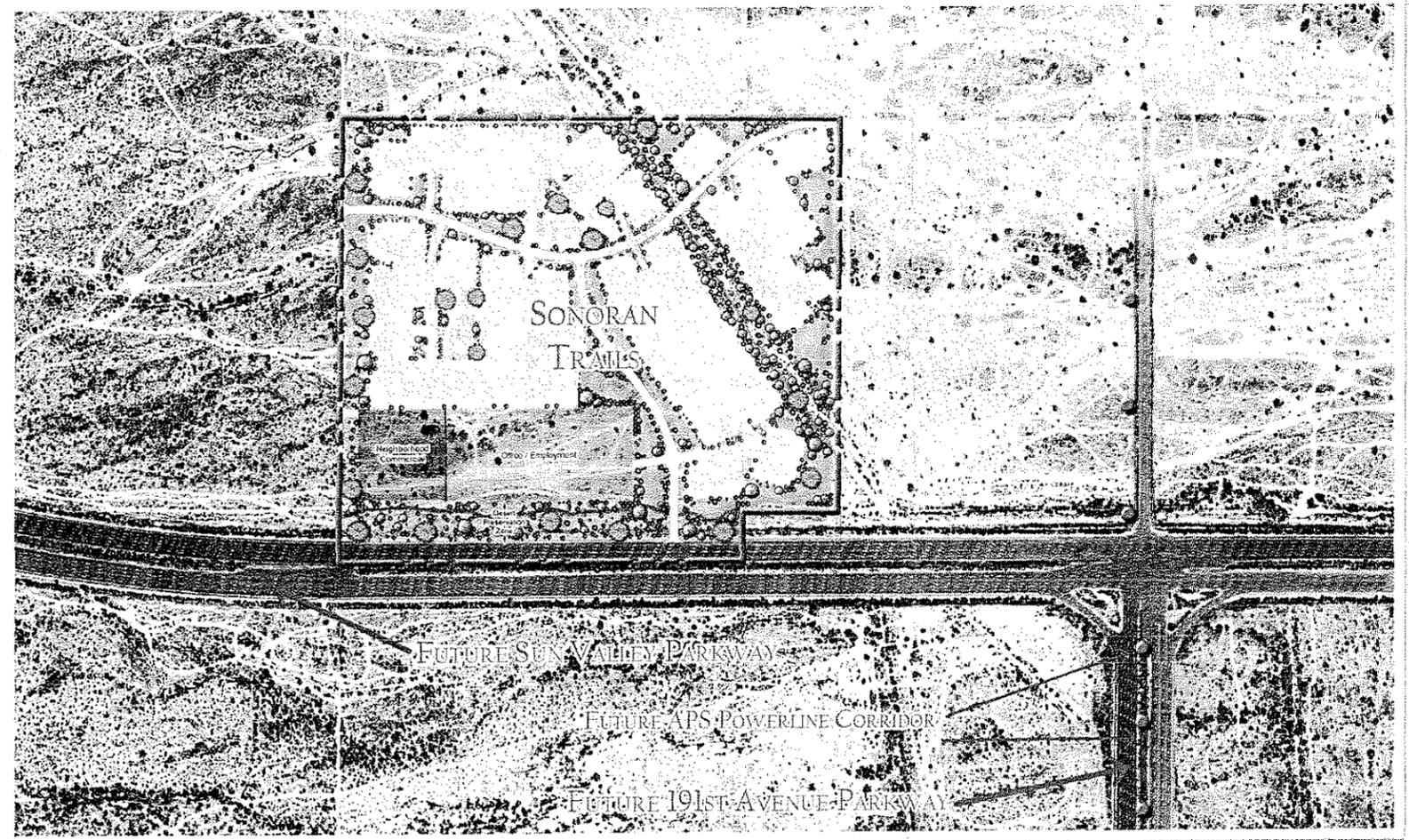


FIGURE 20 - FUTURE SUN VALLEY PARKWAY - PLAN VIEW

Parkway at the 193rd Avenue alignment. This entry leads into a curvilinear public local residential street (rural character with trails) that traverses the Property to the north-south as shown in Figure 21, Proposed Traffic Circulation Plan. Although according to the General Plan definition of "Parkway" median breaks can be placed at the quarter-mile locations, City Staff have expressed their desire to minimize the impact of adjacent development accessing Sun Valley Parkway. In keeping with Staff's concerns, Sonoran Trails has agreed to a "right-in-right-out" rather than a full access entry with a median

break on Sun Valley Parkway. To assist in reducing traffic speed and to establish the desert character desired in this portion of the City, new public and private local street cross-sections are proposed as a part of this PAD. Based on a rural style roadway, these local streets, shown in Figure 22, Local Street Cross-Sections, consist of slightly reduced pavement widths, one and one-half foot wide ribbon curb or two foot wide rolled curb and five foot wide trails in lieu of sidewalk.

A secondary access to the residential portion of Sonoran Trails will be from the 195th Avenue alignment. This secondary entrance will be located at the intersection of 195th Avenue and the east-west curvilinear local street. A median break on 195th Avenue will be located at this entry point, approximately one-quarter mile north of Sun Valley Parkway, in order to allow full movement into and out of the Community. It is anticipated that Sonoran Trails will construct the west half street of 195th Avenue adjacent to the Community's western boundary.

A Traffic Impact Study, revised February, 2006, has been prepared for Sonoran Trails by Task Engineering. For additional details of the transportation system and projected daily traffic counts refer to this Study, which has been submitted to the City separately.

B. PEDESTRIAN CIRCULATION

Sonoran Trails is proposed to be a pedestrian friendly community, where modes of transportation other than the automobile, such as walking, jogging and biking are supported. In addition to vehicular traffic circulation, Sonoran Trails will provide significant opportunities for pedestrian transportation throughout the Community as well as interconnection between the residential and commercial areas. Figure 12, Conceptual Open Space and Landscape Plan, shows the various pedestrian pathways and trails that are contemplated for the Community. Detached trails will meander along both sides of the public local streets per the City's standard sidewalk width of five feet.

Pedestrian pathways consisting of a four foot wide trail or hardscape surface will be provided from the street to the front of the townhomes or the courtyard homes. These pathways will meander through the landscaped common areas providing a picturesque streetscape. Where the pedestrian pathways are adjacent to open areas such as tot lots, neighborhood parks, or

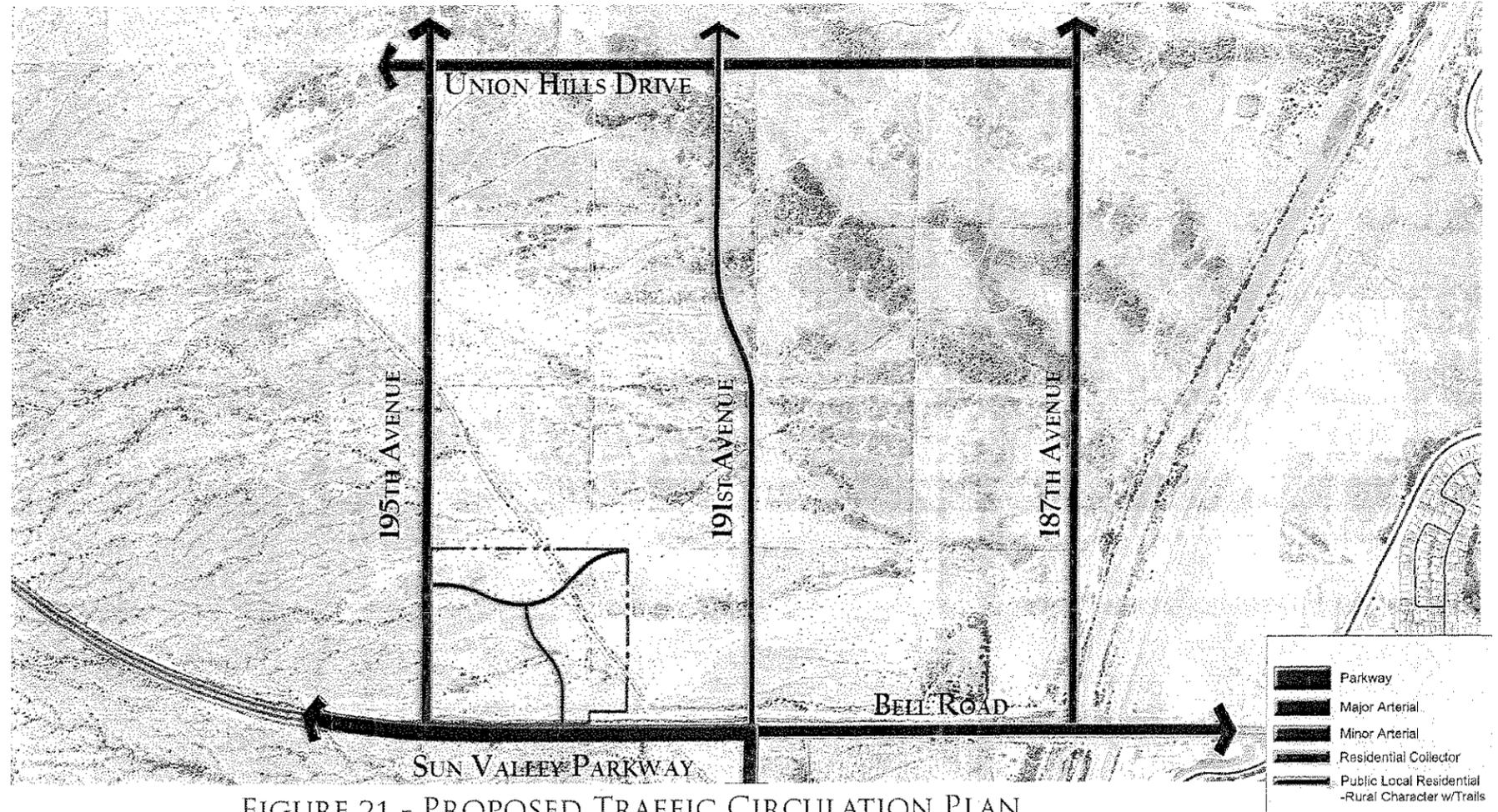
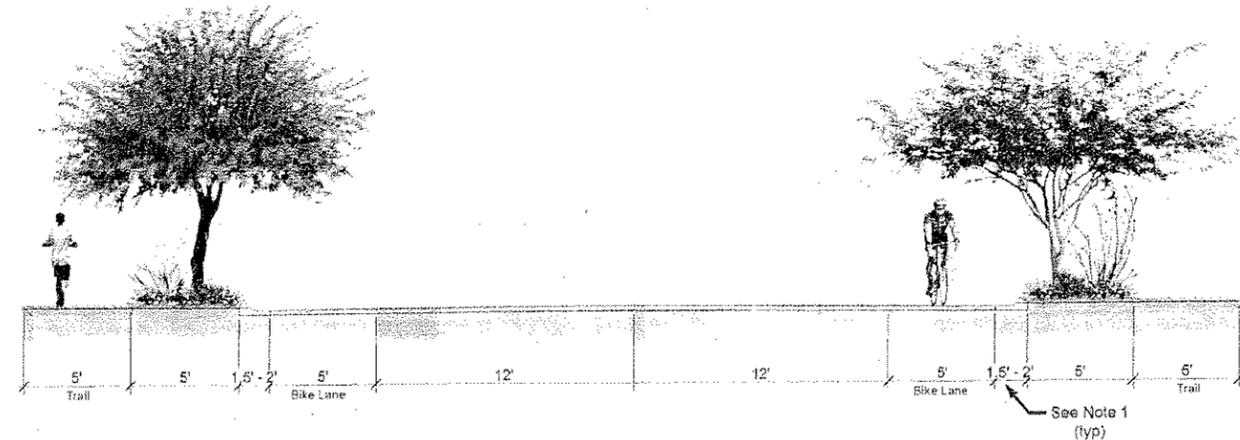


FIGURE 21 - PROPOSED TRAFFIC CIRCULATION PLAN

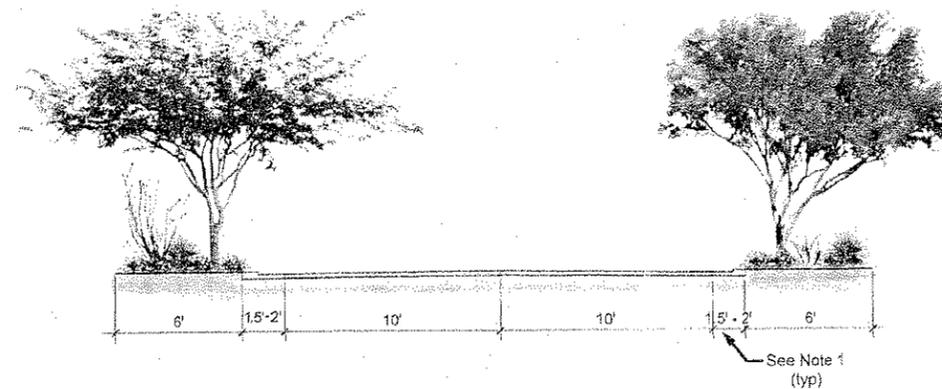
the preserved wash, the pathways are proposed to connect into these areas creating a fully integrated community. Figure 11, Commercial Pedestrian Connection Perspective, depicts a proposed connection between the residential neighborhood and the commercial area. These connections will provide the ability for residents to access the goods and services or employment opportunities offered in the commercial area without relying on the automobile. This system of interconnected pathways gives the residents of Sonoran Trails a true live, work and play community.

As shown on Figure 12, a trail is proposed along the upper edge of the preserved wash traversing diagonally through the eastern portion of the site. To be consistent with the natural wash, the trail should be comprised of a native desert material. Therefore, the trail is proposed to consist of a five foot wide section of decomposed granite meandering along the upper bank of the wash through the native desert landscaping.





PUBLIC LOCAL RESIDENTIAL - RURAL CHARACTER WITH TRAILS



PRIVATE LOCAL RESIDENTIAL - RURAL CHARACTER

Notes:

1. 1.5' Ribbon curb or 2' Roll curb with Graded shoulder.
2. Unless accommodated in parallel or perpendicular parking space(s) beyond the edge of the pavement or as specifically approved by the City, no parking will be allowed on public or private local streets.
3. Public local residential streets will be flared to better accommodate turning movements at the following locations: The intersection with Sun Valley Parkway; the commercial entrance intersection; the intersection between the public local residential streets; and the intersection with 195th Avenue.
4. Private local residential streets: Four (4) feet of trail or sidewalk will be provided adjacent to residential dwelling units.

C. PUBLIC UTILITIES AND SERVICES

Private utility companies will provide water, telephone, cable, and electric service for Sonoran Trails. The City will provide sewer, reclaimed water, police, fire protection, and refuse collection. Electric service 12.0 kV or less and all other utilities will be placed below ground. Southwest Gas Company will provide gas service provided that their facilities are extended through the McMicken Dam.

Streetlights and fire hydrants will be designed and installed per the City building codes and in accordance with the recommendations of the City Engineering and Fire Departments. The following table summarizes the utility providers:

Utility	Company
Water	City of Surprise
Sewer, Refuse, Fire & Emergency	City of Surprise
Gas	Southwest Gas Company*
Electric	Arizona Public Service
Police	City of Surprise
Telephone	Qwest Communication
Cable	Cox Communications

*If facilities crossing the McMicken Dam are approved by the City of Surprise.

Since January of 2004, Arizona Public Service (APS) has conducted a line siting project in the West Valley, the West Valley-North Power Line and Substation Project, to locate approximately twenty-five miles of 230kV electrical transmission lines and two new substations. APS brought both the preferred and alternative 230kV transmission line routes before the Arizona Corporation Commission (ACC) Transmission Line Siting Committee in January, 2005. On March 21, 2005 the Siting Committee filed a Notice of Decision and a Certificate of Environmental Compatibility for approval by the ACC for APS' preferred route. The ACC approved the preferred transmission line route on May 4, 2005. Refer to Figure 22, APS Line Siting Map, for the approved route, which travels to the east of the Property along the 191st Avenue alignment. Due to the separation of nearly one-quarter mile, the approved transmission line route will have little impact on Sonoran Trails.

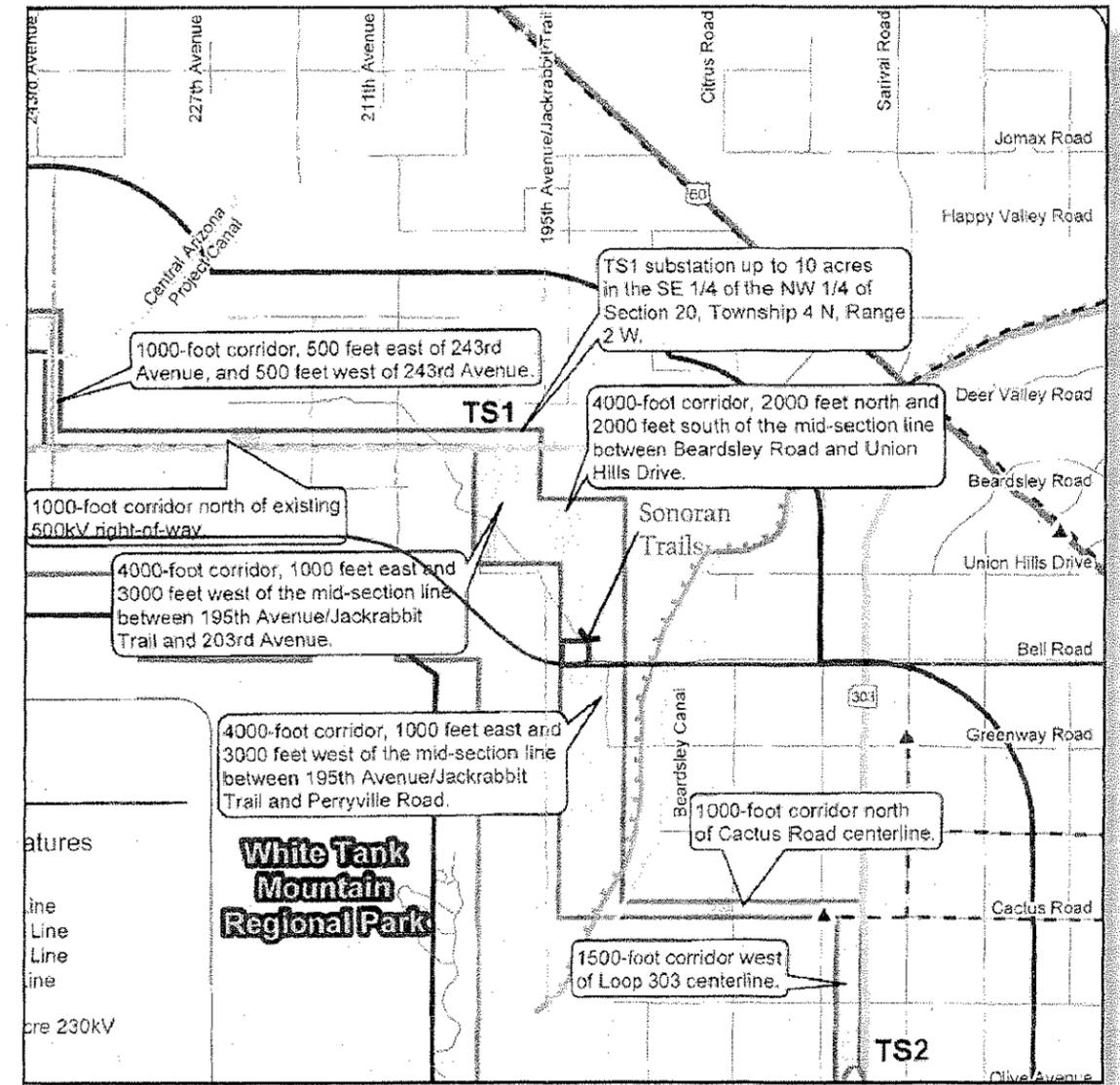


FIGURE 23 - APS LINE SITING MAP

D. DRAINAGE

A Master Drainage Study for Sonoran Trails, prepared by CMX, L.L.C, is submitted to the City separately. The drainage design for the Community is in accordance with the design guidelines in the Drainage Design Manual for Maricopa County, Arizona, Volume I, Hydrology, January 1995 and the Drainage Design Manual for Maricopa County, Arizona, Volume II, Hydraulics, January 1996, as well as the General Plan. Sonoran Trails lies west of the McMicken Dam Impoundment area and within the watershed of the Wittmann Area Drainage Master Study (ADMS) update. For more than two years, the Flood Control District of Maricopa County (FCDMC) in conjunction with its consultant, Entellus, has been updating the Wittmann ADMS. The results of the ADMS update are used as the basis for the undeveloped and developed conditions analysis in the Master Drainage Study.

Offsite drainage areas for Sonoran Trails originate from the White Tank Mountains to the southwest of the project. These flows are concentrated at a culvert that passes under Sun Valley Parkway and then redistributed as sheet flow. As part of the Preliminary Drainage Report for Sonoran Trails, preliminary hydrologic calculations were performed to estimate the total 100-year peak discharge for the sheet flow reaching the western boundary of Sonoran Trails. These flows will be intercepted via a temporary north-south collector channel at the western border of the site, located in the right-of-way of the western half street of 195th Avenue. This temporary channel will then distribute a majority of the flows to a permanent channel along the north side of the Sun Valley Parkway. The channel on the north side of Sun Valley Parkway will carry the offsite flows to the eastern boundary of the site where they will flow to the east and to their historic location behind the McMicken Dam impoundment area. Refer to **Figure 24, Master Drainage Exhibit**, for the preliminary alignments of these channels.

A lesser amount of flow from the temporary channel will be directed north to a small channel corridor on the north side of the site. This channel will then direct flows into the wash paralleling Crozier Road, where they are currently intercepted in the undeveloped condition. The channels and wash corridor will be used to convey offsite flows around and through the Property and will act as the outfall facilities for on-site stormwater retention basins. Finished floor elevations for homes adjacent to the channels and wash corridor will be at least one foot above the 100-year water surface elevation. Once City approval of the preliminary plat is obtained, a Conditional Letter of Map Revision (CLOMR) application will be submitted to the Federal Emergency Management Agency (FEMA) to seek FEMA's concurrence that the floodplain will

be contained within the proposed channels. After construction and as-built surveys of the Property are completed, a Letter of Map Revision (LOMR) application will be submitted to finalize the update to the floodplain map.

The onsite runoff from the 100-year, 2-hour storm will be retained within Sonoran Trails. The total volume of runoff discharging into the McMicken Dam impoundment area will not be increased by the development of Sonoran Trails. Retention ponds will be drained within 36 hours of the end of each storm event by infiltration, drywells, and/or bleed-off to adjacent channels. Where channels cross major streets, culverts will convey the 50-year, 6-hour rainfall runoff with no overtopping of the roadway surface and the 100-year, 6-hour rainfall runoff with a maximum of 6 inches of overtopping depth. Where low flow crossings are constructed for local or collector streets, at least one 100-year all-weather access will be provided to each lot. Riprap outlet protection will be provided at all culvert and storm drain discharge points. Refer to the Sonoran Trails Preliminary Drainage Report (submitted to the City under separate cover) for a detailed account of the information described above.

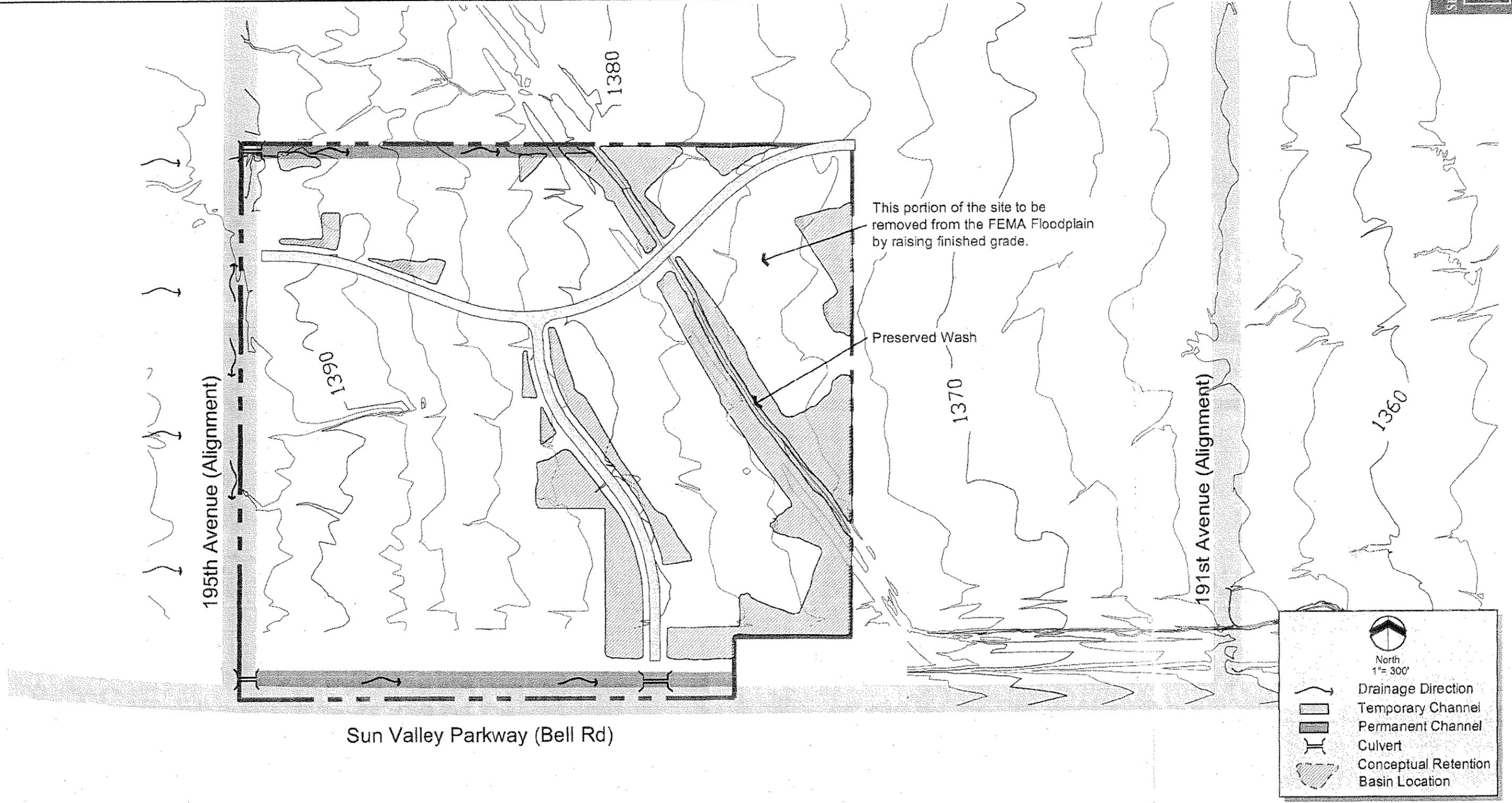


FIGURE 24 - MASTER DRAINAGE EXHIBIT

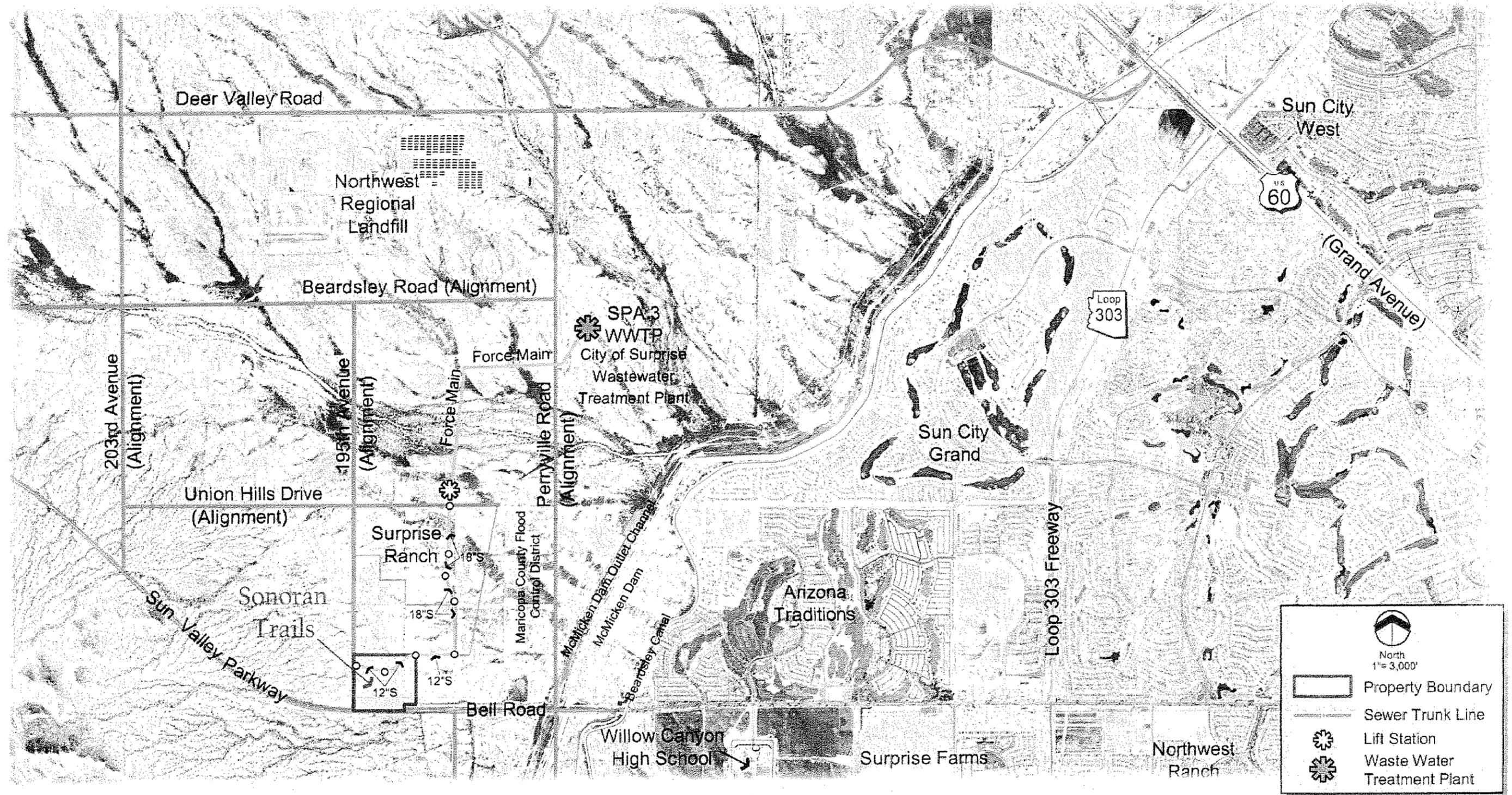


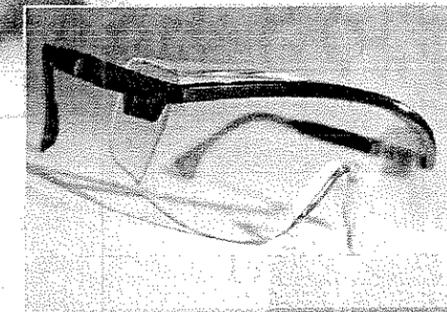
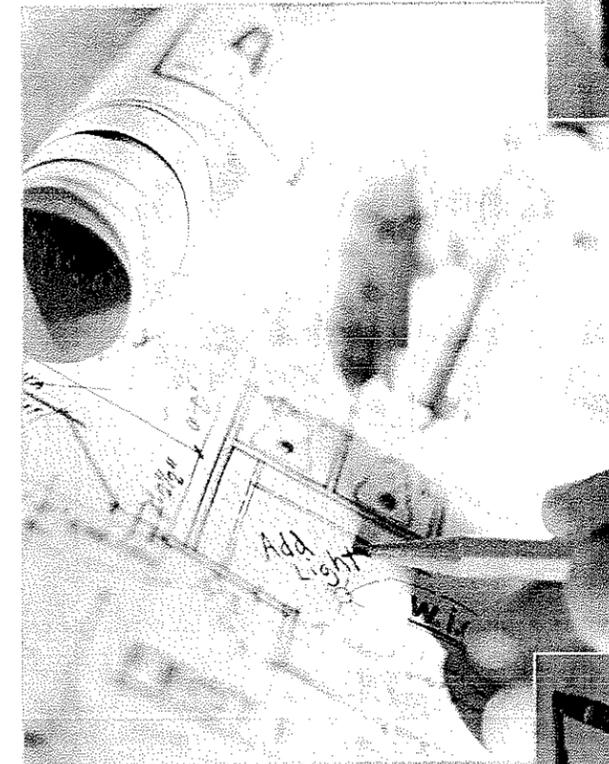
FIGURE 25 - MASTER WASTEWATER EXHIBIT

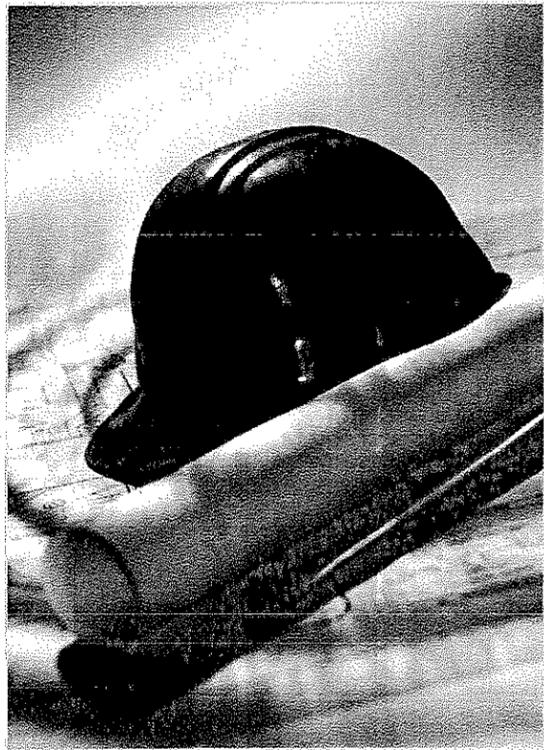
E. WASTEWATER SYSTEM

A Master Wastewater Study for Sonoran Trails, prepared by CMX, L.L.C., is submitted to the City separately. Sonoran Trails is an active member in the West Surprise Landowner's Group (WSLG), which is an association of nine different developments, comprising over 3,400 acres in SPA 3, that have come together to identify, design and fund sewer solutions for this area of the City. This development is located entirely within the wastewater service area of the City. The design criteria used for the wastewater system has been taken from the City Wastewater Infrastructure Master Plan, June 2004 (City Master Plan). The plan for Sonoran Trails is also in conformance with the WSLG Wastewater Master Plan (West Surprise Master Plan) prepared by CMX, and submitted to the City in June 2005.

There are currently no regional sanitary sewer lines or treatment facilities within SPA3. However, according to the City Master Plan, a wastewater treatment plant will be constructed near the intersection of 187th Avenue (Perryville Road) and Beardsley Road to the east of the Northwest Regional Landfill. Refer to Figure 25, Master Wastewater Exhibit, for the proposed location of the treatment plant, collection lines and lift station for the sewer system that will serve Sonoran Trails. The first phase of this plant has been referred to as the "developer phase" and is scheduled to have a capacity of 1.8 Million Gallons per Day (MGD). Of that 1.8 MGD, the first 1.2 MGD of the plant capacity is currently claimed by the developers of Austin Ranch and Rio Rancho, with the remaining 0.6 MGD claimed for the initial phases of Sonoran Trails and other WSLG developments in SPA 3. The City of Surprise is developing a master plan for the phased construction of the ultimate 40.5-MGD capacity of the plant. The West Surprise Master Plan proposes that the first phase of the City Regional Wastewater Treatment Plant be expedited to provide a treatment capacity by early 2009. This capacity expansion should be designed to accommodate the full build out of this development and other SPA 3 developments.

The onsite flows from the various parcels will be routed to the interceptor sewer mains in the collector or local streets of Sonoran Trails. These interceptor sewer lines will converge and route flows east, and then north where they will be discharged into the collection system proposed in the Surprise Ranch Master Plan and the West Surprise Master Plan. Figure 25 shows the proposed on-site wastewater improvements as well as the proposed off-site wastewater facilities.



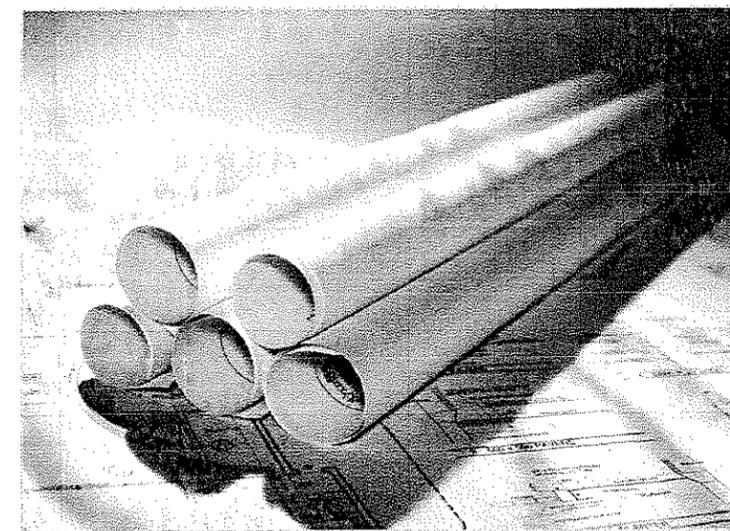


F. POTABLE WATER SYSTEM

A Master Water Study for Sonoran Trails, prepared by CMX, L.L.C., is submitted to the City separately. Sonoran Trails is located entirely within Pressure Zone 5 of the water service area of the City. The design criteria used for the Sonoran Trails potable water system were taken from the City Water Infrastructure Master Plan, June 2004 (City Master Water Plan). The Sonoran Trails plan is also in conformance with the West Surprise Landowners Group Water Master Plan (West Surprise Master Water Plan) prepared by CMX, and submitted to the City in August, 2005. Refer to Figure 26, Master Water Exhibit, for the proposed on-site and off-site potable water facilities.

Currently, there is no potable water source in the vicinity of the Property. The overall water development concept for Sonoran Trails assumes a partial build out of the City Master Plan infrastructure. This partial build out was designed in conformance with the City Master plan and the West Surprise Master Plan. The nearby projects of Surprise Ranch and Foothills East will join together to construct the partial build out of the regional water system for SPA 3. Ultimately, this region of the system will be connected with the entire SPA 3 water distribution system; however, at the time that the Sonoran Trails, Surprise Ranch, and Foothills East developments are completed, it is expected that this will be a stand-alone system.

As shown in Figure 26, the water for this development is expected to be provided by three wells and a one million gallon storage tank located in the adjacent Surprise Ranch and Foothills East developments. It is anticipated that each of the wells will provide at least 550 gpm. Therefore, as shown in Table 3, these wells should be sufficient to provide 3,000 gpm per square mile prorated for the area encompassed by Sonoran Trails, Surprise Ranch, and Foothills East per City of Surprise design guidelines. When the remaining 160 acres within Section 33 is developed, it is expected that an additional well will be required. For the purposes of this study, the three wells provided will be sufficient to meet the Maximum Day Demands for these three developments. As part of the Master Water Study for this development, potable water models were created using Haestad Methods WaterCAD, Version 6.5. Refer to the Master Water Study for Sonoran Trails (submitted to the City under separate cover) for a more detailed account of the proposed potable water system.



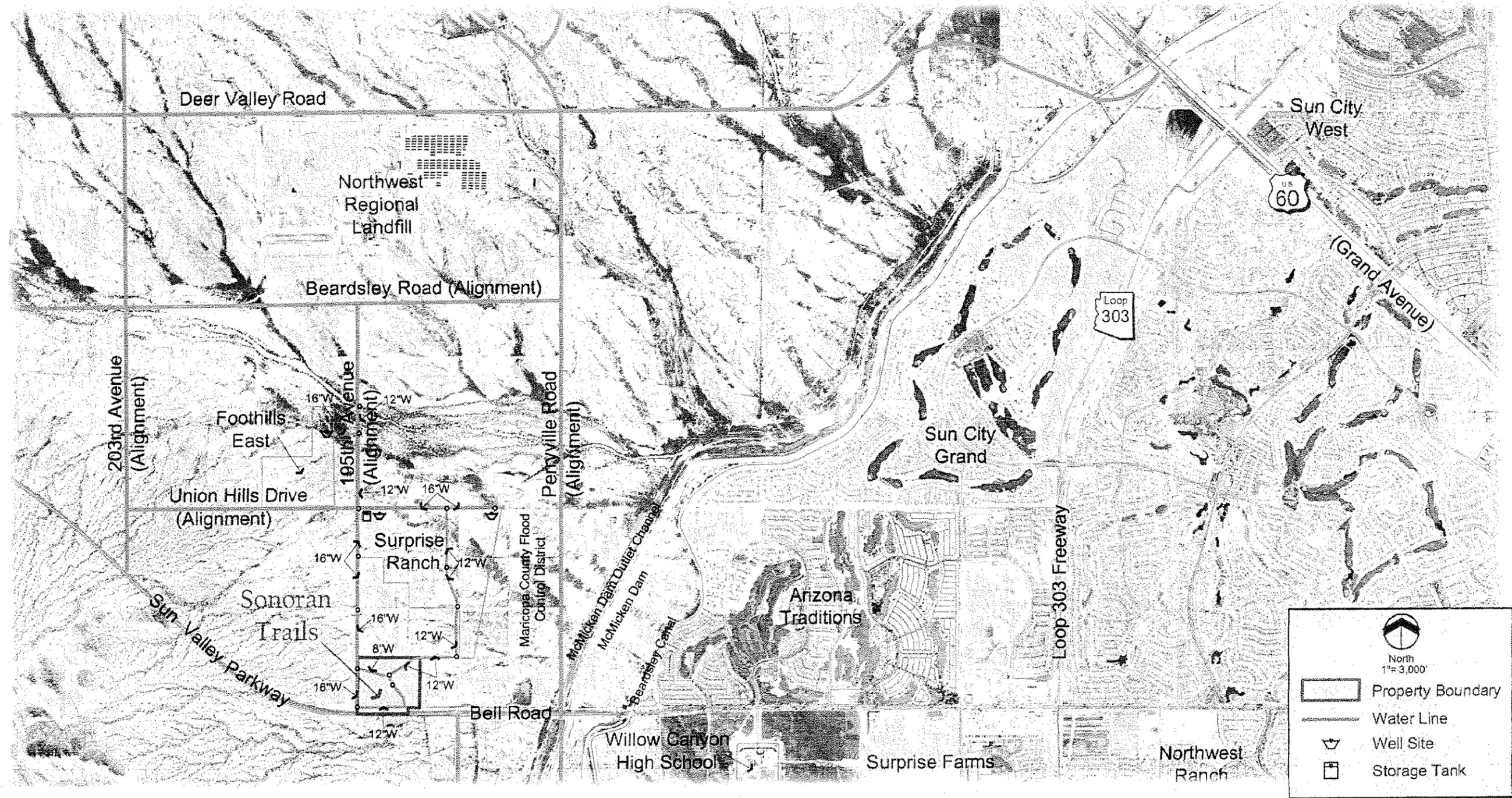
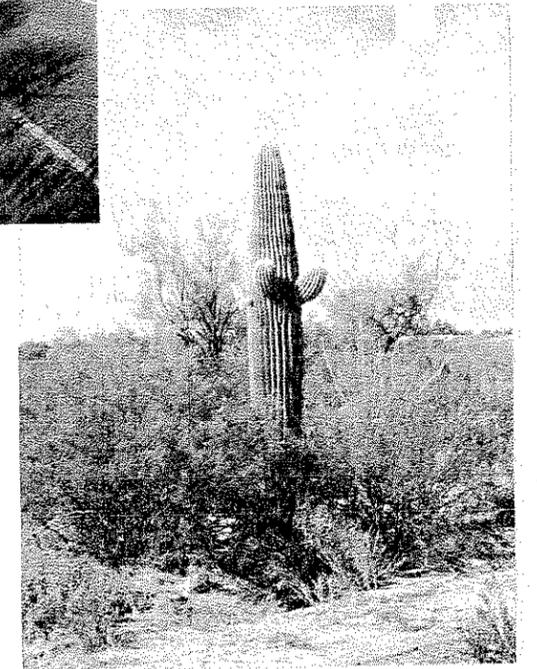
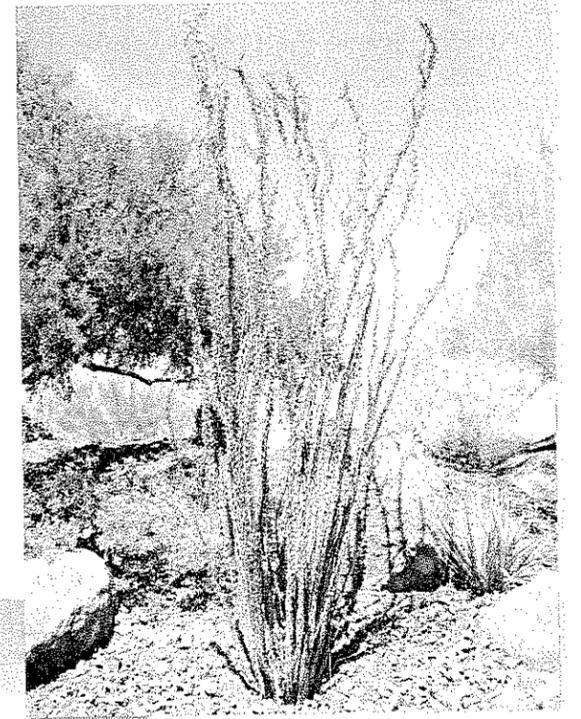
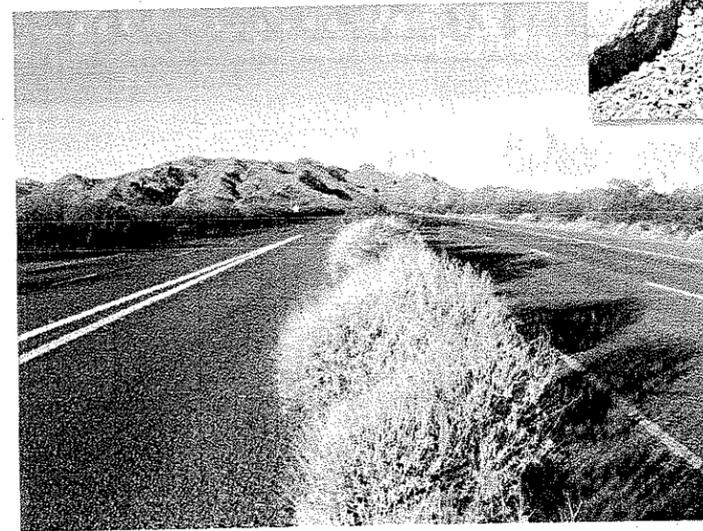


FIGURE 26 - MASTER WATER EXHIBIT



APPENDIX



RESIDENTIAL DEVELOPMENT STANDARDS ⁽¹⁾

Minimum Perimeter Setbacks: (2)	
Front, Corner Side and Rear	20 feet
Interior Side	10 feet
Minimum Distance Between Buildings	10 Feet
Maximum Building Height	30 Feet
Minimum Building Setbacks: (3)	
Front and Side	See Note 3
Rear	As dictated by perimeter setbacks or to maintain minimum distance between buildings.

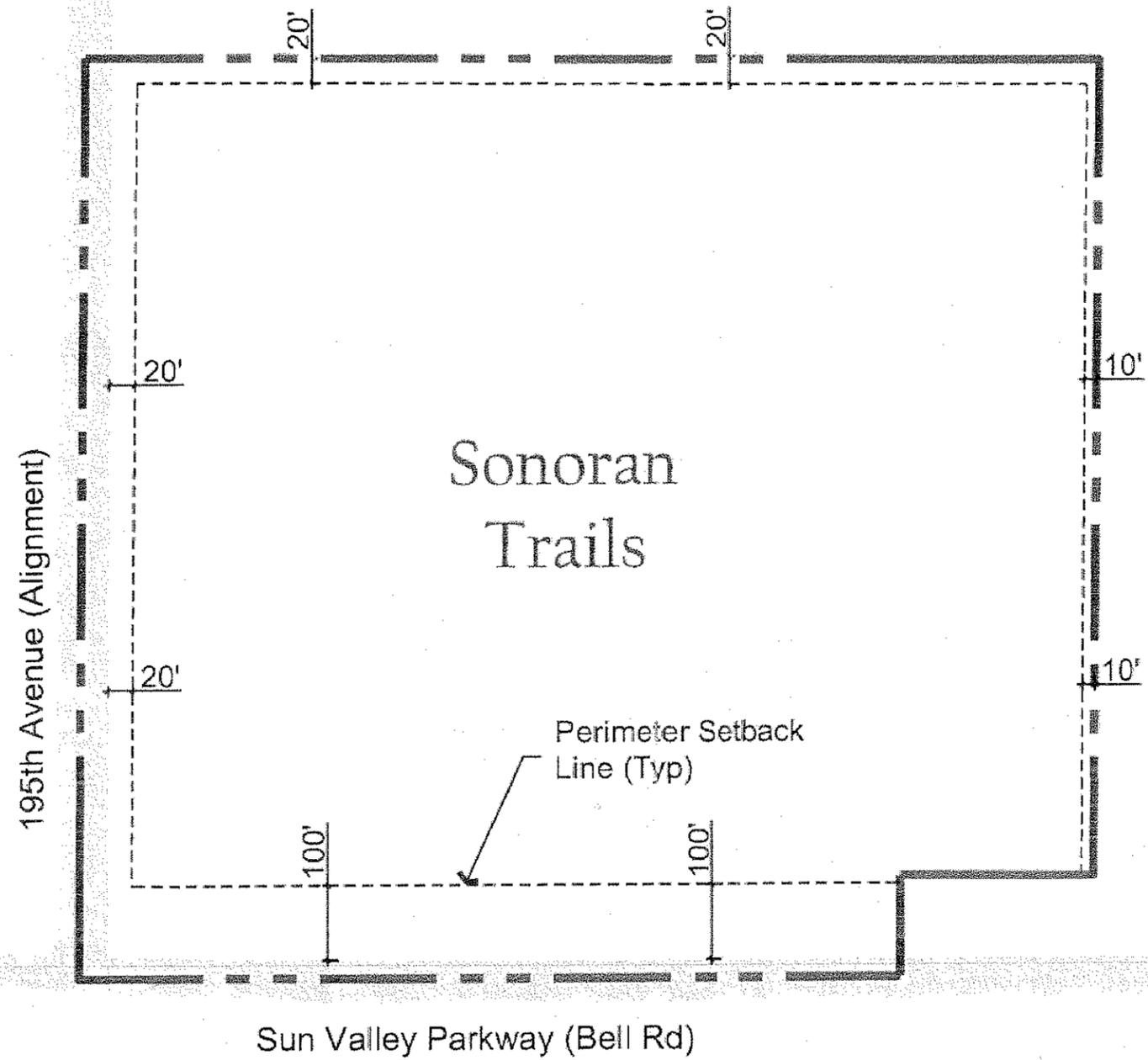
Single Family Detached - Courtyard Homes, Patio Homes or other similar product:	
Minimum Lot Area per Unit (4)	2,500 Square Feet
Minimum Lot Dimensions:	
Width	35 Feet
Depth	70 Feet
Minimum Outdoor Living Area (5)	600 sq ft / dwelling unit

Multi-Family Attached - Townhomes, Condominiums or other similar product:	
Minimum Lot Area per Unit (4)	2,000 Square Feet
Minimum Living Dimensions: (6)	
Width	90 Feet
Depth	70 Feet
Minimum Outdoor Living Area (5)	400 sq ft / dwelling unit

Notes:

1. Development standards not covered by this table shall be the same as that of the City of Surprise Residential Zone R-2.
2. See Perimeter Setback Diagram (across) for a depiction of where the perimeter setbacks apply. Perimeter setback is measured from right-of-way or property line to face of the structure, except in the case of the 100' scenic corridor setback for Sun Valley Parkway where no pavement or building shall occur.
3. Setbacks from the arterial street (195th Avenue) shall be a minimum of 20', from public local streets shall be 15' and from private local streets shall be 12'. Setbacks shall be measured from back of sidewalk to face of structure. Parking spaces along private local streets may encroach up to 5' into setbacks. In no case shall setbacks be less than any of the following: 5', as dictated by perimeter setbacks, or as necessary to maintain minimum distance between buildings.
4. Minimum Lot Area per Unit = total area of lots and open spaces, excluding all public and private streets, divided by the total number of lots.
5. Outdoor living area can be within the lot or within common area. 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 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.
6. These dimensions apply to the initial lot size per structure. Initial lots may be divided to accommodate individual ownership of the structure's dwelling units.

PERIMETER SETBACK DIAGRAM



COMMERCIAL USES

- Shoe store
- Shoe repair and shoe shine shop.
- Sporting and athletic goods store.
- Tailor shop, not more than five employees.
- Travel agency.
- Variety store.
- Wallpaper store, and
- Watch repair shop

The following will not be allowed within the commercial area.

- Automobile parking lot or garage
- Hospital.
- Hotel or motel
- Kennel
- Landmark

COMMERCIAL USES

Permitted uses within the commercial area will be the same as those allowed within the City of Surprise C-1 district at the time of PAD approval. Additionally, the following uses are allowed within the commercial area:

- Blueprint shop.
- Book and stationery store.
- Community center or meeting hall.
- Custom dressmaking.
- Dancing or theatrical studio.
- Delicatessen and catering establishment.
- Dry goods and notions store.
- Florist.
- Food store with no more than two gas pumps. *
- Leather goods and luggage store.
- Lock and key shop.
- Mail order catalog store.
- Massage establishment (as an accessory use to a medical or beauty day salon).
- Medical dental or health office buildings and clinics.
- Medical and orthopedic appliance store.
- Music and instruments sales, service and repair shop.
- Music or dance studio.
- Offices greater than 4,000 square feet.
- Office supply and office equipment store.
- Optician.
- Paint and wallpaper store.
- Photographic equipment and supply store.
- Photographic studio.
- Picture frame shop.
- Radio or television sales, service and repair.
- Sewing machine shop.

- Shoe store.
- Shoe repair and shoe shine shop.
- Sporting and athletic goods store.
- Tailor shop, not more than five employees.
- Travel agency.
- Variety store.
- Wallpaper store, and
- Watch repair shop.

The following will not be allowed within the commercial area:

- Automobile parking lot or garage.
- Hospital.
- Hotel or motel.
- Kennel.
- Laundromat.
- Schools, and
- Drive-in theatre.

* Per stipulation n, remove gas pumps as a permitted use in association with food stores.