



# PLANNING & ZONING COMMISSION

## STAFF REPORT

Meeting Date: 8/7/2025

Agenda Item(s): 3R

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**TO:** Planning and Zoning Commission  
**THROUGH:** Chris M. Jacques, AICP, Planning Director  
**FROM:** Sarah Dircks, Senior Planner  
**SUBJECT:** Aloravita Southwest: Minor General Plan Circulation Amendment (GPA25-02)  
North of the NEC of Westwing Pkwy & Happy Valley Rd

### ***PROPOSAL***

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The applicant has submitted a Minor General Plan Amendment to modify the General Plan Circulation Map by removing a collector roadway within the Aloravita development.

### ***APPLICATION INFORMATION***

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**Case Numbers** GPA25-02

**Applicant** Clint Morris, of Wood, Patel & Associates, Inc. on behalf Pulte Homes LLC

**Request(s)** **Minor General Plan Amendment (GPA25-02):** Request to amend the General Plan Circulation Map to remove a proposed collector roadway measuring, approximately 0.3 miles in length. The collector roadway would connect from West Wing Parkway to 78th Avenue.

### ***BACKGROUND AND CONTEXT***

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The subject site is located within the Aloravita Planned Community District (PCD), which is over 1,200 acres. Colloquially, the 2 square miles of the project are referred to as Aloravita North and Aloravita South. Aloravita South more notably is the area defined from Jomax to Happy Valley, and from 75<sup>th</sup> Avenue alignment to the edge of WestWing Mountain community and the Sunrise Mountain Preserve.

The collector road, subject to removal with this request, was one (1) of three (3) east to west collectors initially contemplated within Aloravita South from Westwing Parkway (**Exhibit 1**). The original development pattern envisioned vehicles from the single-family residential homes funneling onto the collector roadway network, similar to a hub and spoke system, which would ultimately direct those vehicles out to the arterial roadways on the perimeter of the development.

As Aloravita has developed over the years, the realized density and number of homesites within the project has been markedly less than originally projected. The last major amendment to the Aloravita PCD removed a portion of the project area near the subject collector roadway, and repositioned it into the mixed-use development known as *The Trailhead*. Both the commercial and multi-family portions of *The Trailhead* are self-sufficient given the number of driveways along Westwing Parkway and Happy Valley Road. The resulting need for access to the subject collector from *The Trailhead* was eliminated. Given these factors, it was expected that the number of vehicles still being served by the subject collector road would be much lower than original projections and worthy of further analysis when the last remaining phases of Aloravita South was to develop.

After their recent Arizona State Land auction win for the last portion of vacant land in Aloravita South, the applicant team began preparing preliminary plats for the various remaining vacant areas. In doing so they conducted a technical evaluation of the contemplated roadway network. Based on those findings, the applicant is now seeking the subject collector to be removed, while still maintaining pedestrian access throughout (**Exhibit 1**).

**CONTEXT:**

The immediate area surrounding the subject collector roadway is designated for single-family residential. To the north are parcels within Aloravita South that are under construction or being contemplated for development in the near-term, along with the two (2) remaining collector roadways (Yearling Road and Keefer Trail) that connect from Westwing Parkway. These remaining collectors will serve to feed traffic from the central collectors within Aloravita to the arterial roadway to the west (Westwing Parkway). To the east of the subject collector roadway is a continuation of single-family residential homes within Aloravita South as well as the remaining collector roadway network for the development. The collectors that remain within Aloravita South will feed traffic from the center of the development out to the periphery arterial network including Jomax Road to the north, Westwing Parkway to the west, and Happy Valley Road to the south. To the south is a segment of single-family residential within Aloravita South followed by *The Trailhead* mixed-use development. Abutting the single-family residential within Aloravita will be the multi-family component of *The Trailhead* followed by the commercial component, which is anchored by Safeway grocery store, and contains a variety of commercial businesses, and restaurants. As noted prior, *The Trailhead* development will not contain vehicular access to the north, and instead utilizes an internalized system of shared access that feeds to both Westwing Parkway and Happy Valley Road.

***APPLICANT'S PROPOSAL***

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The development team is seeking to construct approximately 570 single-family residential homes on the remaining vacant portions of the Aloravita site. The applicant team has conducted a detailed review and analysis of the traffic patterns and the existing and proposed roadway network. As a result of that analysis, the subject General Plan Amendment was submitted to modify the General Plan Circulation Map by removing the southernmost east / west collector roads between Westwing Parkway and the centralized collector system within Aloravita South.

***STAFF ANALYSIS***

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**PROPERTY HISTORY:**

- The Aloravita Planned Community District (PCD) was initially approved by City Council on October 18, 2011 (*Ordinance #2011-21*).
- The original PCD outlined the general circulation for the over 1,200-acre single-family residential development, which remains consistent with the roadway network as shown within Exhibit 1 Vicinity Map. The general plan was subsequently amended to reflect the circulation contemplated by the Aloravita PCD.
- In 2022 approximately 26 acres of the southern square mile of Aloravita was removed from the entitlement. Those 26 acres would no longer need or utilize the subject planned collector as a part of

the development pattern for the area, thus diminishing the need for a 3<sup>rd</sup> southern collector within this square mile of Aloravita.

*Traffic and Pedestrian Access:*

The applicant has submitted a Traffic Impact Analysis (TIA) with this request which is under review by the City's Traffic Division. The purpose of the TIA is to address the traffic and transportation impacts of the proposed development on the surrounding streets and intersections. More specifically, the TIA evaluates whether appropriate levels of service and safety will be achieved without the subject collector roadway at this location. Based on the evaluation, the proposed development without the subject collector roadway is expected to operate with acceptable levels of service and safety.

As the project remains in the conceptual stages, the ultimate condition of the roadway network within the development will be further refined as the applicant team works their way through the preliminary plat process and will be reviewed for compliance with the applicable City of Peoria access management and engineering standards.

While a third vehicular access across Rock Springs Wash would be removed if this request were to be approved, the applicant is maintaining pedestrian access point across the wash, thus maintaining the comprehensive off-street network for pedestrians to access the City park and neighborhood amenities in the area. As such, staff believes the proposal remains consistent with the intent and vision of the Aloravita PCD zoning.

***COMMUNITY INVOLVEMENT***

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The requested Minor General Plan Amendment is limited to the removal of a single collector roadway within the southern square mile of Aloravita (**Exhibit 1**). In accordance with the General Plan Amendment criteria, the reclassification of a collector is considered a Minor General Plan Amendment. Minor General Plan Amendments require approval from City Council. An amendment to the PCD has been submitted to mirror the proposed General Plan Circulation Map change and is subject to the approval of this General Plan Amendment.

*Public Noticing:*

The application was properly noticed pursuant to the Peoria Zoning Ordinance, which includes notification to all property owners within 600 feet of the site and registered HOAs within one (1) mile, posting of a sign on the site, and placing an ad in the Peoria Times prior to the Public Hearing.

*Neighborhood Meeting:*

There was a neighborhood meeting held for this project on June 26, 2025, at 5:45pm. A summary of the meeting is outlined in the Citizen Participation Report (**Exhibit 3**). One (1) neighboring property owner, city staff, and the applicant team were present at the meeting. During the meeting, a member of the applicant team walked the resident through the request and answered questions.

*Support / Opposition:*

At the time of this writing, Staff has received no written correspondence from the public on this case.

***KEY FINDINGS***

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1. The proposed update to the Circulation Plan recognizes existing conditions / development patterns, and addresses the future needs of the City's street network;
2. With the reduction in area and single family lots within the southern square mile of Aloravita Planned Community District (PCD) entitlement, the need for the subject collector is eliminated;
3. The traffic impact analysis for the development anticipates that the circulation network as proposed meets City of Peoria standards and can support the resulting development pattern.

***RECOMMENDATION***

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Staff recommend that the Planning and Zoning Commission take the following action:

Recommend **APPROVAL** of Minor General Plan Amendment Case **GPA25-02** to the City Council.

***STAFF CONTACT***

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