Attachment B

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Staff Report Z-53-22-8 (Gila Foothills PUD)
February 12, 2024

Laveen Village Planning Committee Meeting Date:	February 12, 2024
Planning Commission Hearing Date:	March 7, 2024
Request From:	S-1 (Ranch or Farm Residence) (2.17 acres), S-1 (Approved C-2 PCD) (Ranch or Farm Residence, Approved Intermediate Commercial, Planned Community District) (27.20 acres), S-1 (Approved R-2 PCD) (Ranch or Farm Residence, Approved Multifamily Residence District, Planned Community District) (40.77 acres), S-1 (Approved R-3 PCD) (Ranch or Farm Residence, Approved Multifamily Residence District, Planned Community District) (3.84 acres), S-1 (Approved R-3A PCD) (Ranch or Farm Residence, Approved Multifamily Residence District, Planned Community District) (5.04 acres), S-1 (Approved R1-10 PCD) (Ranch or Farm Residence, Approved Single-Family Residence District, Planned Community District) (9.58 acres), S-1 (Approved R1-18 PCD) (Ranch or Farm Residence, Approved Single-Family Residence District, Planned Community District) (76.33 acres), S-1 (Approved R1-8 PCD) (Ranch or Farm Residence, Approved Single-Family Residence District, Planned Community District) (50.30 acres), and S-1 (Approved RH/R1-10 PCD) (Ranch or Farm Residence, Approved Resort District/Single-Family Residence District, Planned Community District) (73.40 acres)
Request To:	PUD (Planned Unit Development) (288.63 acres)
Proposed Use:	Planned Unit Development to allow single and multifamily residential, commercial uses, and some commerce park

Location:	Approximately 860 feet south of the southwest corner of 51st Avenue and Carver Road
Owner:	Lines Ruskin R JR, et al.
Applicant:	RVi Planning and Landscape Architecture
Representative:	Wendy Riddell, Berry Riddell, LLC
Staff Recommendation:	Approval, subject to stipulations

General Plan Conformity	
General Plan Land Use Map Designation	Current: Residential 1 to 2 dwelling units per acre (54.23 acres), Residential 2 to 3.5 dwelling units per acre (41.64 acres), Residential 3.5 to 5 dwelling units per acre (84.24 acres), Residential 5 to 10 dwelling units per acre (57.14 acres), Residential 15+ dwelling units per acre (4.09 acres), Public / Quasi-Public (17.51 acres), and Commercial (25.34 acres), Resort
	Pending (GPA-LV-3-22-8): Commercial / Commerce/Business Park (100.01 acres), Commercial / Commerce/Business Park / Residential 10 to 15 dwelling units per acre / Residential 15+ dwelling units per acre (65.14 acres), Commercial / Residential 10 to 15 dwelling units per acre / Residential 15+ dwelling units per acre (40.46 acres), Residential 10 to 15 dwelling units per acre / Residential 15+ dwelling units per acre (78.58 acres), Resort

Street Map Classification	51st Avenue	Major Arterial, scenic drive	• South of Estrella Drive, 33 to 55 feet west half street and 33 feet east half street • North of Estrella Drive, 40 to 55 feet west half street
	Estrella Drive	Arterial (west of 47th Avenue), Local (east of 47th Avenue)	• 33-foot south half street (East of 51st Avenue) • 0 feet (west of 51st Avenue)
	47th Avenue	Local	• 0-foot west half street

STRENGTHEN OUR LOCAL ECONOMY CORE VALUE; ENTREPRENEURS AND EMERGING ENTERPRISES; LAND USE PRINCIPLE: Encourage land uses that promote the growth of entrepreneurs or new businesses in Phoenix in appropriate locations.

The proposed PUD will add employment opportunities and additional housing within the Laveen Village, in close proximity to the Loop 202.

CERTAINTY AND CHARACTER; DESIGN PRINCIPLE: Create a new development or redevelopment that is sensitive to the scale and character of the surrounding neighborhoods and incorporates adequate development standards to prevent negative impact(s) on the residential properties.

The proposed variety of land use designations are appropriately arranged to provide services and housing to the area while also serving as a buffer where adjacent to the existing residential/rural area. Furthermore, the rezoning case, Z-53-22-8, proposes development and design standards that are sensitive to the surrounding neighborhoods.

BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.

The PUD Narrative incorporates enhanced landscaping and shade standards throughout the site that will help to provide shade for pedestrians and mitigate the urban heat island effect by covering hard surfaces thus cooling the micro-climate around the vicinity.

Applicable Plans, Overlays and Initiatives
Laveen Southwest Growth Study: Background Item No. 6.
Housing Plan Phoenix: Background Item No. 7.
Complete Streets Guiding Principles: Background Item No. 8.
Transportation Electrification Action Plan: Background Item No. 9.
Comprehensive Bicycle Master Plan: Background 10.
Tree and Shade Master Plan: Background Item No. 11.
Monarch Butterfly: Background Item No. 12.
Zero Waste PHX: Background Item No. 13.

Surrounding Land Uses/Zoning		
	Land Use	**Zoning**
On Site	Vacant land, agriculture, and rural residential	S-1, S-1 (Approved C-2 PCD), S-1 (Approved R-2 PCD), S-1 (Approved R-3 PCD), S-1 (Approved R-3A PCD), S-1 (Approved R1-10 PCD), S-1 (Approved R1-18 PCD), S-1 (Approved R1-8 PCD), and S-1 (Approved RH/R1-10 PCD)
North (across Estrella Drive)	Single-family residential	Maricopa County (RU-43)
North	Single-family residential	S-1 (Approved R1-10 PCD) and S-1 (Approved R1-8 PCD)
East (across 51st Avenue)	Single-family residential	Maricopa County (RU-43)
East (across 47th Avenue)	Single-family	RE-35

	residential	
West	Vacant land, and Loop 202 Freeway	S-1 (Approved R1-8 PCD)
West (across the Loop 202)	Vacant land	Gila River Indian Reservation
Southeast	South Mountain Park and Preserve	S-1

Background/Issues/Analysis

SUBJECT SITE

1. This request is to rezone 288.63 acres located approximately 860 feet south of the southwest corner of 51st Avenue and Carver Road from S-1 (Ranch or Farm Residence) (2.17 acres), S-1 (Approved C-2 PCD) (Ranch or Farm Residence, Approved Intermediate Commercial, Planned Community District) (27.20 acres), S-1 (Approved R-2 PCD) (Ranch or Farm Residence, Approved Multifamily Residence District, Planned Community District) (40.77 acres), S-1 (Approved R-3 PCD) (Ranch or Farm Residence, Approved Multifamily Residence District, Planned Community District) (3.84 acres), S-1 (Approved R-3A PCD) (Ranch or Farm Residence, Approved Multifamily Residence District, Planned Community District) (5.04 acres), S-1 (Approved R1-10 PCD) (Ranch or Farm Residence, Approved Single-Family Residence District, Planned Community District) (9.58 acres), S-1 (Approved R1-18 PCD) (Ranch or Farm Residence, Approved Single-Family Residence District, Planned Community District) (76.33 acres), S-1 (Approved R1-8 PCD) (Ranch or Farm Residence, Approved Single-Family Residence District, Planned Community District) (50.30 acres), and S-1 (Approved RH/R1-10 PCD) (Ranch or Farm Residence, Approved Resort District/Single-Family Residence District, Planned Community District) (73.40 acres) to PUD (Planned Unit Development) to allow single and multifamily residential, commercial uses, and some commerce park. The proposed PUD will support new commercial, residential, and resort uses, within close proximity to the Loop 202 Freeway and along an arterial street (51st Avenue).

SURROUNDING LAND USES AND ZONING

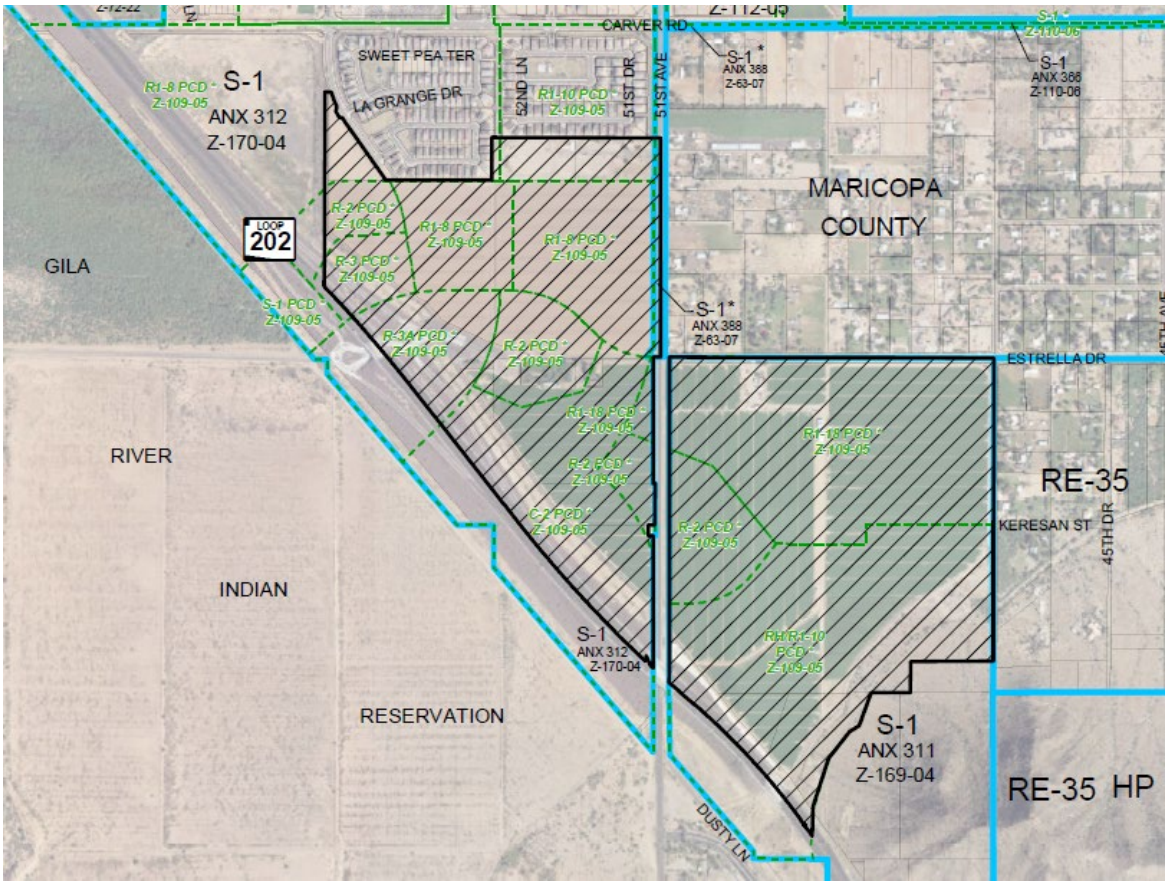
2. The site currently consists of vacant land, agricultural land, and rural residential. The property to the north is a single-family residential subdivision zoned S-1 (Approved R1-10 PCD) (Ranch or Farm Residence, Approved Single-Family Residence District, Planned Community District) and S-1 (Approved R1-8 PCD) (Ranch or Farm Residence, Approved Single-Family Residence District, Planned Community District).

   The properties to the north, across Estrella Road, and east across 51st Avenue are large-lot single-family houses located within Maricopa County zoned RU-43 (One Acre Per Dwelling Unit).

   To the east, across the 47th Avenue alignment, are large-lot single-family houses zoned RE-35 (Single-Family Residence District).

The property to the west is vacant land, zoned S-1 (Approved R1-8 PCD) (Ranch or Farm Residence, Approved Single-Family Residence District, Planned Community District) and the Loop 202 Freeway. Across the Loop 202 Freeway, is vacant land within the Gila River Indian Reservation.

Finally, southeast of the subject site is the South Mountain Park and Preserve zoned S-1 (Ranch or Farm Residence).



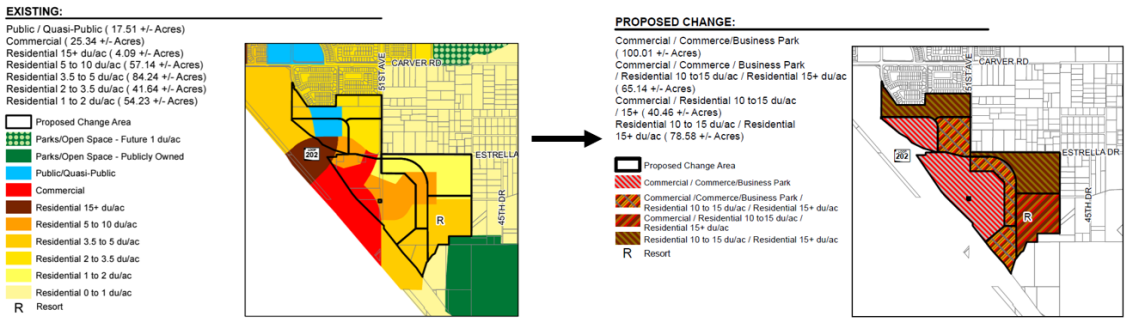
Existing Zoning Aerial Map
Source: Planning and Development Department

GENERAL PLAN LAND USE MAP DESIGNATION

3. The north portion of the subject site, north of the Estrella Drive alignment is designated Residential 2 to 3.5 dwelling units per acre, Residential 3.5 to 5 dwelling units per acre, Residential 5 to 10 dwelling units per acre, Residential 15+ dwelling units per acre, Public / Quasi-Public, and Commercial. The west portion of the subject site, across 51st Avenue and south of Estrella Drive, is designated Residential 1 to 2 dwelling units per acre, Residential 5 to 10 dwelling units per acre, Residential 15+ dwelling units per acre, and Commercial. Finally, the southeastern portion of the site, south of Estrella Drive and east of 51st Avenue is designated Residential 1 to 2 dwelling units per acre, Residential 3.5 to 5 dwelling units per acre, Residential 5 to 10 dwelling units per acre. The south portion, designated Residential 3.5 to 5 dwelling units per acre includes an “R” which depicts a general location of resort/s.

North of the subject site, west of 51st Avenue is designated Residential 2 to 3.5 dwelling units per acre. East of 51st Avenue, north of the subject site is designated Residential 0 to 1 dwelling units per acre. South of the subject site is designated Parks / Open Space-Public and Residential 0 to 1 dwelling units per acre. To the east, the designation is Residential 0 to 1 dwelling units per acre. Finally, west of the subject site is designated Residential 3.5 to 5 dwelling units per acre, Residential 15+ dwelling units per acre, and Commercial.

A concurrent minor General Plan Land Use Map amendment case, GPA-LV-3-22-8, is proposed to change the land use map designations to Commercial / Commerce/Business Park, Commercial / Commerce/Business Park / Residential 10 to 15 dwelling units per acre / Residential 15+ dwelling units per acre, Commercial / Residential 10 to 15 dwelling units per acre / Residential 15+ dwelling units per acre, and Residential 10 to 15 dwelling units per acre / Residential 15+ dwelling units per acre. The requested PUD zoning is consistent with the proposed General Plan Land Use Map designations.



General Plan Land Use Map
Source: City of Phoenix Planning and Development Department

PROPOSAL

4. The proposal was developed utilizing the PUD zoning district. The Planned Unit Development (PUD) is intended to create a built environment that is superior to that produced by conventional zoning districts and design guidelines. Using a collaborative and comprehensive approach, an applicant authors and proposes standards and guidelines that are tailored to the context of a site on a case by case basis. Where the PUD Development Narrative is silent on a requirement, the applicable Zoning Ordinance provisions will be applied.

5. Below is a summary of the proposed standards for the subject site as described in the attached PUD Development Narrative date stamped January 16, 2024. The proposed standards were designed to allow commercial, resort, multifamily residential, and automotive sale uses that offer the flexibility to develop uses that would generate employment and housing within the Laveen Village.

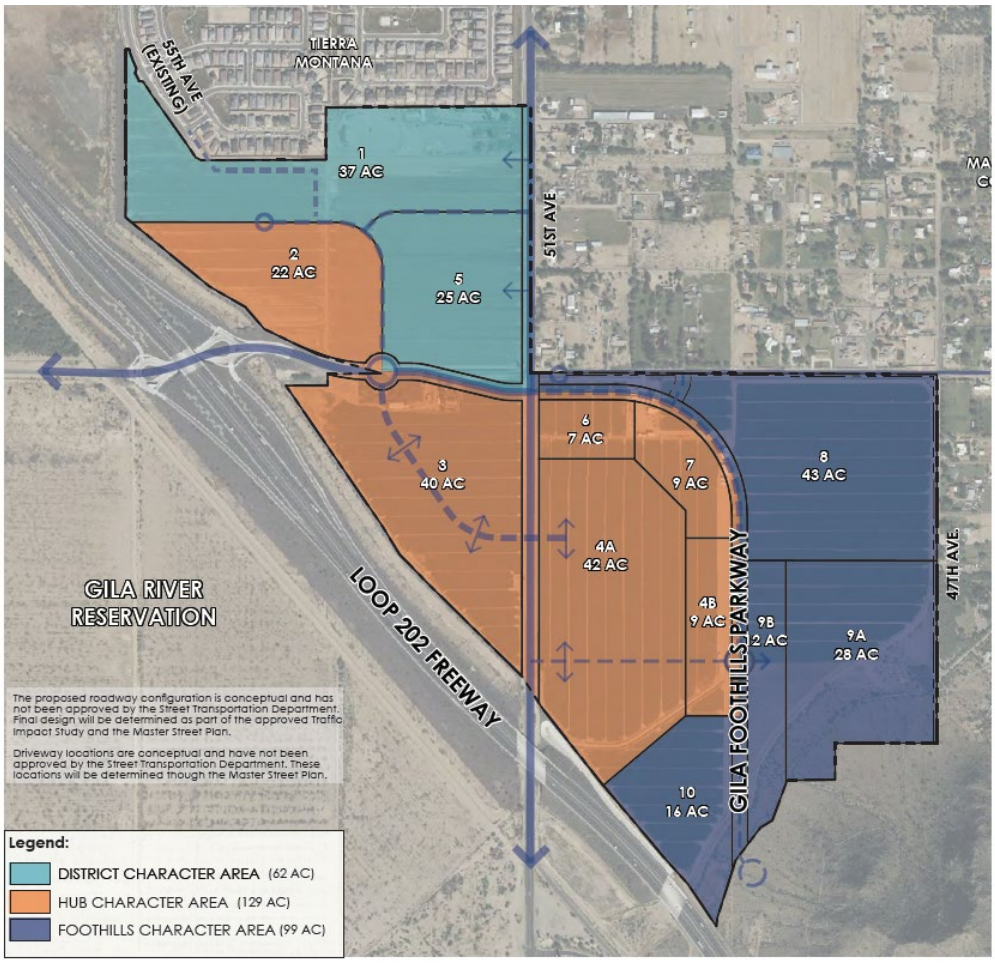
Conceptual Development Plan and Permitted Uses

The PUD proposes a regulatory framework structured around the creation of splitting the subject site into 12 development units in three distinct character

areas. Development Units 1 and 5, located on the northwest portion of the site, adjacent to 51st Avenue, are within the District Character Area. Development Unit 1 allows for multifamily residential, and office uses. Development Unit 5 allows for multifamily residential, and C-2 commercial uses including office, and automotive service station and gas stations. The character area has a 50-foot landscape buffer and a height stepback located along the north and east boundary of the area to further buffer any uses from the single-family residential uses to the north and east. The District Character Area proposes diverse building styles that incorporate modern rural architecture including gable rooflines, masonry, stone, exposed columns, and deep overhangs. The character area will act as a buffer from the existing residential uses and the proposed uses in the Hub Character Area and the Loop 202 Freeway.

The majority of the site, Development Units 2, 3, 4A, 4B, 6 and 7 are within the Hub Character Area. This character area is located primarily along the Loop 202 Freeway and a portion of it is located north of Estrella Drive and east of 51st Avenue. Development Units 2, 3, and 4A allow C-2 commercial uses, automobile dealership, offices uses, motor vehicle services, trailer and camper sales, off-premise signage, and other uses related to automobile dealerships. Development Unit 6 and 7 will allow for C-2 commercial uses, office, automobile service stations and multifamily residential uses. Development Unit 4B will allow for C-2 commercial uses, multifamily residential, offices, select commerce park uses and an automobile dealership and related uses. The Hub Character Area is intended specifically for an EV-focused auto campus and/or medical campus with additional commercial uses. Character design guidelines include larger landscape setbacks and screening to mitigate the impact to surrounding residents. Architectural features in this area include patina-finish copper, metal roofing, wooden frames, and accent material that limits glare to adjacent uses. This character area focuses on employment opportunities adjacent to the Loop 202 Freeway.

Finally, the Foothills Character Area is made up of Developments Units 8, 9A, 9B, and 10 and is located primarily east of Gila Foothills Parkway and adjacent to South Mountain Park and Preserve. Development Unit 9A, 9B, and 10, are directly adjacent to South Mountain Park and will allow multifamily residential, limited commercial uses including offices, restaurants, bars, and resort uses. Development Unit 8 will allow for multifamily residential uses and offices and will have an open space area located between Estrella Drive and Gila Foothills Parkway. The proposed multifamily residential uses will act as a buffer between the existing large lot single-family houses east of 47th Avenue and the commercial uses permitted west of Gila Foothills Parkway.



Development Units
Source: Gila Foothills PUD Narrative

Recommended updates to the PUD Narrative:

- Staff recommends Stipulation No. 1.b. to clarify how temporary uses will be addressed in the proposed PUD.
- Stipulation No. 1.c. will require an appendix to address the maximum square footage allowed for land uses referenced in the Street Master Plan. Any modifications to this appendix will require a minor amendment to the PUD.
- Stipulation No. 1.d will include a minimum number of inpatient beds for hospitals.
- Stipulation No. 1.e establishes a time condition within Development Units 9A, 9B, and 10 before multifamily units can be developed.
- Stipulation No. 1.f clarifies alcohol sales as an accessory use.

Development Standards

The PUD development narrative proposes a unique set of development standards for Development Units 1 through 10. However, unless modified by the PUD Narrative, the development shall meet C-2 development standards. A summary of the standards is provided below (*indicates provisions that include staff recommended updates that are further explained in the staff report):

Development Standard	Unit 1	Unit 2	Unit 3
Maximum Density/Units	40 dwelling units per acre	Residential uses are prohibited*	Residential uses are prohibited
Minimum Building Setbacks			
North	50 feet	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	25 feet (Estrella Drive)
South	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	25 feet (Estrella Drive)	15 feet (Loop 202 Freeway)
East	50 feet (51st Avenue), 25 feet (55th Avenue)	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	25 feet (51st Avenue)
West	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	15 feet (Loop 202 Freeway)	15 feet (Loop 202 Freeway)
Not adjacent to a street	5 feet	5 feet	5 feet
Adjacent to an interior street	15 feet	15 feet	15 feet
Minimum Landscape Setbacks			
North	Average 15 feet, minimum 5 feet	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 0 feet (adjacent to interior street)	Average 15 feet, minimum 0 feet (Estrella Drive)
South	0 feet (adjacent to property line); Average 15 feet, minimum 5 feet (adjacent to interior street)	Average 15 feet, minimum 0 feet (Estrella Drive)	Average 10 feet, minimum 0 feet (Loop 202 Freeway)

Development Standard	Unit 1 (Continued)	Unit 2 (Continued)	Unit 3 (Continued)
East	Average 15 feet, minimum 5 feet (51st Avenue); Average 15 feet, minimum 5 feet (55th Avenue)	0 feet, 10 feet adjacent to residential (adjacent to property line), Average 15 feet, minimum 0 feet (adjacent to interior street)	Average 15 feet, minimum 0 feet (51st Avenue)
West	0 feet (adjacent to property line), C-2 standards (adjacent to street)	Average 10 feet, minimum 0 feet (Loop 202 Freeway)	Average 10 feet, minimum 0 feet (Loop 202 Freeway)
Not adjacent to a street	0 feet	0 feet; 10 feet adjacent to residential	0 feet
Adjacent to an interior street	Average 15 feet, minimum 5 feet	Average 15 feet, minimum 0 feet	Average 15 feet, minimum 0 feet
Landscape Buffer	50 feet (North and 51st Avenue)	N/A	N/A
Maximum Building Height	40 feet; North: 20-foot maximum within 100 feet of the property line, 30-foot maximum within 150 feet of the property line; East (51st Avenue): 30-foot maximum within 100 feet of the property line	56 feet, up to 150 feet for a hospital	56 feet
Maximum Lot Coverage	50% (per C-2 standards)	50% (per C-2 standards)	50% (per C-2 standards)

Development Standard	Unit 1 (Continued)	Unit 2 (Continued)	Unit 3 (Continued)
Minimum Open Space	Residential uses greater or equal to 14.0 dwelling units per acre: 5% of the net area. Residential uses less than 14.0 dwelling units per acre: 15% of the net area.	N/A	N/A

Development Standard	Unit 4A	Unit 4B	Unit 5
Maximum Density/Units	Residential uses are prohibited	40 dwelling units per acre	40 to 60 dwelling units per acre
Minimum Building Setbacks			
North	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	5 feet (adjacent to property line), 15 feet (adjacent to interior street)
South	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	25 feet (Estrella Drive)
East	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	25 feet (Gila Foothills Parkway)	50 feet (51st Avenue)
West	25 feet (51st Avenue) 15 feet (Loop 202 Freeway)	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	5 feet (adjacent to property line), 15 feet (adjacent to interior street)
Not adjacent to a street	5 feet	5 feet	5 feet
Adjacent to an interior street	15 feet	15 feet	15 feet

Development Standard	Unit 4A (Continued)	Unit 4B (Continued)	Unit 5 (Continued)
Minimum Landscape Setbacks			
North	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 0 feet (adjacent to interior street)	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 0 feet (adjacent to interior street)	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 5 feet (adjacent to interior street)
South	Average 10 feet, minimum 0 feet (Loop 202 Freeway)	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 0 feet (adjacent to interior street)	Average 15 feet, minimum 5 feet (Estrella Drive)
East	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 0 feet (adjacent to interior street)	Average 15 feet, minimum 0 feet (Gila Foothills Parkway)	Average 15 feet, minimum 5 feet (51st Avenue)
West	Average 15 feet, minimum 0 feet (51st Avenue)	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 0 feet (adjacent to interior street)	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 5 feet (adjacent to interior street)
Not adjacent to a street	0 feet; 10 feet adjacent to residential	0 feet; 10 feet adjacent to residential	0 feet; 10 feet adjacent to residential

Development Standard	Unit 4A (Continued)	Unit 4B (Continued)	Unit 5 (Continued)
Adjacent to an interior street	Average 15 feet, minimum 0 feet	Average 15 feet, minimum 0 feet	Average 15 feet, minimum 5 feet
Landscape Buffer	N/A	N/A	50 feet (51st Avenue)
Maximum Building Height	56 feet	56 feet	56 feet; East (51st Avenue): 30-foot maximum within 100 feet of the property line, 48-feet within 150 feet of the property line
Maximum Lot Coverage	50% (per C-2 standards)	50% (per C-2 standards)	50% (per C-2 standards)
Minimum Open Space	N/A	Residential uses greater or equal to 14.0 dwelling units per acre: 5% of the net area. Residential uses less than 14.0 dwelling units per acre: 15% of the net area.	Residential uses greater or equal to 14.0 dwelling units per acre: 5% of the net area. Residential uses less than 14.0 dwelling units per acre: 15% of the net area.

Development Standard	Unit 6	Unit 7	Unit 8
Maximum Density/Units	40 dwelling units per acre	40 dwelling units per acre	25 dwelling units per acre
Minimum Building Setbacks			
North	15 feet (Gila Foothills Parkway)	15 feet (Gila Foothills Parkway)	50 feet (Estrella Drive)
South	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	5 feet (adjacent to property line), 15 feet (adjacent to interior street)

Development Standard	Unit 6 (Continued)	Unit 7 (Continued)	Unit 8 (Continued)
East	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	15 feet (Gila Foothills Parkway)	50 feet (47th Avenue)
West	25 feet (51st Avenue)	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	15 feet (Gila Foothills Parkway)
Not adjacent to a street	5 feet	5 feet	5 feet
Adjacent to an interior street	15 feet	15 feet	15 feet
Minimum Landscape Setbacks			
North	Average 15 feet, minimum 0 feet (Gila Foothills Parkway)	Average 15 feet, minimum 0 feet (Gila Foothills Parkway)	Average 15 feet, minimum 5 feet
South	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 0 feet (adjacent to interior street)	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 0 feet (adjacent to interior street)	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 5 feet (adjacent to interior street)
East	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 0 feet (adjacent to interior street)	Average 15 feet, minimum 0 feet (Gila Foothills Parkway)	Average 15 feet, minimum 5 feet (47th Avenue)

Development Standard	Unit 6 (Continued)	Unit 7 (Continued)	Unit 8 (Continued)
West	Average 15 feet, minimum 0 feet (51st Avenue)	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 0 feet (adjacent to interior street)	Average 15 feet, minimum 5 feet (Gila Foothills Parkway)
Not adjacent to a street	0 feet; 10 feet adjacent to residential	0 feet; 10 feet adjacent to residential	0 feet; 10 feet adjacent to residential
Adjacent to an interior street	Average 15 feet, minimum 0 feet	Average 15 feet, minimum 0 feet	Average 15 feet, minimum 5 feet
Landscape Buffer	N/A	N/A	50 feet (Estrella Drive and 47th Avenue)
Maximum Building Height	56 feet; 51st Avenue: 40-foot maximum within 50 feet of the property line*	40 feet	30 feet; North (Estrella Drive) and East (47th Avenue): 20-foot maximum within 150 feet of the property line
Maximum Lot Coverage	50% (per C-2 standards)	50% (per C-2 standards)	50% (per C-2 standards)
Minimum Open Space	Residential uses greater or equal to 14.0 dwelling units per acre: 5% of the net area. Residential uses less than 14.0 dwelling units per acre: 15% of the net area.	Residential uses greater or equal to 14.0 dwelling units per acre: 5% of the net area. Residential uses less than 14.0 dwelling units per acre: 15% of the net area.	Residential uses greater or equal to 14.0 dwelling units per acre: 5% of the net area. Residential uses less than 14.0 dwelling units per acre: 15% of the net area.

Development Standard	Unit 9A	Unit 9B	Unit 10
Maximum Density/Units	40 dwelling units per acre	40 dwelling units per acre	40 dwelling units per acre
Minimum Building Setbacks			
North	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	5 feet (adjacent to property line), 15 feet (adjacent to interior street)
South	Subject to the South Mountain Perimeter Zone standards in the Design Guidelines*	Subject to the South Mountain Perimeter Zone standards in the Design Guidelines*	Subject to the South Mountain Perimeter Zone standards in the Design Guidelines*
East	N/A*	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	15 feet (Gila Foothills Parkway)
West	5 feet (adjacent to property line), 15 feet (adjacent to interior street)	15 feet (Gila Foothills Parkway)	15 feet (Loop 202 Freeway)
Not adjacent to a street	5 feet	5 feet	5 feet
Adjacent to an interior street	15 feet	15 feet	15 feet
Minimum Landscape Setbacks			
North	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 5 feet (adjacent to interior street)	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 5 feet (adjacent to interior street)	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 5 feet (adjacent to interior street

Development Standard	Unit 9A (Continued)	Unit 9B (Continued)	Unit 10 (Continued)
South	0 feet and subject to the South Mountain Perimeter Zone standards in the Design Guidelines	0 feet and subject to the South Mountain Perimeter Zone standards in the Design Guidelines	0 feet and subject to the South Mountain Perimeter Zone standards in the Design Guidelines
East	Average 15 feet, minimum 5 feet (47th Avenue)	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 5 feet (adjacent to interior street)	Average 15 feet, minimum 5 feet (Gila Foothills Parkway)
West	0 feet, 10 feet adjacent to residential (adjacent to property line); Average 15 feet, minimum 5 feet (adjacent to interior street)	Average 15 feet, minimum 5 feet (Gila Foothills Parkway)	Average 10 feet, minimum 5 feet (Loop 202 Freeway)
Not adjacent to a street	0 feet; 10 feet adjacent to residential	0 feet; 10 feet adjacent to residential	0 feet; 10 feet adjacent to residential
Adjacent to an interior street	Average 15 feet, minimum 5 feet	Average 15 feet, minimum 5 feet	Average 15 feet, minimum 5 feet
Landscape Buffer	N/A*	N/A*	N/A*
Maximum Building Height	40 feet; East (47th Avenue): 20-foot maximum within 150 feet of the property line; South: 30-foot maximum within 50 feet of property line	40 feet; South: 30-foot maximum within 50 feet of property line	56 feet; South: 30-foot maximum within 50 feet of property line

Development Standard	Unit 9A (Continued)	Unit 9B (Continued)	Unit 10 (Continued)
Maximum Lot Coverage	50% (per C-2 standards)	50% (per C-2 standards)	50% (per C-2 standards)
Minimum Open Space	Residential uses greater or equal to 14.0 dwelling units per acre: 5% of the net area. Residential uses less than 14.0 dwelling units per acre: 15% of the net area.	Residential uses greater or equal to 14.0 dwelling units per acre: 5% of the net area. Residential uses less than 14.0 dwelling units per acre: 15% of the net area.	Residential uses greater or equal to 14.0 dwelling units per acre: 5% of the net area. Residential uses less than 14.0 dwelling units per acre: 15% of the net area.

Several of the PUD standards exceed the Zoning Ordinance standards, such as height limits, building setbacks, and landscape buffers. The proposed PUD allows for a maximum number of 1,700 residential units. However, if a hospital is developed in Development Unit 2, then an additional 500 units will be all allowed, totaling 2,200.

Recommended Updates to the PUD Narrative:

- Staff recommends adding Stipulation No. 1.j to add a row at the end the building setbacks table to require a 25-foot setback for Development Unit 9A, 9B, and 10. This will add an additional buffer adjacent to South Mountain Park.
- Stipulation No. 1.k will adjust the 50-foot landscape buffer to apply to Development Unit 9A, rather than 9B since it is not adjacent to 47th Avenue.
- Stipulation No. 1.l will require an additional 25-foot landscape buffer for Development Unit 9A, 9B, and 10 where adjacent to South Mountain Park.
- Stipulation No. 1.m will adjust the building step back provision for Development Unit 6. The additional step back should apply to Gila Foothills Parkway to provide an additional height transition from the north, rather than along 51st Avenue.
- Stipulation No. 1.n updates a footnote to address building heights just north of South Mountain.
- Stipulation No. 1.o adds a footnote to Development Unit 2 to address residential density.
- Stipulation No. 1.p deletes a provision for maximum units since the density standards and footnotes already address the maximum number of units.
- Stipulation No. 1.q and 1.r. clarifies the footnote related to automobile dealerships and EV chargers.

- Stipulation Nos. 1.s and 1.t adds a footnote to require additional review and approval if multifamily is proposed in Development Unit 2 and 5 above the maximum 1,700 and for multifamily in Development Units 9A, 9B, and 10.

Landscape Standards

The PUD narrative proposes numerous landscaping enhancements that include landscaping buffers, shading along most public sidewalks, shade pockets, and enhanced planting standards that exceed the Zoning Ordinance. The PUD proposes substantial landscape buffers along 51st Avenue, Estrella Drive, and 47th Avenue. The landscaping will provide for a pedestrian-friendly environment with 75 percent shade on several public sidewalks and include a provision for shade pockets, exceeding the minimum requirements of the Zoning Ordinance. Furthermore, all landscape setbacks and buffers will have larger caliper trees including two-inch, three-inch, and four-inch.

The proposal includes landscaping buffers and landscaping setbacks. Landscaping buffers are located around the perimeter of the subject site when adjacent to existing large lot rural residential homes. Landscape setbacks required per each development unit can be located within the landscape buffer. The difference between the landscape buffer and the landscape setback is that the area in the landscape buffer (excluding landscape setback area) can be included towards open space calculations. Structural buildings and parking structures are not allowed within the landscape buffer or the landscape setback.

Staff recommends the following modifications to the PUD Narrative that include updating shading requirements, exhibits, and landscaping improvements in Maricopa County right-of-way.

Recommended updates to the PUD Narrative:

- Stipulation No. 1.u and 1.v will update the table titles to reflect planting types, and planting and shade standards when adjacent to a right-of-way.
- Stipulation No. 1.w requires that all sidewalks be shaded to less than 50 percent in the Hub Character Area.
- Stipulation No. 1.x and 1.y provides flexibility for shade where automobile dealerships are proposed and ensures enhanced shade where an automobile dealership is not proposed.
- Stipulation No. 1.z clarifies that all landscape in median islands must be maintained privately and identified on the master street plan and associated plats.
- Stipulation No. 1.aa clarifies that any street improvements located within Maricopa County are subject to review and approval of the County.

Parking Standards

The PUD proposes to comply with the Zoning Ordinance minimum parking standards per Section 702.

The PUD also requires bicycle parking to be provided per Section 1307.H of the City of Phoenix Walkable Urban Code. All nonresidential uses over 5,000 square feet floor area shall provide one bicycle space per 25 vehicle spaces with a maximum of 25 spaces. The PUD Narrative also includes a requirement for EV parking for each new auto dealership that would require Level 2 and Level 3 charging stations. Staff recommends Stipulation Nos. 1.q and 1.r to further clarify the EV standards within the PUD including the number of chargers and the type of automobile.

Design Guidelines

The Development Narrative includes design standards for each character area. Building facades facing public streets within the Foothills Character Area shall have a minimum of three elements that accomplish modern Sonoran architecture. Some of the elements include exposed wood, pitched roofs, rustic column, and deep overhangs. The District Character Area shall incorporate modern rural architecture with a minimum of three elements including brick, galvanized metal, horizontal or vertical siding, and deep eaves. Finally, the Hub Character Area proposes commercial and employment buildings that would serve the EV-focused auto campus by providing modern architecture. The Hub Character Area will include material such as metal panels, stucco, stainless steel ornament, and stone.

The design guidelines section also includes requirements for walls/fences, landscaping, and site design. All three character areas will contain a minimum of one public art project that will reflect the Laveen Village.

Recommended updates to the PUD Narrative:

- Stipulation No. 1.ee will remove a building height provision from the landscape design guidelines section.
- Stipulation No .1.ff removes a section on vehicular access restrictions to avoid conflicts with City standards and/or processes.
- Stipulation No. 1.gg and 1.hh will update exhibits to reflect the updated shade pocket shading standards.

Fences/Walls

The Hub Character Area will provide walls to screen any auto centric uses from residential development. Viewing fencing or solid walls will be limited to eight feet in height. The EV-focused auto campus will not be required to screen any vehicles on display for sale.

Fences and walls in the District Character Area are required to contribute to the surrounding Laveen character. Fences shall contain changes in material, colors, and textures. Furthermore, low walls or visibility walls can be provided to identify a transition from private to public spaces. The District Character Area will include a maximum wall height of six feet.

The PUD Narrative requires the use of thematic walls within the Foothills Caracter Area. This will require opaque material that include stone, brick, and

stucco mixed with viewing fencing such as split rail styling fencing. The maximum height allowed is six feet and ten feet adjacent to the Loop 202 Freeway. The fence requirements are comparable to the Zoning Ordinance standards with some minor enhancements.

Shade

The Development Narrative includes a range from 0 to 75 percent shade cover be provided over public sidewalks, depending on the area. The required shade standards along many of the public sidewalks exceed the Zoning Ordinance requirements.

Shade pockets are also proposed in specific areas where the sidewalk shade requirement is reduced. This is addressed in the Design Guidelines section.

Staff recommends updates to shade provisions in the PUD Narrative to increase shade along public streets and provide clarification. These updates are addressed in the Landscape Standards and Design Guidelines section of this report (Stipulation Nos. 1.w, 1.x, 1.y, 1.gg, and 1.hh).

Signage

This section of the PUD Narrative includes provisions for on-premise signage, gateway signage, and off-premise signage.

The PUD Narrative includes an allowance for off-premise signs in conformance with Section 705 and 705.2 of the Phoenix Zoning Ordinance. Section 705.2 permits for installation of off-premise signs along the State Route (Loop) 202 Ed Pastor Freeway between Interstate 10 and up to 2,000 feet from the boundary of the South Mountain Preserve.

The Zoning Ordinance only permits off-premise signs to be on property zoned A-1 Light Industrial, A-2 Industrial District, or PUD. The subject site meets the locational criterial and if approved, the PUD would be permitted to have off-premise signs per Section 705 and 705.2 of the Zoning Ordinance. Stipulation No. 1.bb would require signage design to be presented for review and comment to the Laveen Village Planning Committee as requested by the applicant.

Sustainability

The Development Narrative proposes several options to incorporate sustainability principals. Below is a highlight of some of the options:

- EV charging stations
- Smart irrigation controllers to reduce water waste
- Energy efficient lighting and building materials
- Solar panels
- Drought management commitments

Staff recommend adding a provision for recycling as an option in the

Sustainability Section. This is addressed in Stipulation No. 1.cc.

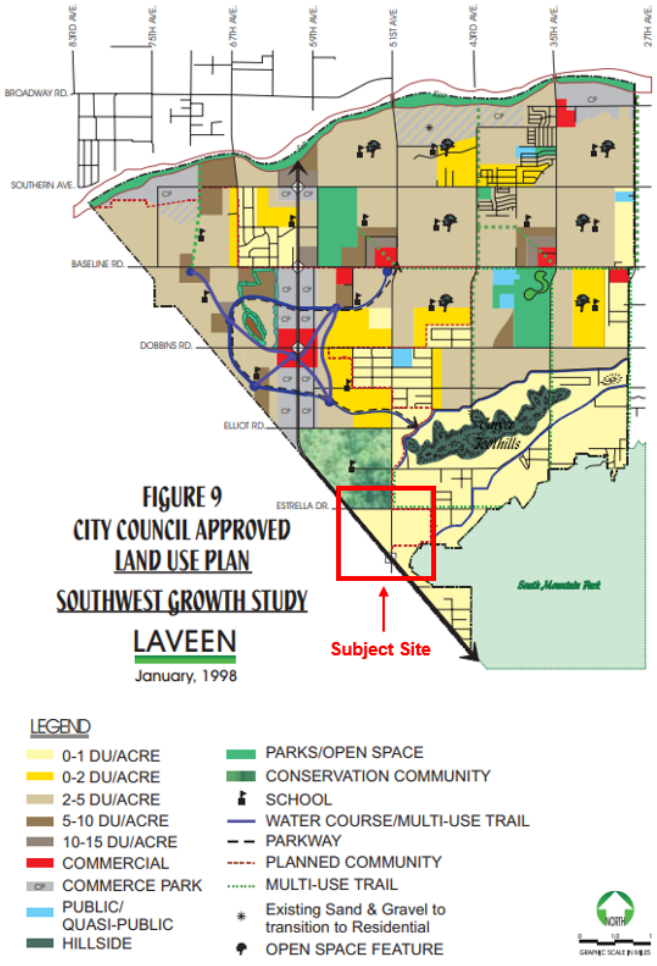
Other Recommended PUD Updates

- Stipulation No. 1.ii to update all exhibits within the PUD to include the 55th Avenue connection to Estrella Drive.
- Stipulation No. 1.jj to require legal descriptions for all development units to be added to the PUD Narrative.

AREA PLANS, OVERLAY DISTRICT, AND INITIATIVES

6. **Laveen Southwest Growth Study**

The site is located within the boundaries of the Laveen Southwest Growth Study, which was developed in 1997 to analyze the existing conditions of the Laveen Village and provide a land use and design planning framework to help shale the growth that Laveen was starting to experience, while accounting for newly annexed farmland as well as the future development of the South Mountain Freeway Loop, which has since been completed. This plan designates the project site as Residential 0 to 1 dwelling units per acre, Parks/Open Space, and Conservation Community. Although not consistent with the designation, recent land use trends in the area, including the development of the Loop 202 Freeway, point to a land use mix that is primarily employment, commercial and housing focused. This development would be consistent with this trend.



Laveen Southwest Growth Study Land Use Map
Source: Planning and Development Department

The Laveen Southwest Growth Study also outlines specific design policies and standards for various types of development that will enhance Laveen's built environment while remaining respectful of its agricultural heritage. The study encourages all new development to use durable, high quality building materials and to provide enhanced building design that will contribute to the character of the area. The proposed Development Narrative will require a variety of building materials on future buildings with a focus on maintaining the character of the area.

7. **Housing Phoenix Plan**

In June 2020, the Phoenix City Council approved the Housing Phoenix Plan. This Plan contains policy initiatives for the development and preservation of housing with vision of creating a stronger and more vibrant Phoenix through increased housing options for residents at all income levels and family sizes. Phoenix's rapid population growth and housing underproduction has led to a need for over 163,000 new housing units. Current shortages of housing supply relative to demand are a primary reason why housing costs are increasing.

The proposed development supports the Plan's goal of preserving or creating 50,000 housing units by 2030 by contributing to a variety housing types that will address the supply shortage at a more rapid pace while using underutilized land in a more sustainable fashion.

8. **Complete Streets Guiding Principles**

In 2014, the Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, and connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. The PUD proposed several provisions that are consistent with Complete Streets Guiding Principles including detached sidewalks along street frontages to promote a safe pedestrian atmosphere. Additionally, a Complete Streets sections is included in the narrative which includes an extensive bicycle network within the PUD, street design to allow for multi-modal mobility, design techniques to reduce direct sunlight exposure to pedestrians and cyclists and promoting consolidated driveways to minimize modal conflicts.

Staff recommends the following modifications to the PUD Narrative to clarify roadway circulation, trails, and improvements in right-of-way. These are addressed in Stipulation Nos. 1.g, 1.h, 1.i, 1.dd and 1.ff.

9. **Transportation Electrification Action Plan**

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. The PUD proposes an auto campus with a focus on electric vehicles. The proposal will also require numerous Level 2 and Level 3 charging stations.

10. **Comprehensive Bicycle Master Plan**
The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its bikeway system and supportive infrastructure. The Comprehensive Bicycle Master Plan supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of Destinations. The Development Narrative includes bicycle parking provisions in all development units.

11. **Tree and Shade Master Plan**
The Tree and Shade Master Plan has a goal of treating the urban forest as infrastructure to ensure that trees are an integral part of the city's planning and development process. In addition, a vision in the master plan is to raise awareness by leading by example. The Development Narrative requires a range of shade on all adjacent public sidewalks, in addition to larger tree sizes. These standards both exceed and do not meet the minimum Zoning Ordinance requirements. However, overall there are many enhancements that will promote a comfortable pedestrian experience.

12. **Monarch Butterfly**
In April 2021, Mayor Kate Gallego signed the National Wildlife Federation's Mayor's Monarch Pledge. This pledge commits the city to take action to support the monarch butterfly population. In the United States, loss of milkweed habitat is a major factor in the decline of the monarchs. Arizona has at least 29 species of milkweed native to the state. Adult monarchs feed on the nectar of many flowers, but they breed only where milkweeds are found. To support the monarch butterfly population, the PUD narrative addresses the planting of milkweed shrubs, or other native nectar plant species, on the subject site.

13. **Zero Waste PHX**
The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero-waste city, as part of the City's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial, and mixed-use developments meeting certain criteria. The PUD narrative does not address trash and recycling receptacles on site.

Staff recommends adding a provision for recycling as an option in the Sustainability section. This is addressed in Stipulation No. 1.cc.

COMMUNITY INPUT SUMMARY

14. As of the writing of this report, staff has received one letter of support and 31 letters of opposition to this rezoning application. The stated concerns include loss of scenic views, traffic congestion, light pollution, high-density housing, crime, increased property taxes, height, allowed commercial uses, and proposed off-premise signage. Staff has also received an opposition petition with 152

signatures.

INTERDEPARTMENTAL COMMENTS

15. The Street Transportation Department has requested stipulations to address the following:
    - A Traffic Impact Analysis shall be submitted and to update the existing Tierra Montana Master Street Plans (Stipulation No. 4).
    - Update to the existing Tierra Montana Master Street Plan (Stipulation No. 5).
    - The developers shall design and install traffic signals and roundabouts as approved by the TIA and Master Street Plan (Stipulation No. 6).
    - The developer shall construct and dedicate any street improvements as approved by the TIA and Master Street Plan (Stipulation No. 7).
    - Access control shall be provided at locations in accordance with City Design Standards and/or as approved per the Master Street Plan (Stipulation No. 8).
    - Right-of-way dedications and construction (Stipulation Nos. 9 through 12).
    - Any modifications to the median landscaping shall be privately maintained and identified on the Master Street Plan and associated plats (Stipulation No. 13).
    - Dedication of easements and construction of multi-use trails (Stipulation Nos. 14 through 17).
    - All existing electrical utilities located within the public right-of-way shall be ungrounded (Stipulation No. 20).
    - Existing irrigation facilities shall be undergrounded and relocated outside of the City right-of-way (Stipulation No. 21).
    - All streets shall be constructed with all required elements and to ADA requirements (Stipulation No. 22).
    - Updates to the PUD Narrative, as previously addressed in this staff report.

16. The Parks and Recreation Department has reviewed the proposed development and has recognized the value of a trailhead along the South Mountain Park and Preserve. However, they have indicated that unless operational funding is secured, the Department is unable to commit to the proposed improvements. Staff recommends Stipulation No. 18 which would require the dedication of land for a trailhead located at the end of Gila Foothills Parkway adjacent to the South Mountain. Additionally, Stipulation No. 19 is recommended to require that the developer enter into a development agreement regarding the trailhead.

OTHER

17. Stipulation No. 2 requires additional residential units granted with the construction of a hospital to be reviewed and approved through the PHO hearing process including review by the Laveen Village Planning Committee.

18. Stipulation No. 3 will require a Master Density Tracking Matric on all site plan submittals to track the number of units in the PUD area.

19. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and immediate area to be archaeologically sensitive, and if no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. This is addressed in Stipulations No. 23 through 25.

20. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to final site plan approval. This is addressed in Stipulation No. 26.

21. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements such as obtaining a use permit to conduct the proposed outdoor use in this zoning district. Other formal actions such as, but not limited to, zoning adjustments and abandonments, may be required.

Findings

1. The proposal is compatible with the existing land use pattern, contains landscape and height buffers adjacent to existing single-family residential houses in the area and is consistent with the proposed General Plan Land Use Map designations.

2. The proposal contains enhanced standards that will result in a more walkable, shaded and pedestrian-friendly environment. The proposal will provide increased shade which will help to reduce the urban heat island effect.

3. The proposal will provide additional employment options, commercial services, and housing opportunities within the Loop 202 Freeway corridor and the Laveen village.

Stipulations

1. An updated Development Narrative for the Gila Foothills PUD reflecting the changes approved through this request shall be submitted to the Planning Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with Development Narrative date stamped February 1, 2024, as modified by the following stipulations.

    a. Front Cover, add “City Council adopted: [Insert Adoption date]”

b. Page 16, Section 3.2 Land Uses Per Development Unit, Permitted Land Uses: Add a paragraph under the heading as follows:

All temporary uses shall comply with Section 708 of the Phoenix Zoning Ordinance.

c Page 16, Section 3.2 Land Uses Per Development Unit, Permitted Land Uses: Add a paragraph under the heading as follows:
The permitted land uses depicted below are restricted to the maximum square footage of the land use assumptions established in Appendix A2. Land Use Assumptions for Street Master Plan. Each developer shall be required to provide an updated land use matrix illustrating maximum land use square footages in compliance with Appendix A2. Land Use Assumptions for Street Master Plan. Amendments to increase these established land use assumptions may be administered through a PUD Minor Amendment and shall require an updated Traffic Impact Analysis incorporating the increased assumptions.

d. Page 16, Section 3.2 Land Uses Per Development Unit, Permitted Land Uses, Development Units 2, 3, 4A: Add the following bullet point:

- Hospitals
    - Minimum 100 inpatient beds required.

e. Page 21, Section 3.2 Land Uses Per Development Unit, Permitted Land Uses, Development Units 9A, 9B, and 10: Add a sub-bullet point under "Multifamily" as follows:

Only permitted if building permits for a resort have not been issued within three years of the dedication of Gila Foothills Parkway and no sooner than five years after the adoption of the PUD.

f. Page 21, Section 3.2 Land Uses Per Development Unit, Permitted Land Uses, Development Unit 9B: Modify the third bullet point to "Alcohol sales as an accessory use."

g. Page 25, Section 3.3 Roadway Circulation, 51st Avenue: Remove all reference to "half-street improvements" and modify to "full limits" of 51st Avenue.

h. Page 28, Section 3.3 Roadway Circulation, Exhibit 11 – Conceptual Trail Plan: Modify to show the MUT on the south and west sides of Gila Foothills Parkway.

i. Page 28, Section 3.3 Roadway Circulation, Exhibit 11 – Conceptual Trail Plan: Remove "or Planned" from the legend heading.

j. Page 39, Section 4. Development Standards, Development Standards Table 1: Building Setbacks: Add a row to the end of the table for the Property Line shared with South Mountain Park; and require a 25-foot setback for Development Units 9A, 9B, and 10.

k. Page 41, Section 4. Development Standards, Development Standards Table 3: Landscape Buffers, 47th Avenue: Switch the provisions for Development Units 9A and 9B.

l. Page 41, Section 4. Development Standards, Development Standards Table 3: Landscape Buffers: Add a row to the end of the table for the Property Line shared with South Mountain Park, and require a 25-foot buffer for Development Units 9A, 9B, and 10. Also add a footnote to see the South Mountain Perimeter Zone provisions on pages 64 and 95.

m. Page 42, Section 4. Development Standards, Development Standards Table 5: Building Step Backs, Gila Foothills Parkway and 51st Ave: Switch the provisions for Development Unit 6.

n. Page 42, Section 4. Development Standards, Development Standards Table 5: Building Step Backs: Add the following to the end of Footnote (3):

An additional foot of height will be allowed for every two additional feet of setback.

o. Page 43, Section 4. Development Standards, Development Standards Table 6: Miscellaneous, Maximum Residential Density: Add Footnote (2) to Development Unit 2.

p. Page 43, Section 4. Development Standards, Development Standards Table 6: Miscellaneous: Delete the row for Maximum Number of Units.

q. Page 43, Section 4. Development Standards, Miscellaneous Table, Parking Standards, first bullet: Add “model” to the end.

r. Page 43, Section 4. Development Standards, Miscellaneous Table, Parking Standards, fourth bullet: Remove “not to exceed 10 chargers.”

s. Page 43, Section 4. Development Standards, Development Standards Table 6: Miscellaneous, Footnotes: Modify the end of Footnote (1) to add the following:

Additional review and approval is required for the additional 500 units per Z-53-22-8 stipulation.

t. Page 43, Section 4. Development Standards, Development Standards Table 6: Miscellaneous, Footnotes, add Footnote (6) that states the following and apply it to Development Units 9A, 9B, and 10:

Additional review and approval is required for any multifamily development that is not associated with a resort per Z-53-22-8 stipulation.

u. Page 45, Section 4. Development Standards, Landscape Standards, Landscape Standards Table 1: Landscape Setbacks: Update title to Landscape Standards Table 1: Landscape Plant Types.

v. Page 46, Section 4. Development Standards, Landscape Standards, Landscape Standards Table 2: Enhanced Streetscape R.O.W Planting: Modify the title to "Landscape Standards Table 2: Enhanced Streetscape R.O.W. Planting and Public Shade Standards".

w. Page 46, Section 4. Development Standards, Landscape Standards Table 2: Enhanced Streetscape R.O.W Planting: Revise sidewalk shading to show all sidewalk shading in the Hub Character Area to no less than 50%.

x. Page 46, Section 4. Development Standards, Landscape Standards Table 2: Enhanced Streetscape R.O.W Planting, Notes, fifth bullet (Shade Pockets): Add the following as a sub-bullet point:

- All public sidewalks adjacent to Automobile Dealership, Automobile Retail Sales, and Automobile Rental: A minimum 25% shade is required along sidewalk areas located between shade pockets. Overall shade coverage shall equal a total of 50% inclusive of shade pockets and the intermittent areas between shade pockets. All other uses within the HUB character area shall require a minimum 75% shade of public sidewalks.

y. Page 46, Section 4. Development Standards, Landscape Standards Table 2: Enhanced Streetscape R.O.W Planting: Add a note as follows:

Upon redevelopment of a site formerly used for Automobile Dealership, Automobile Retail Sales, or Automobile Rental into Non-Automobile Dealership, Automobile Retail Sales, or Automobile Rental, right-of-way landscaping and shade requirements shall meet the 75% shade standard.

z. Page 46-47, Section 4. Development Standards, Landscape Standards Table 2: Enhanced Streetscape R.O.W Planting: Add a footnote to apply to all provisions for medians as follows:

All modified median landscaping deviating from City of Phoenix standard landscape requirements shall be privately maintained and identified on the approved master street plan and associated plats.

aa. Page 47, Section 4. Development Standards, Landscape Standards Table 2: Enhanced Streetscape R.O.W Planting: Add a footnote to apply to Development Units 3, 6, and 4A as follows:

51st Avenue is located within Maricopa County jurisdiction. Any street improvements or landscaping on 51st Avenue are subject to the review and approval of Maricopa County.

bb. Page 50, Section 5. Signage, Off Premise Signage: Update the end of the second bullet point as follows:

…design to be presented for review and comment to the Laveen Village Planning Committee.

cc. Page 52, Section 6. Sustainability: Add a provision for recycling as the last bullet point.

dd. Page 57, Section 7. Complete Streets, Design for Safety: Remove the second and third paragraphs.

ee. Page 95, Foothills Character Area, 2.3 Landscaping, j. Perimeter Treatments, South Mountain Perimeter Treatment: Delete the last paragraph.

ff. Page 103, The District Character Area, 3.1 Site and Building Design, 2. Circulation: Remove Section 2.b.

gg. Page 142, The Hub Character Area, 2. Circulation, C. Street Design and Landscape Character, Shade Pockets: Update Exhibit H9 to reflect the minimum 25% shade along sidewalk areas between shade pockets and overall shade coverage to total 50% and all uses within the HUB to a minimum 75% shade as required by Stipulation No. 1.y.

hh. Page 143, The Hub Character Area, 2. Circulation, C. Street Design and Landscape Character, Shade Pockets, Conceptual Shade Pocket Detail A, B1, and B2: Update Detail A, B1, and B2 to reflect the required shading requirements per Stipulation No. 1.y.

ii. Update all exhibits to include the 55th Avenue connection from the existing northern stub to Estrella Avenue.

jj. Submit legal descriptions for all development units as an appendix to the PUD narrative.

2. Where additional review and approval is required in the PUD narrative related to the additional 500 residential dwelling units granted with the construction of a hospital and any multifamily development in Development Units 9A, 9B, and 10, that is not associated with a resort, conceptual site plans, elevations, and landscape plans shall be reviewed and approved by the Planning Hearing Officer through the public hearing process, including review by Laveen Village Planning Committee prior to preliminary site plan approval. This is a legislative review for

conceptual purposes only. Specific development standards and requirements will be determined by the Planning Hearing Officer and the Planning and Development Department.

3. A Master Density Tracking Matrix shall be provided and updated on all site plan submittals to track the number of units within the PUD area.

4. The applicant shall submit a Traffic Impact Analysis (TIA) to the City for this development and update the existing Tierra Montana Master Street Plans associated with the Segment Two development area. The TIA shall be submitted to ADOT and MCDOT for interagency review. No preliminary approval of plans shall be granted until the study is reviewed and approved by the City.

5. The developer shall update the existing Tierra Montana Master Street Plan for inclusion of Segment Two network. Phasing sheet to be updated to include roadway networks to be completed by Segment Two development within existing Segment One as per the required updated Traffic Impact Analysis. Roadways located within Segment two that are not under the jurisdiction of the City of Phoenix shall require review and approval with the corresponding jurisdiction.

6. The developer shall design and install, at their expense, traffic signals and or roundabouts at locations approved by the TIA and updated Master Street Plan. The developer shall be responsible for the construction and/or escrow contribution, as approved by the TIA and Master Street Plans. Stipulation subject to change based on TIA comments for signal location evaluation and funding responsibility.

7. The developer shall dedicate and construct roadway, paving, curb, gutter, detached sidewalk, traffic signal infrastructure, and other necessary incidentals for all arterial and collector roadways as per the approved TIA and Master Street Plan.

8. The developer shall provide access control at locations in accordance with the City's Design Standards Manual and/or as approved per the Master Street Plan.

9. The full limits of 51st Avenue shall be dedicated and constructed north of Estrella Drive to Carver Road, per the cross-section approved in the master street plan.

10. The full limits of 51st Avenue shall be dedicated and constructed south of Estrella Drive, as approved by Maricopa County. Should 51st Avenue be annexed into the City of Phoenix, right-of-way dedications and improvements shall be required to meet City of Phoenix standards.

11. Right-of-way shall be dedicated and constructed for the west side of 47th Avenue, as required by the approved master street plans.

12. A minimum 60-feet of right-of-way shall be dedicated and constructed for the full limits of 55th Avenue.

13. All modified median landscaping deviating from City of Phoenix standard landscape requirements shall be privately maintained and identified on the approved master street plan and associated plats.

14. A minimum 30-foot-wide multi-use trail easement (MUTE) shall be dedicated on the east side of 51st Avenue, south of Estrella Drive. Construction of the multi-use trail shall be to City standards.

15. A minimum 30-foot-wide multi-use trail easement (MUTE) shall be dedicated on the north side of Estrella Drive. Construction of the multi-use trail shall be to City standards.

16. A minimum 30-foot-wide multi-use trail easement (MUTE) shall be dedicated on the south and west sides of Gila Foothills Parkway, as depicted on Exhibit 11 – Conceptual Trail Plan. Construction of the multi-use trail shall be to City standards.

17. A minimum 30-foot-wide multi-use trail easement (MUTE) shall be dedicated on the north side of 55th Avenue, connecting to 51st Avenue. Construction of the multi-use trail shall be to City standards.

18. The developer shall convey land, if necessary, located at the end of Gila Foothills Parkway as a trailhead to South Mountain Preserve, as modified and approved by the Parks and Recreation Department and Planning and Development Department. The final acreage and configuration of the property to be conveyed, along with timing of the conveyance, shall be mutually agreed upon by the developer, the Parks and Recreation Department, and Planning and Development Department.

19. The developer shall enter into a development agreement with the City regarding the location and construction of a parking lot for the trailhead at the end of Gila Foothills Parkway, as approved or modified by the Parks and Recreation Department and Planning and Development Department.

20. The developer shall underground existing electrical utilities within the public right-of-way that are impacted or require relocation, excluding 69kv or larger, as part of this project. The developer shall coordinate with the affected utility companies for their review and permitting.

21. Existing irrigation facilities along all public streets are to be undergrounded and relocated outside of City right-of-way. Contact SRP to identify existing land rights and establish the appropriate process to relocate the facility. Relocations that require additional dedications or land transfer require completion prior to obtaining plat and/or civil plan review approval, or as approved by the Planning and Development Department.

22. The developer shall construct all streets within and adjacent to the development

with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals, as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.

23. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.

24. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.

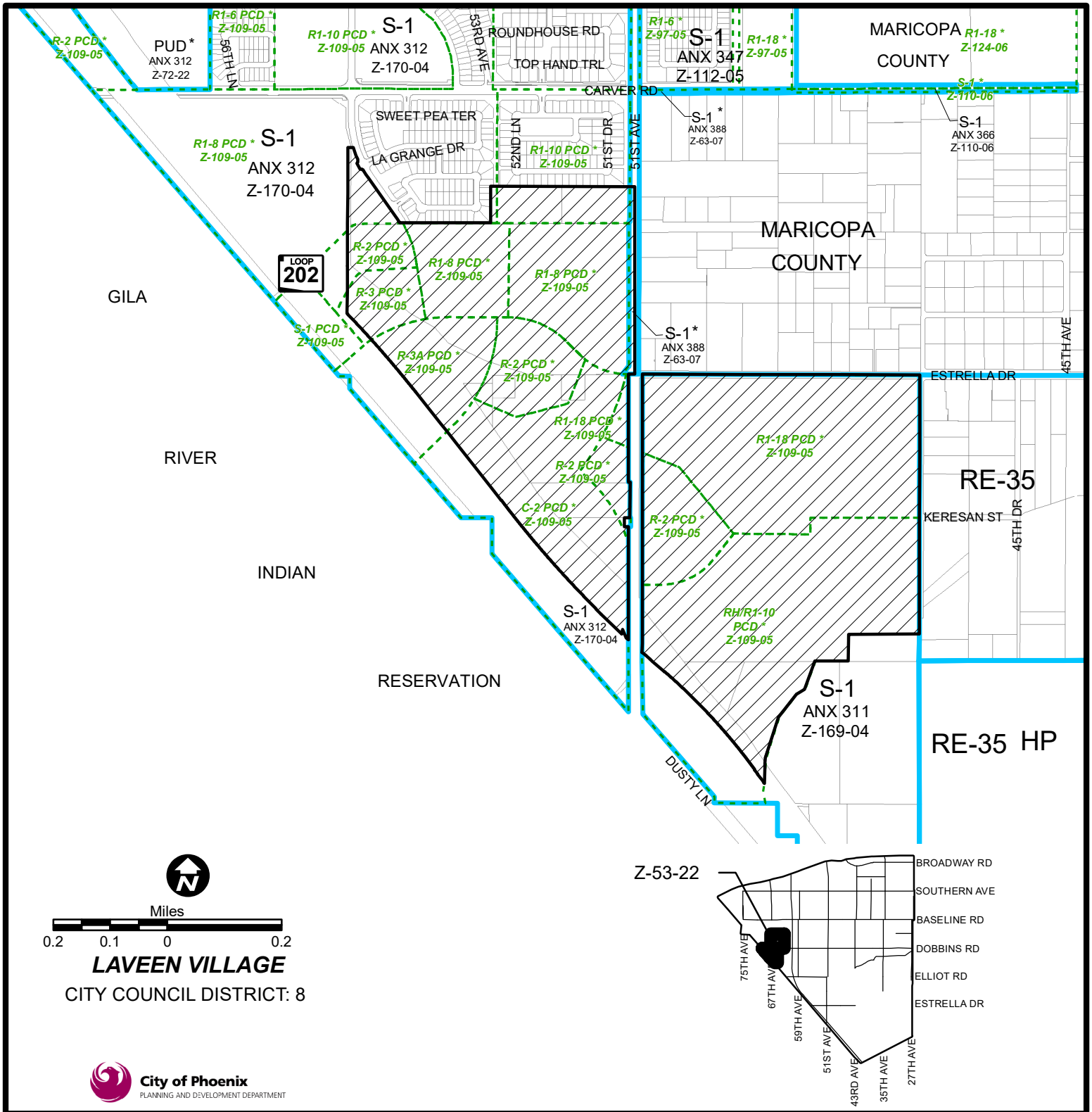
25. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.

26. Prior to final site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

Writer
Nayeli Sanchez Luna
February 12, 2024

Team Leader
Racelle Escolar

Exhibits
Sketch Map
Aerial Map
Gila Foothills PUD Narrative date stamped February 1, 2024
Correspondence (59 pages)



City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

APPLICANT'S NAME: RVi Planning and Landscape Architecture

APPLICATION NO. Z-53-22

DATE: 10/27/2022
REVISION DATES: 1/24/2024

GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.
288.63 Acres

AERIAL PHOTO & QUARTER SEC. NO.
QS 06-16, QS 07-17, QS 07-16, QS 08-17

ZONING MAP
B-5, B-6

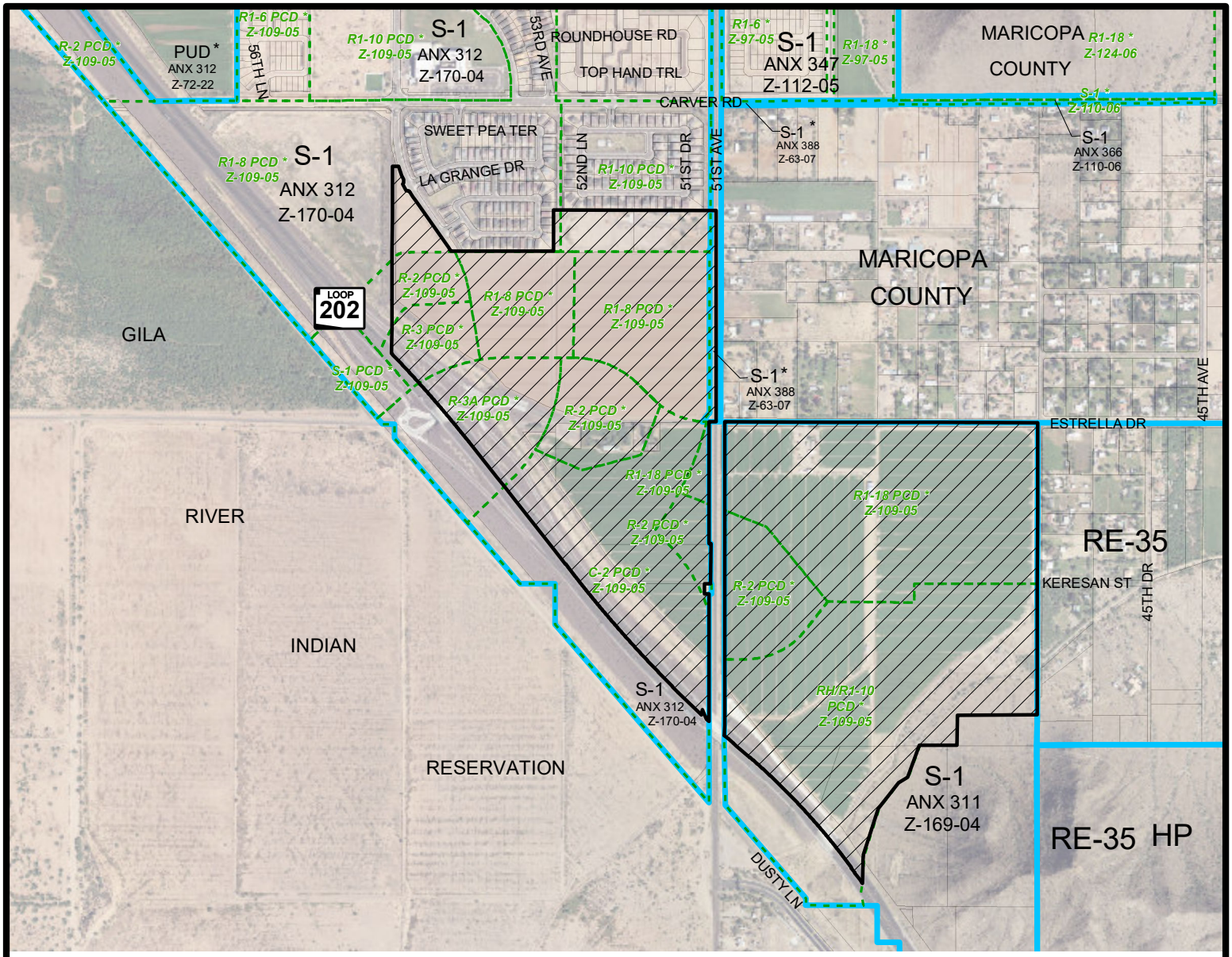
REQUESTED CHANGE:

FROM: S-1 (2.17 a.c.)
S-1 (Approved C-2 PCD) (27.20 a.c.)
S-1 (Approved R-2 PCD) (40.77 a.c.)
S-1 (Approved R-3 PCD) (3.84 a.c.)
S-1 (Approved R-3A PCD) (5.04 a.c.)
S-1 (Approved R1-10 PCD) (9.58 a.c.)
S-1 (Approved R1-18 PCD) (76.33 a.c.)
S-1 (Approved R1-8 PCD) (50.30 a.c.)
S-1 (Approved RH/R1-10 PCD) (73.40 a.c.)

TO: PUD (288.63 a.c.)

MULTIPLES PERMITTED	CONVENTIONAL OPTION	* UNITS P.R.D. OPTION
S-1, S-1 (Approved C-2 PCD), S-1 (Approved R-2 PCD), S-1 (Approved R-3 PCD), S-1 (Approved R-3A PCD), S-1 (Approved R1-10 PCD), S-1 (Approved R1-18 PCD), S-1 (Approved R1-8 PCD), S-1 (Approved RH/R1-10 PCD)	2, 27 (394), 40 (407), 3 (55), 5 (111), 9 (33), 76 (149), 50 (216), 73 (1468/257)	N/A, N/A (473), N/A (489), N/A (67), N/A (133), N/A (43), N/A (178), N/A (276), N/A (N/A/330)
PUD	2200	N/A

* **Maximum Units Allowed with P.R.D. Bonus**



Miles

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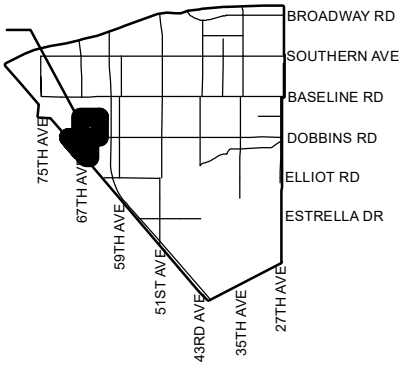
LAVEEN VILLAGE

CITY COUNCIL DISTRICT: 8

City of Phoenix
PLANNING AND DEVELOPMENT DEPARTMENT

Z-53-22



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PUD	2200	N/A

* **Maximum Units Allowed with P.R.D. Bonus**

Nayeli Sanchez Luna

Subject: FW: OPPOSED NEIGHBOR COMMENT AND FEEDBACK - Z-53-22- 1st Submittal Gila Foothills PUD Applicant's Narrative, 8 Laveen Southeast corner of 55th Avenue and Carver Road

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From: Wayne Harrison <whguitar@gmail.com>
Sent: Friday, October 28, 2022 8:14 PM
To: Nayeli Sanchez Luna <nayeli.sanchez.luna@phoenix.gov>
Cc: Erin Harrison <erinalice71@gmail.com>; kmw@berryriddell.com; kbarichello@rviplanning.com; wr@berryriddell.com; jamie@lokahigroup.com; mupton@enterprisecapitalllc.com; weslinesdevco@gmail.com; reid@butlerhousing.com; Steve Bowser <sb@hxeng.com>; PDD Laveen VPC <laveenvpc@phoenix.gov>; PDD Long Range Planning <pdd.longrange@phoenix.gov>; Council District 8 PCC <council.district.8@phoenix.gov>; Mayor Gallego <mayor.gallego@phoenix.gov>
Subject: OPPOSED NEIGHBOR COMMENT AND FEEDBACK - Z-53-22- 1st Submittal Gila Foothills PUD Applicant's Narrative, 8 Laveen Southeast corner of 55th Avenue and Carver Road

Thank you for your response, Nayeli.

I would like to be added to the mailing list for communications related to this case. I am copying the applicant's project team on this email so they will have my comments and feedback so they can rethink and redesign the proposal with community stakeholder involvement. I ask you to please include my comments in your official public comment record for this case.

My family and I live in the Tierra Montana neighborhood very close to the proposed rezoning for development and am very concerned about this first application for proposed rezoning and I strongly oppose this first application in its current form.
I attended the neighborhood Zoom meeting and presentation by the project proponent/applicant last night (Oct 27, 5:30-6:30PM) and there were about 40-50 concerned neighbors who gave comments about their specific concerns.
I noticed that unfortunately there was no staff from the City in attendance to hear us voice our concerns and comments.
I reviewed both the applicant website [gilafoothillspud.com] information and the PROJECT NARRATIVE 1ST SUBMITTAL: JUNE 29TH, 2022.
My concerns and feedback follow.

Concerns
There are an abundance of valid concerns the neighborhood shares about this first application proposal.
In short, the rezoning densities and proposed allowable uses do NOT fit the rural character of the area and needs a complete redesign.
We are very concerned about the many potentially significant negative impacts this project will have on our lives and neighborhood.
I hope you will get to hear and address our concerns in a future forum early in the review process so this first application does not advance too far before it gets a complete overhaul to mitigate all the neighborhood concerns.

- No real amenities that serve the community and its families (we need to think way beyond the trailhead idea)
- Light pollution
- Noise Pollution
- Undesirable Visual Impacts - obstruction of the mountain views of both South Mountain and the Sierra Estrellas (Komatke). We moved here to enjoy the unobstructed mountain views.
- Density too high for the area
- Commercial too close to homes and the school children
- Traffic Impacts
- Increased Crime Impacts

- Undesirable and out of character for the area:
    - AutoMall (light, noise, traffic) Our community doesn't want it, doesn't need it. It's not an amenity that benefits us--it's a significant negative impact. We don't care about the 10-mile radius showing a 'need' for a car dealership. That's not our problem.
    - Truck Stop (light, noise, traffic) Our community doesn't want it, doesn't need it. It's not an amenity that benefits us--it's a significant negative impact. Why would we need or want a Truck Stop with trucks running engines day and night?
    - Resort (light, noise, traffic, viewshed of South Mountain Hillside areas)
    - Large, high digital LED billboards signs (Light Pollution obstructing our views of the Estrellas, and the dark night sky)

Requests:

- Only allow restricted land uses that serve the actual stated needs and desires of the local affected village community members, not minority outside commercial interests.
- NO LED billboard signs
- NO automall
- NO truck stop or gas stations
- NO high buildings higher than surrounding homes.
- Light restrictions
- Noise restrictions
- NO resort (what resident or resort goer wants to look down on a automall and truck stop?!).
- NO hillside development on South Mountain
- NO TimeShare Resorts
- Community desired amenities only - involve community input, have an in person listening session to hear what the community wants and needs to shape the design plan.
- Pedestrian connectivity: Connectivity of trails from Tierra Montana to the south mountain network is not proposed or well defined. I would like to see full connections from Tierra Montana greenways and paths and trails to the south mountain trail network.
- Please help make it possible for this to be a walking village from the residential to the commercial area so we can choose to walk to the grocery store, brewery, cafe, coffee shop, store or restaurant.
- Create open space and recreational Buffers and greenbelts around the existing Tierra Montana homes to separate and offset the commercial areas
- The roads here are bad as it is without adding traffic loads. 51st and Estrella is a bad intersection, and the roads are in poor condition with alligator cracks and potholes.
- The interchange at 202 and Estrella was not designed to handle the high traffic impacts proposed in this first application, especially the high volume of tractor trailers at a Truck Stop.
- Why not ask the community what commercial uses we want? We were not consulted and the applicant did a poor job in due diligence in this aspect of community input.
- Why wasnt a police station, city park, openspace, multipurpose trails, or a grocery store proposed in the use alternatives? Ask the community what they actually want!
- Alternatives Analysis: what range of other alternatives plans and uses have been considered? We should be able to select from several alternatives to find the best one for the community.
- Consultation with tribal councils and land acknowledgments for affected tribes, whose traditional lands these are, whose ancestors cared for this land and cultivated it, which we enjoy today. As masters of the land, we should respectfully seek their ancient wisdom and input as past caretakers and our current neighbors.
- Require the applicant to submit Impact studies for NOISE, AIR, TRAFFIC, CRIME, VIEWSHED, CULTURAL RESOURCES, WATER AVAILABILITY, WASTEWATER connection capacity
- Recreational opportunity studies to shape alternatives
- Amenities such as a Village and Neighborhood clubhouse community area with community pool and recreational sport courts and fields, to replace some of the commercial zoned areas next to the existing tierra montana residences. Good example of this is AVANCE [tripointehomes.com]
- Perhaps a LifeTime Fitness Center and Spa with connected walking paths to access from the existing Tierra Montana residential areas, We are far from the nearest Lifetime location. They are great facilities.

- Does the City WASTEWATER treatment plant have the capacity to handle the new increase in proposed connections?
- Can the existing sewer infrastructure handle the increased throughput in capacity required to convey the sewage?
    - As a result of poorly planned, uncontrolled growth and lack of WW treatment infrastructure, several other areas in the Valley are experiencing a severe lack of WW treatment capacity and it results in Sewer System Overflows (SSOs) from manholes and lift stations leading to sewage flowing in the streets.
- Sewage capacity needs to be determined with input from the latest census figures on the number of people per household (PPH). I think it's around 3.5 pph right now, and many WW treatment plants in Phoenix were built to only handle 2.5 people per household, which leads to a lack of actual capacity and SSO problems and odors. See what happened in the east Valley area, San Tan, Johnson Ranch, Johnson utilities [google.com] service areas when development is too fast for WW treatment infrastructure to keep up with the increase in flows and capacity needs of a service area--DISASTER. Capacity issues are facing the Luke AFB area too near the 303.
- Where will the sewage from this development go and to which receiving plant, and does that plant have enough ADEQ-approved actual capacity to handle full build-out of this proposed rezoning? Check with ADEQ on capacity issues to confirm.
- Do the sewer main lines and lift stations between here and there have enough capacity to handle all the proposed development?

Conclusion

The negatives of this proposal far outweigh the 'benefits' of this first application submittal. It is not a good fit for this family neighborhood area.

It is sadly apparent the applicant did not conduct meaningful pre-application due diligence to understand the community interests, needs and desires, but was myopically focused on their own financial self-interest.

Please imagine how angry you would feel if you finally invested a good portion your life savings for 35 years on a down payment for $400-500k dream home in a lovely rural village with beautiful views and dark skies and now a proposed rezoning effort threatens to place you right next to an automall and a truck stop with all the lights and billboards obstructing your Estrella mountain views! How discouraging and distressing that would be for you and your family. If I wanted that I would have chosen to live along the I-10 freeway in Avondale or Eloy. But I hate that so I didnt. I chose this rural village for its unique character. If I want to buy an electric car someday, I will gladly drive the 15-20 minutes to the location of an automall somewhere like Peoria, Avondale or Tempe. We don't need or want an automall or a truck stop or flashy billboards in our quiet community.

I ask for your empathy and human compassion as you perform your review and decision-making. And please do everything in your power and review authority to not let this unimaginative and insulting first application go forward as-is and allow it to negatively and irreparably alter the lovely rural neighborhood character of our Village. Please send it back to the applicant for a complete and thorough redesign with real meaningful community stakeholder engagement to incorporate community interests and amenities into its redesign. As a Village Planner you have a unique opportunity to serve the families of Gila Foothills PUD area and truly approve something of character, beauty, and harmony in the community that can be an excellent example of mutual success. This first application is not it. I encourage you to use your courage to set aside any political pressure you may face to approve this quickly, and please send this back to address our many concerns and meet the needs of the Village we love.

Thank you.

Wayne Harrison
Tierra Montana resident
5402 W Sweet Pea Terrace, Laveen, AZ 85339
480-406-8582
whguitar@gmail.com

Nayeli Sanchez Luna

Subject: FW: Gila Foothills PUD Concerns

From: Kailee Oines <keoines@gmail.com>
Sent: Wednesday, November 2, 2022 7:11 PM
To: PDD Long Range Planning <pdd.longrange@phoenix.gov>
Subject: Re: Gila Foothills PUD Concerns

Here is the new proposal.

> On Nov 2, 2022, at 7:01 PM, Kailee Oines <keoines@gmail.com> wrote:

>
> Hello,
> My name is Kailee Oines. My husband and I are new homeowners in the Tierra Montana Community in Laveen (cross streets Elliot and 51st).
>
> I am writing to you to express my concerns and certain disapprovals of the proposed Gila foothills PUD. My neighbors and I have discussed this at length and we thought we would bring a couple of things to your attention. Our primary concern with this new plan is the municipalities and their infrastructure.
>
> One of our main concerns is safety within our community. The new developments going up, currently, in Laveen are bringing in higher dollar builds. I would assume when we start talking about resort living, resort housing, and other general residential areas that those homes/living situations will likely be in the same boat of an increased base price to build. Add to that the potential car dealership and all of the commercial businesses projected to come into the area, we are creating the opportunity for the likeliness of crime to increase. The cherry on top is that the car dealerships customers will likely be test driving in/near neighborhoods increasing the probability of an automotive accident. Do we have the infrastructure to patrol these areas more regularly, since right now most are fields that our community protectors don't need to keep as close of an eye on? The reason I ask is because a common discussion on our social media groups is the crime and lack of police presence at 51st and Baseline. If we can't keep track of one major intersection, how do we plan to maintain, protect, and prevent crime in the communities surrounding ALL of the intersections in this proposal? Do we have the ability to promptly respond if there is a multi unit safety concern or will we be waiting longer for safety vehicles to arrive because they were helping resolve another incident?
>
> I understand the idea behind adding car dealerships in any area. Added revenue, higher tax dollars, easy money to go back into our community. However, I also know firsthand how negative reviews and an unsupportive community can decrease the ability for any business to earn revenue, let alone one that relies on positive interactions and word of mouth promotions. If people don't want a car dealership in their backyard, they will not be shopping there and they will fight and push back along the way to make sure no one else wants to shop there as well. I am all for increased revenue and tax dollars in our area but I think we need to approach this a little smarter. Bad reviews means bad business means lower income means struggling businesses. We want the businesses brought to our community to succeed and potentially find a forever home.
>
> Our final concern is one that hits home the hardest with our community. I think we can all agree we live in a beautiful space with scenic views and a population that wants to keep everything that way. All of the signs, entrances to the communities, and general areas of Laveen are typically well maintained and colorful. One of the reasons I moved here is the views of the mountains. Simply breathtaking to be able to wake up to that every morning. We understand the appeal of adding a resort - it will definitely do well in our area! However, when you start building tall residential or commercial structures we will be left like every other town where there are mountains somewhere in the distance but we can't quite see them. I also wonder if these taller residential and commercial buildings might interfere with the views for the proposed resort. Resort to me usually means golf course. Do you want to go golfing with businesses all around blocking your views or do you want to feel like you are teeing off into the mountains?
>
> I have spent some time taking my discussions with my neighbors, and the discussions at the developers public hearing I attended, and have created an alternative proposal to the one provided. We all want to see our community be better, but we want to do that the right way. I think a compromise that allows the residents to keep their views, businesses to be welcomed by happy customers, and the infrastructure to support change will be better for everyone.
>
> Thank you for taking the time to read this email and take into consideration my family’s concerns.
>
> -Kailee Oines

Nayeli Sanchez Luna

Subject: FW: Proposed Gila Foothills PUD concerns

From: Kim Roberts <write.kim.roberts@gmail.com>
Sent: Wednesday, November 2, 2022 6:53 PM
To: PDD Long Range Planning <pdd.longrange@phoenix.gov>; PDD Laveen VPC <laveenvpc@phoenix.gov>; Council District 8 PCC <council.district.8@phoenix.gov>; Nayeli Sanchez Luna <nayeli.sanchez.luna@phoenix.gov>; Kim Roberts <write.kim.roberts@gmail.com>
Subject: Proposed Gila Foothills PUD concerns

Hello,

I am writing to you to express my concerns and disapproval of the proposed Gila foothills PUD. My neighbors and I have discussed this at length and we thought we would bring a couple of things to your attention. Our primary concern with this new plan is the municipalities and their infrastructure. The first and forefront is the question: does Laveen have the ability to expand their water supply and sewage to the extent needed for this project?

Along with this comes the idea of safety within our community. The new developments going up, currently, in Laveen are bringing in some "higher dollar" builds. I would assume when we start talking about resort living, resort housing, and other general residential areas that those homes/living situations will likely be in the same boat of an increased base price to build. Add to that the potential car dealership and all of the commercial businesses projected to come into the area, we are creating the opportunity for the likeliness of crime to increase. The cherry on top is that the car dealerships customers will likely be test driving in/near neighborhoods increasing the probability of an automotive accident. Do we have the infrastructure to patrol these areas more regularly, since right now most are fields that our community protectors don't need to keep as close of an eye on? The reason I ask is because a common discussion on our social media groups is the crime and lack of police presence at 51st and Baseline. If we can't keep track of one major intersection, how do we plan to maintain, protect, and prevent crime in the communities surrounding ALL of the intersections in this proposal? Do we have the ability to promptly respond if there is a multi unit safety concern or will we be waiting longer for safety vehicles to arrive because they were helping resolve another incident?

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Our final concern is one that hits home the hardest with our community. I think we can all agree we live in a beautiful space with scenic views and a population that wants to keep everything that way. All of the signs, entrances to the communities, and general areas of Laveen are typically well maintained and colorful. One of the reasons I moved here is the views of the mountains. Simply breathtaking to be able to wake up to that every morning. We understand the appeal of adding a resort - it will definitely do well in our area! However, when you start building tall residential or commercial structures we will be left like every other town where there are mountains somewhere in the distance but we can't quite see them. I also wonder if these taller residential and commercial buildings might interfere with the views

for the proposed resort. Resort to me usually means golf course. Do you want to go golfing with businesses all around blocking your views or do you want to feel like you are teeing off into the mountains?

I have spent some time taking my discussions with my neighbors, and the discussions at the Developers public hearing I attended, and have created an alternative proposal to the one provided. I understand this is a very different idea than the proposal. We all want to see our community be better, but we want to do that the right way. I think a compromise that allows the residents to keep their views, businesses to be welcomed by happy customers, and the infrastructure to support change will be better for everyone.

I appreciate your time in reading and considering my views.

Nayeli Sanchez Luna

Subject: FW: Laveen Development

From: Alondra Gallegos <a.gallegos0525@gmail.com>
Sent: Friday, November 4, 2022 8:13 AM
To: Council District 7 PCC <council.district.7@phoenix.gov>; Council District 8 PCC <council.district.8@phoenix.gov>; PDD Laveen VPC <laveenvpc@phoenix.gov>; PDD Long Range Planning <pdd.longrange@phoenix.gov>
Subject: Laveen Development

Hello,
I am writing to you to express my concerns and disapproval of the proposed Gila foothills PUD. My neighbors and I have discussed this at length and we thought we would bring a couple of things to your attention. Our primary concern with this new plan is the municipalities and their infrastructure. The first and forefront is the question: does Laveen have the ability to expand their water supply and sewage to the extent needed for this project?

Along with this comes the idea of safety within our community. The new developments going up, currently, in Laveen are bringing in some "higher dollar" builds. I would assume when we start talking about resort living, resort housing, and other general residential areas that those homes/living situations will likely be in the same boat of an increased base price to build. Add to that the potential car dealership and all of the commercial businesses projected to come into the area, we are creating the opportunity for the likeliness of crime to increase. The cherry on top is that the car dealerships customers will likely be test driving in/near neighborhoods increasing the probability of an automotive accident. Do we have the infrastructure to patrol these areas more regularly, since right now most are fields that our community protectors don't need to keep as close of an eye on? The reason I ask is because a common discussion on our social media groups is the crime and lack of police presence at 51st and Baseline. If we can't keep track of one major intersection, how do we plan to maintain, protect, and prevent crime in the communities surrounding ALL of the intersections in this proposal? Do we have the ability to promptly respond if there is a multi unit safety concern or will we be waiting longer for safety vehicles to arrive because they were helping resolve another incident?

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I have spent some time taking my discussions with my neighbors, and the discussions at the Developers public hearing I attended, and have created an alternative proposal to the one provided. I understand this is a very different idea than

the proposal. We would like the commercial area to be C2 with restriction I.e. no truck stops, billboards, automotive dealerships, apartments. We all want to see our community be better, but we want to do that the right way. I think a compromise that allows the residents to keep their views, businesses to be welcomed by happy customers, and the infrastructure to support change will be better for everyone.

I appreciate your time in reading and considering my views.

Nayeli Sanchez Luna

Subject: FW: Gila foothills PUD

From: Carol Munge <carolm628@gmail.com>
Sent: Friday, November 4, 2022 9:29 AM
To: Council District 7 PCC <council.district.7@phoenix.gov>
Cc: PDD Long Range Planning <pdd.longrange@phoenix.gov>
Subject: Gila foothills PUD

Hello,
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Along with this comes the idea of safety within our community. The new developments going up, currently, in Laveen are bringing in some "higher dollar" builds. I would assume when we start talking about resort living, resort housing, and other general residential areas that those homes/living situations will likely be in the same boat of an increased base price to build. Add to that the potential car dealership and all of the commercial businesses projected to come into the area, we are creating the opportunity for the likeliness of crime to increase. The cherry on top is that the car dealerships customers will likely be test driving in/near neighborhoods increasing the probability of an automotive accident. Do we have the infrastructure to patrol these areas more regularly, since right now most are fields that our community protectors don't need to keep as close of an eye on? The reason I ask is because a common discussion on our social media groups is the crime and lack of police presence at 51st and Baseline. If we can't keep track of one major intersection, how do we plan to maintain, protect, and prevent crime in the communities surrounding ALL of the intersections in this proposal? Do we have the ability to promptly respond if there is a multi unit safety concern or will we be waiting longer for safety vehicles to arrive because they were helping resolve another incident?

I understand the idea behind adding car dealerships in any area. Added revenue, higher tax dollars, easy money to go back into our community. However, I also know firsthand how negative reviews and an unsupportive community can decrease the ability for any business to earn revenue, let alone one that relies on positive interactions and word of mouth promotions. If people don't want a car dealership in their backyard, they will not be shopping there and they will fight and push back along the way to make sure no one else wants to shop there as well. I am all for increased revenue and tax dollars in our area but I think we need to approach this a little smarter. Bad reviews means bad business means lower income means struggling businesses. We want the businesses brought to our community to succeed and potentially find a forever home.

Our final concern is one that hits home the hardest with our community. I think we can all agree we live in a beautiful space with scenic views and a population that wants to keep everything that way. All of the signs, entrances to the communities, and general areas of Laveen are typically well maintained and colorful. One of the reasons I moved here is the views of the mountains. Simply breathtaking to be able to wake up to that every morning. We understand the appeal of adding a resort - it will definitely do well in our area! However, when you start building tall residential or commercial structures we will be left like every other town where there are mountains somewhere in the distance but we can't quite see them. I also wonder if these taller residential and commercial buildings might interfere with the views for the proposed resort. Resort to me usually means golf course. Do you want to go golfing with businesses all around blocking your views or do you want to feel like you are teeing off into the mountains?

I have spent some time taking my discussions with my neighbors, and the discussions at the Developers public hearing I attended, and have created an alternative proposal to the one provided. I understand this is a very different idea than

the proposal. We would like the commercial area to be C2 with restriction I.e. no truck stops, billboards, automotive dealerships, apartments. We all want to see our community be better, but we want to do that the right way. I think a compromise that allows the residents to keep their views, businesses to be welcomed by happy customers, and the infrastructure to support change will be better for everyone.

I appreciate your time in reading and considering my views.

Regards Carol
"It always seems impossible until it's done" Nelson Mandela

Nayeli Sanchez Luna

Subject: FW: Gila Foothills

From: Liz Hosmer <lizhosmer@yahoo.com>
Sent: Friday, November 4, 2022 11:57 AM
To: Council District 7 PCC <council.district.7@phoenix.gov>; PDD Long Range Planning <pdd.longrange@phoenix.gov>; Council District 8 PCC <council.district.8@phoenix.gov>; PDD Laveen VPC <laveenvpc@phoenix.gov>
Subject: Gila Foothills

Good Afternoon,

I am writing to you to express my concerns and disapproval of the proposed Gila foothills PUD. My neighbors and I have discussed this at length and we thought we would bring a couple of things to your attention. Our primary concern with this new plan is the municipalities and their infrastructure. The first and forefront is the question: does Laveen have the ability to expand their water supply and sewage to the extent needed for this project?

Along with this comes the idea of safety within our community. The new developments going up, currently, in Laveen are bringing in some "higher dollar" builds. I would assume when we start talking about resort living, resort housing, and other general residential areas that those homes/living situations will likely be in the same boat of an increased base price to build. Add to that the potential car dealership and all of the commercial businesses projected to come into the area, we are creating the opportunity for the likeliness of crime to increase. The cherry on top is that the car dealerships customers will likely be test driving in/near neighborhoods increasing the probability of an automotive accident. Do we have the infrastructure to patrol these areas more regularly, since right now most are fields that our community protectors don't need to keep as close of an eye on? The reason I ask is because a common discussion on our social media groups is the crime and lack of police presence at 51st and Baseline. If we can't keep track of one major intersection, how do we plan to maintain, protect, and prevent crime in the communities surrounding ALL of the intersections in this proposal? Do we have the ability to promptly respond if there is a multi unit safety concern or will we be waiting longer for safety vehicles to arrive because they were helping resolve another incident?

I understand the idea behind adding car dealerships in any area. Added revenue, higher tax dollars, easy money to go back into our community. However, I also know firsthand how negative reviews and an unsupportive community can decrease the ability for any business to earn revenue, let alone one that relies on positive interactions and word of mouth promotions. If people don't want a car dealership in their backyard, they will not be shopping there and they will fight and push back along the way to make sure no one else wants to shop there as well. I am all for increased revenue and tax dollars in our area but I think we need to approach this a little smarter. Bad reviews means bad business means lower income means struggling businesses. We want the businesses brought to our community to succeed and potentially find a forever home. I never would have purchased my new build home if I was made aware of this potential future development. This will literally be in my back yard!!!

Our final concern is one that hits home the hardest with our community. I think we can all agree we live in a beautiful space with scenic views and a population that wants to keep everything that way. All of the signs, entrances to the communities, and general areas of Laveen are typically well maintained and colorful. One of the reasons I moved here is the views of the mountains. Simply breathtaking to be able to wake up to that every morning. We understand the appeal of adding a resort - it will definitely do well in our area! However, when you start building tall residential or commercial structures we will be left like every other town where there are mountains somewhere in the distance but we can't quite see them. I also wonder if these taller residential and commercial buildings might interfere with the views for the proposed resort. Resort to me usually means golf

course. Do you want to go golfing with businesses all around blocking your views or do you want to feel like you are teeing off into the mountains?

I have spent some time taking my discussions with my neighbors, and the discussions at the Developers public hearing I attended, and have created an alternative proposal to the one provided. I understand this is a very different idea than the proposal. We would like the commercial area to be C2 with restriction I.e. no truck stops, billboards, automotive dealerships, apartments. We all want to see our community be better, but we want to do that the right way. I think a compromise that allows the residents to keep their views, businesses to be welcomed by happy customers, and the infrastructure to support change will be better for everyone.

Sincerely,

Elizabeth Hosmer
5320 W. Alta Mesa Ave
Laveen Village, AZ 85339
480-729-1450

Nayeli Sanchez Luna

Subject: FW: Community Reaction to proposed Gila Foothills PUD

From: Ferdaus Hossain <fhossa1@yahoo.com>
Sent: Monday, November 7, 2022 8:57 PM
To: Council District 7 PCC <council.district.7@phoenix.gov>
Subject: Community Reaction to proposed Gila Foothills PUD

Hello,
I am writing to you to express my concerns and disapproval of the proposed Gila foothills PUD. My neighbors and I have discussed this at length and we thought we would bring a couple of things to your attention. Our primary concern with this new plan is the municipalities and their infrastructure. The first and forefront is the question: does Laveen have the ability to expand their water supply and sewage to the extent needed for this project?

Along with this comes the idea of safety within our community. The new developments going up, currently, in Laveen are bringing in some "higher dollar" builds. I would assume when we start talking about resort living, resort housing, and other general residential areas that those homes/living situations will likely be in the same boat of an increased base price to build. Add to that the potential car dealership and all of the commercial businesses projected to come into the area, we are creating the opportunity for the likeliness of crime to increase. The cherry on top is that the car dealerships customers will likely be test driving in/near neighborhoods increasing the probability of an automotive accident. Do we have the infrastructure to patrol these areas more regularly, since right now most are fields that our community protectors don't need to keep as close of an eye on? The reason I ask is because a common discussion on our social media groups is the crime and lack of police presence at 51st and Baseline. If we can't keep track of one major intersection, how do we plan to maintain, protect, and prevent crime in the communities surrounding ALL of the intersections in this proposal? Do we have the ability to promptly respond if there is a multi unit safety concern or will we be waiting longer for safety vehicles to arrive because they were helping resolve another incident?

I understand the idea behind adding car dealerships in any area. Added revenue, higher tax dollars, easy money to go back into our community. However, I also know firsthand how negative reviews and an unsupportive community can decrease the ability for any business to earn revenue, let alone one that relies on positive interactions and word of mouth promotions. If people don't want a car dealership in their backyard, they will not be shopping there and they will fight and push back along the way to make sure no one else wants to shop there as well. I am all for increased revenue and tax dollars in our area but I think we need to approach this a little smarter. Bad reviews means bad business means lower income means struggling businesses. We want the businesses brought to our community to succeed and potentially find a forever home.

Our final concern is one that hits home the hardest with our community. I think we can all agree we live in a beautiful space with scenic views and a population that wants to keep everything that way. All of the signs, entrances to the communities, and general areas of Laveen are typically well maintained and colorful. One of the reasons I moved here is the views of the mountains. Simply breathtaking to be able to wake up to that every morning. We understand the appeal of adding a resort - it will definitely do well in our area! However, when you start building tall residential or commercial structures we will be left like every other town where there are mountains somewhere in the distance but we can't quite see them. I also wonder if these taller residential and commercial buildings might interfere with the views for the proposed resort. Resort to me usually means golf course. Do you want to go golfing with businesses all around blocking your views or do you want to feel like you are teeing off into the mountains?

I have spent some time taking my discussions with my neighbors, and the discussions at the Developers public hearing I attended, and have created an alternative proposal to the one provided. I understand this is a very

different idea than the proposal. We would like the commercial area to be C2 with restriction I.e. no truck stops, billboards, automotive dealerships, apartments. We all want to see our community be better, but we want to do that the right way. I think a compromise that allows the residents to keep their views, businesses to be welcomed by happy customers, and the infrastructure to support change will be better for everyone.

I appreciate your time in reading and considering my views.

Sincerely,
Ferdaus Hossain
4412 W Lodge Dr, Laveen, AZ 85339

Nayeli Sanchez Luna

Subject: FW: Refine case NO. Z53228

-----Original Message-----
From: Carlos Manzanedo <cmanz365@icloud.com>
Sent: Wednesday, November 9, 2022 10:05 AM
To: PDD Long Range Planning <pdd.longrange@phoenix.gov>
Subject: Refine case NO. Z53228

I write this letter to inform the city of Phoenix planning and development that i adamantly oppose having this area rezone to commercial property. The area in question is in and near the rural historic Laveen. The area boast one of the last remaining horse properties where you can see residents riding their horses. There are also sheep, goats and cattle that also call this place home. My Wife and I sold our home in Scottsdale near the historic old town. It was a difficult decision however the traffic was becoming unbearable so we opted to move. We narrowed our choices to Queen Creek and Laveen. We choose Laveen because we would be closer to family and because we love Phoenix, being born and raised here. It would be disastrous if t rezoning was approved. Not only would you bring crime and heavy traffic that would make this area unlivable. As it is we face issues with traffic off the freeway in this area to begin with. It's important that we protect areas such like this, it gives character to our city but it also says that we care about our communities. Industrial projects such as this belong on our main roads. Baseline, McDowell, Indian School etc. There are plenty of gas stations and there is a hotel at the casino that boast 500 plus rooms. Please reject this proposal.

Respectfully,
Carlos manzanedo
6026873777

Sent from my iPhone

Nayeli Sanchez Luna

Subject: FW: Opposition Letter to Case Number GPA-LV-3-22-8 and Case Number Z-53-22-8

From: Lyn Davis <lyndavis19@aol.com>
Sent: Monday, November 14, 2022 2:49 AM
To: PDD Long Range Planning <pdd.longrange@phoenix.gov>
Subject: Opposition Letter to Case Number GPA-LV-3-22-8 and Case Number Z-53-22-8

November 11, 2022

Item Numbers: 5 and 6
Case Numbers: GPA-LV-3-22-8 (Companion Case Z-53-22-8) and Z-53-22-8 (Companion Case GPA-LV-3-22-8)
Applicant in Opposition
Lynn Davis
4303 W. Calle Poco, Laveen, AZ 85339
Zoning Hearing: Monday, November 14, 2022 at 6:30 PM

Dear Laveen Village Planning Committee,

We the six residents that reside at 4303 W. Calle Poco, Laveen, AZ 85339 strongly **OPPOSE** and **OBJECT** to Item Number 5, Case Number GPA-LV-3-22-8 (Companion Case Z-53-22-8 and Item Number 6, Case Number Z-53-22-8 (Companion Case GPA-LV-3-22-8, which is a request to amend the General Plan Land Use Map Designation on approximately 282.36 acres located at the southeast corner of 55th Avenue and Carver Road and a request to rezone approximately 281.49 acres located at the southeast corner of 55th Avenue and Carver Road, because amending and rezoning this area is in direct violation of the purpose of this District; which is designed to encourage, preserve and protect the historical, rural, and agricultural character of the area. This proposed development would destroy the calm and peaceful environment of this residential community of larger lots filled with majestic trees, flowers, green grass, citrus trees, beloved pets, horses, livestock, poultry, and quiet moonlit evenings surrounded by natural landscapes.

A truck stop, auto mall, resort, parking garage, and five obtrusive lighted, digital billboards would overtax the infrastructure of our small, rural Laveen Village with overcrowding population, excessive pollution from vehicle emissions and diesel from trucks, noise pollution, an increase in crime such as robbery, theft, drugs, and prostitution, water drainage and sewage issues, an introduction to unwelcome guests with nefarious intentions to our peaceful community, and a surge in accidents caused by an influx of vehicles, trucks and 18 wheelers entering and exiting the roads. A proposed development of this magnitude would usher in the ills and problems of major cities. Laveen Village would cease to be the warm and welcoming enclave to homebuyers seeking to experience peace, tranquility, and the wonders of nature; but instead; evolve into a major, overdeveloped metropolitan city such as New York and Chicago.

Developing the site in this manner will adversely affect the residents; and open the floodgates to other objectionable, commercial ventures; that will destroy this quiet, peaceful environment, and surrounding community. Deleterious factors such as overpopulation, traffic congestion,noise and exhaust pollution, water drainage and sewer issues, traffic accidents, elimination of natural vegetation, and sweltering temperatures created by concrete, asphalt, glass and steel will be the

result of this massive, proposed commercial development. The rural character of Laveen Village will be compromised if this misaligned venture is allowed to proceed.

Item Number 5, Case Number GPA-LV-3-22-8 (Companion Case Z-53-22-8) and Item Number 6, Case Number Z-53-22-8 (Companion Case GPA-LV-3-22-8) **SHOULD NOT BE APPROVED** because this proposed development would be detrimental to the residents; and the rural and agricultural character of the area. This ponderous commercial venture is ill-fitted for Laveen Village and not feasible because the development does not protect or safeguard the community, the environment, and the public.

Thank You

Nayeli Sanchez Luna

Subject: FW: Refine case NO Z53228

-----Original Message-----
From: Cathy Manzanedo <cccmanzanedo@gmail.com>
Sent: Thursday, November 10, 2022 9:58 PM
To: PDD Long Range Planning <pdd.longrange@phoenix.gov>
Subject: Refine case NO Z53228

I'm frustrated beyond words. This area was initially zoned for homes and it should stay that way. This is the last area that homes horses and are frequently riden I've lived my entire life here and we don't need more foot traffic near million dollar properties. Look no further than 51st ave and Baseline all four corners have homeless/ druggies begging for money. Building any commercial properties suggested by the developer would bring this type of problems to this residential area. Say No please!

Cathy A. Manzanedo
6027034605

Sent from my iPhone

PETITION TO OPPOSE CHANGES TO GENERAL PLAN FOR LAND USE AT 51ST AVENUE & ESTRELLA DRIVE

We, the undersigned, being Laveen residents, do hereby go on record as staunchly OPPOSED to any changes to the current General Use Plan, as proposed for the Gila Foothills PUD. We firmly support single-family residential development, as is currently permitted and zoned, however, such massive commercial use is totally inappropriate for this quiet and peaceful all-residential area.

***PLEASE*, DO NOT SUPPORT OR APPROVE THIS CHANGE.**

We OPPOSE Changes To GENERAL LAND USE PLAN @ 51st Avenue & Estrella Drive

PRINTED NAME	SIGNATURE	ADDRESS	PHONE	E-MAIL
Mel Reeves	Mel Reeves	4430 W Estrella Dr	6023703520	MadmanMel2@Aol.com
Lisa Salinas	Lisa Salinas	12002 S. 43rd Ave Laveen	480740 6654	
Danny Salinas	Danny Salinas	12002 S. 43rd Ave —	—	dansalinas2445@yahoo.
Mary Ann & Al Gorawski	Mary Ann Gorawski	4212 W. Harwin Ave	602-620-2495	
Tammy Zdell		4602 Gwnik Ave	602 618-5574	
Maria Reagin	[signature]	4131 W Calle Poco Laveen	480-549-6550	
Mindy Erskine	[signature]	12010 S 48th Dr Laveen	602359-8101	regal8r2@Aoc.com
Edward Dalley	[signature]	5225 W Cheatham Ln Laveen	480-369-9256	ed@sonicaudio.com
Susan Henderson	[signature]	1827 S 5th Ln	602-957-6411	
Betty Grimes	Betty G	1826 S 5th Ln	602 820 5403	bgrime@pinnaclepeak.gmail
Dan Loden	Dan Loden	4623 W. Summerside Rd, Laveen	623-330-9760	d.Loden@yahoo.com
John Bzdel	[signature]	12120 S. 39th Ave Laveen	2535496846	bzdel@earthlink.net
Carol Litts	[signature]	"	2535498284	"
Kim Lenard	Kim C Lenard	3931 W Fox Rd Laveen AZ	619 347-2650	Kim-lenard@yahoo.com
Lucy Lopez	Lucy Lopez	4746 W. McNeil Laveen AZ	602 573-1881	LUCIVALENcia@msn.com
Heather Lott	[signature]	11610 S. 43rd Ave Laveen AZ 85339	602 410-7557	hLott1@gmail.com
Miguel Meraz	[signature]	4545 W Estrella dr Laveen Az 85339	602 4594534	MiguelMeraz88@yahoo.com
Steven Ramirez	[signature]	5349 W farmland Dr Laveen AZ 85339	331333 9883	Paintyourlife@Gmail.com
April Ryan	A.Ryan	5132 W Thresher Way 85339	480-232 1064	April.Ryan.Personal@Gmail.com
Steven Richardson	[signature]	4619 W Magdalena Ln 85339	4802872238	135RSteve@gmail.com
Sheryl Richardson	Sheryl Richardson	4619 W. Magdalena Ln 85339	4802872246	

We OPPOSE Changes To GENERAL LAND USE PLAN @ 51st Avenue & Estrella Drive

PRINTED NAME	SIGNATURE	ADDRESS	PHONE	E-MAIL
Diane Leos	[signature]	4327 W. Calle Poco Laveen	480 9802974	diane2302@yahoo.com
Robert Davis	[signature]	460 X W Gumina	602 837-3419	
MICHELE VIGIL	[signature]	12120 S [illegible] 43rd Ave Laveen	602 881-4550	
William Myers	[signature]	" " "	" "	
FRANK FIEDLER	[signature]	47 AVE 12613 S 47 AVE 4 [illegible]	[illegible]	[illegible]
Carolyn Childers	[signature]	10507 S. 55th Dr Laveen 85339	—	—
TANYA Sanders	[signature]	5225 W Cheatham LN 85339		
Vickie Ward	[signature]	8610 S. 54th Ln 85339		
Anita Percell	[signature]	5325 W LaGrange Dr 85339	602 4109275	Anitanbrian@yahoo.c
Chris Rosenbluth	[signature]	11215 S 55th Ln Laveen 85339	404-314-1170	cwpsy77@gmail
Alice Williams	[signature]	12601 South 47th Ave 85339	602/[illegible]	aemyma@hotmail.com
Gerald Williams	[signature]	12601 South 47 Ave 85339	602/339 2464	g/wLaveen@hotmail.com
INES HUGHES	[signature]	4206 W Carver Rd Laveen 85339	602-451-6212	ines.hughes@gmail.com
GABRIEL FORSBERG	[signature]	4502 W. ESTRELLA DR LAVEEN 85339	602-237-4332	gabeforsberg@gmail.com
Jeffrey A KLING	[signature]	11808 S. 42nd Drive, Laveen, Az 85339	602 692-4498	blindfaithzeppelin@yahoo.com
Jared M Luttrell	[signature]	5544 W Notch hill Rd, Laveen, AZ 85339	951 834 6024	Jared.Luttrell@gmail.c
Ben fisher	[signature]	4745 W. Piedmont DR. LAVEEN AZ	6026176143	benjamin_fisher@hotmail.
Jessie McKINLEY	[signature]	4745 W. Piedmont DR. Laveen AZ	4806003073	
ERIN Harrison	[signature]	5204 W. Sweet Pea Terr. Laveen AZ 85339	480-272-2518	ermalie71@gmail.com
Jennifer Spicer	[signature]	12435 S 47th Ave Laveen 85339	480-334-2296	Corazones3@mac.com
Ali Hameed	[signature]	5127 W. Cheatham Ln, Laveen AZ 85339	949-554 7440	alihhameed@gmail.com

We OPPOSE Changes To GENERAL LAND USE PLAN @ 51st Avenue & Estrella Drive

PRINTED NAME	SIGNATURE	ADDRESS	PHONE	E-MAIL
Wanda Schwartz	[signature]	5344 W Notch Hill, Laveen	951 8344996	jasmineschwartz@yahoo
Dan Penton	[signature]	8216 S 42ND Ave Laveen	6023848201	dpenton85339@gmail
Laura Murphy	[signature]	4824 W Estrella Dr. Laveen	602-318-3442	pikemurphy@msn.com
Sydney Harrison	[signature]	5204 W Sweet Pea Terrace, Laveen	480-406-8163	sydmo2000@gmail.com
Kat Leischer	[signature]	11926 S 38th AVE Laveen	6026143492	KLeischer@me.com
MATT LEISCHER	[signature]	11926 S 38th Ave Laveen	6024052598	mattechperf@gmail.com
PHIL HERTEL	[signature]	2845 W Broadway 85041	602-276-3200	tophilhertel@hotmail.com
Erika Roman	[signature]	12216 S 47th Ave 85339	6023055537	erika.roman5629@gmail.com
Tyler Gordon	[signature]	10633 S 55th Dr, Laveen, AZ 85339	4802037351	tylerc462@yahoo.com
Dana Robledo-Barzcla	[signature]	5408 W. Thresher Laveen Az 85339	480-628-4854	danarobledo@hotmail.com
Rochelle Price	[signature]	11605 S. Price Ln Laveen 85339	6024183164	rochellep3@yahoo.com
Brenda Mann	[signature]	5414 W Olney Laveen 85339	6028190468	Kamworks@aol.com
~~Alan Mann~~				
ALAN MANN	[signature]	5414 W. OLNEY LAVEEN Az 85339	602819-4098	
Totcha Romero	[signature]	6042 S. 65 DR. Az 85339	602.237.2602	romeroracing@msn.com
JUAN Romero	[signature]	4315 West Calle Poco Laveen AZ 85339	602-481-0401	—
Mario Enriquez	[signature]	3923 W. Fox Rd Laveen AZ	602-723-2290	Marioenriquez5@yahoo.com
Jennifer Remmers	[signature]	11311 S. 53rd Ave Laveen AZ	623-340-6983	jenrem76@gmail.com
Wayne Allen	[signature]	4330 W. Calle Poco Laveen AZ	602 6164229	
LAURIE BASSETT	[signature]	49th & ESTRELLA	6025387654	wtrskiing@yahoo.com
JAMES MIMMS	[signature]	4415 W. PASEO WAY LAVEEN, AZ 85339	(812) 264-4529	jmimms10@outlook.com

We OPPOSE Changes To GENERAL LAND USE PLAN @ 51st Avenue & Estrella Drive

PRINTED NAME	SIGNATURE	ADDRESS	PHONE	E-MAIL
Roxanne Calteton	R. Cartt	4601 E Gumina Ave	480 7096384	
ROBERT BURDSAL	R.B.	4647 W. GUMINA AVE	602 373-8630	BURDSALR@GMAIL.com
L T KIDD	[illegible]	4011 W THURMAN DR		
JOSHUA LOFTON	[illegible]	4011 W THURMAN DR	602 708 1509	Kathryn Creer@
Kathryn Creer	[illegible]	11833 S. 44th Ave	602-571-1354	hotmail.com
Kathleen Cheatham	Kathleen Cheatham	11202 S. 51 Ave	602-237-4619	LKMB1234@aol.com
Lee Cheatham	Lee Cheatham	11002 S 51 Ave	602 390 0882	"
Kinsey Cheatham	Kinsey Cheatham	11261 S 51 Ave	602 526 9417	—
LAYLA SCHELLER	[illegible]	12026 S. 48th DR	602 616 9766	LASCHELLER13@GMAIL.com
ROD GRIMES	[illegible]	11826 S. 54th LANE 85339	602 377 3050	RLGRIME@GMAIL.com
Kendall Walker	Kendall Walker	5366 W Country Garden Lane	360 503 6777	kendall.walker19@gmail.com
Efrain Avina	[illegible]	5366 W Country Garden Ln	(323) 803 8982	megaefrain@yahoo.com
Drew Paul	Drew Paul	5366 W Lagrange	760 8476691	—
SUZANNE J[illegible]	[illegible]	11838 S 44th Ave		Suzanne_J[illegible]
Tony Aceto	[illegible]	11838 S. 44th Ave	602 448-75[illegible]	Tony.Aceto@yah
Patricia Hlebak	P Hlebak	5336 W. La Grange DR	602 386-7852	PHlebak20@gmail.com
Tamra Blake	Tamra Blake	4543 W. Estrella Dr	602 790-9404	horseluvr59@gmail
Jame D Blake	Dwayne Blake	" "	602 692-9337	blakemachine@yahoo
MATT WHITE	[illegible]	11809 S. 51st Ln.	602 541 4133	MATTWHITE04@AOL.com
peyton white	Peyton W.	11809 S. 51st Drive Laveen	60254146 77	peytonbugs04@gmail.com
Eugenio Gutierrez	[illegible]	12630 S. 45th Dr. Laveen	602-784-4447	Eugeniogutierrezjr@gmail

We OPPOSE Changes To GENERAL LAND USE PLAN @ 51st Avenue & Estrella Drive

PRINTED NAME	SIGNATURE	ADDRESS	PHONE	E-MAIL
Angelique Roman		12216 S 47th Ave, Laveen	6026725341	AMARi602@yahoo
Steven Perez		12216 S 47th Ave, Laveen	602 672 5340	SPEREZ602@gmail
Sharell Harper		11822 S. 54th lane laveen AZ 85339	949-436-2494	Mrsshanellharper@gmail
Darnell Harper		11822 S. 54th lane laveen AZ 85339	323-715-1628	dlrd.harper@gmail.com
Jo Anderson		5223 W thresher Way Laveen AZ 85339	602-526-0486	jotoddanderson@gmail.com
Dina Samora		4617 W. Crivello Laveen 85339	602 399-3100	dsamora4@hotmail
Serena Banuelos		4617W CRivello Ave Laveen 85339	602 540-4764	banuelos serena @gmail.com
SHANE GOWER		4601 W. ESTRELLA DR LAVEEN 85339	602 550 6816	SHANEGOWER @ CASTALDICUSTOM.COM
JUAN GARCIA		12006 S. 47 AVE. LAVEEN 85339	602 573-3026	delcid1955@G.MAIL.COM
KC GRACE		12325 S. 47TH LANE 85339	310.975.4905	KC@KCGRACE.COM
LUCINA LOPEZ		5633 W. NUTCH HILL RD LAVEEN 85339	5804761613	lcvlopez@gmail.com
[illegible]		5633 W NUTCH HILL RD LAVEEN 85339	520 531 [illegible]	[illegible]
PAUL BANTA		3930 W Kayenta Tr Laveen 85339	4803536014	PWBantAz@Gmail.com
Elizabeth Banta		3938 W Kayenta Tr. Laveen 85339	480-353 6019	ebanta3938@gmail.com
EDDIE KNOELL		6465 S. 65 Dr 11 85339	602 314 2892	fiftyfordman1@Gmail
Ana Bustillos		3923 W Foy Rd	6026170502	[illegible]
Ruby Halley		5228 w. sweet pea	602-628-6290	Ruby.Halley@gmail.com
Jon Halley		5228 w. Sweet pea	480-385-8091	JHalley2@hotmail.com
Linda Abegg		5407 W Winston Dr	801-358-1736	linda.abegg@gmail.com

We OPPOSE Changes To GENERAL LAND USE PLAN @ 51st Avenue & Estrella Drive

PRINTED NAME	SIGNATURE	ADDRESS	PHONE	E-MAIL
Cody Vittori	[illegible]	5032 W. Estrella Dr	623 826 6035	codieselperformance@gmail.com.
Cynthia Perin	[illegible]	4601 W Crivello Ave	602 789 2372	peekaypnx@aol.com
Wayne Harrison	[illegible]	5204 W Sweet Pea Terr	480 406 8582	whguitar@gmail.com
John Chleborad	[illegible]	5414 W La Grange Dr Laveen 85339	623 696 5646	jchleborad@gmail
Mariah Cabrera	[illegible]	12322 S. 47th Ln Laveen az 85339	503-708 1332	mariahcabrera@yahoo.com
Eric Bain	[illegible]	11925 S. 38th Ave 85339	480-754-7077	allowchild[illegible]@yahoo.com
Galo Barzola	[illegible]	5408 W. Thresher Way 85339		ecuaner84@hotmail
Keri Cordon	[illegible]	10633 S 55th Dr	805 657 1646	cordon.keri@gmail.com
Hima Marneni	[illegible]	5322 W SweetPea ter, laven, 85339	469 713 4565	himamarneni@gmail.com
Karen Rote	[illegible]	4027 W. Calle Poco Laveen 85339	623 780050	Krote@me.com
David Robinaugh	[illegible]	5436 W Chuck Box Rd Laveen 85339	602 779 5748	
Thelma Reeve	[illegible]	4430 W. Estrella Laveen	602 448 9494	
Kathleen May	[illegible]	11826 S 47 Ave Laveen	602 980 0039	kathymayte@aol.com
Marco Esparza	[illegible]	9020 S. 41st Glen, Laveen, AZ 85339	702.308.5083	marcoesp33@gmail.com
Erik Enriquez	[illegible]	3923 W Fox Rd Laveen, AZ 85339	928-380-4776	Erikquez5@gmail.com
Rebecca Clarke Robinaugh	[illegible]	5436 W Chuck Box Rd Laveen AZ 85339	520 975 4711	clarke.robinaugh@yahoo.com
Janice McBee	[illegible]	4330 W. Calle Poco Laveen 85339	623-332 5160	
James Bassett	[illegible]	49th Ave Laveen	602 341 1530	Bassettw36@g.mail
Norbert Mwangi	[illegible]	5106 W Sweet Ave Laveen	480 375 0423	noryega@gmail.

We OPPOSE Changes To GENERAL LAND USE PLAN @ 51st Avenue & Estrella Drive

PRINTED NAME	SIGNATURE	ADDRESS	PHONE	E-MAIL
Elizabeth Bornemann	EBorn	4444 W Calle Poco	602 476 9220	ebornem@gmail.com
Jerry Bornemann	Jerry Born	"	"	"
Rod Kruegel	RKruegel	4427 W Calle Poco	2925282	Kruegel-RV@Live.ca
Cindy Chleborad	Cchleborad	5414 W. LaGrange Dr.	623-692-5645	Cchleborad@icloud.com
Jennifer Rimar		5634 W. Rainwater Dr.	630-379-3493	jenski68@gmail.com
Thomas Rimar	TRimar	5634 w. Rainwater Dr.	"	"
LISA PIKE	LPike	4824 W. Estrella Dr	602-568-8609	plamunpky@msn.com
Kailee Oines	Koines	5424 W. Sweet Pea Terrace	651-206-4802	Keoines@gmail.com
Jason Samaniego	JS	5424 W. Sweet Pea Terrace	651-206-4802	Jsamaniego@yahoo
Praveen kumar	Praveen	5327 W. Sweet Pea Ter	630730 3832	Praveen.KR12@gmail.com

We OPPOSE Changes To GENERAL LAND USE PLAN @ 51st Avenue & Estrella Drive

PRINTED NAME	SIGNATURE	ADDRESS	PHONE	E-MAIL
David Rasgon	[signature]	4578 W Estrella DR	6023843359	Drasgon230@gmail.com
Monica Rasgon	[signature]	4578 W. Estrella Dr.	602-3843524	Mon[illegible]
Tim Cutright	[signature]	12144 S 47th Ave	6023805405	Tim Cut[illegible]@[illegible]
Myrtle Horne	[signature]	4123 W. Calle Poco	602-390148	
Elvin R. Horne	[signature]	4123 W. Calle Poco	6023901418	elray4ele@gmail
ROHIT SINGH	[signature]	11776 S 52ND LN	312-927-7901	ROHIT.RANDEL@ gmail.com
Kimberly Roberts	[signature]	5428 W. Sweet Pea Terr Laveen AZ 85339	623 242 4101	write.kim.roberts@gmail.
Ryan Roberts	[signature]	5428 W. Sweet Pea Terr Laveen AZ 85339	623 451 7225	write.ryan.roberts@gmail.
Kim Henshaw	[signature]	11706 S. 42nd Ave Laveen AZ 85339	903 440 6489	kahenshaw@yahoo.
Dave Garrett	[signature]	4431 W Calle Poco, Laveen AZ 85339	480-734-9423	

We OPPOSE Changes To GENERAL LAND USE PLAN @ 51st Avenue & Estrella Drive

PRINTED NAME	SIGNATURE	ADDRESS	PHONE	E-MAIL
Lance Mimms	Lance Mimms	4415 West Paseo Way	812-230-1656	lmmims@outlook.com
Patrick Nasser-Taylor		11024 S 56th Ln	619-254-9793	patrick.bryan.taylor@gmail.com
Stephanie Hastings	Stephanie Hastings	4813 W. Ardmore Rd	602-832-0734	sds1az@gmail.com
ANGELA ESPINOZA	Angela Espinoza	9020 S 41ST GLN LAVEEN 85339	602 7087000	ANGEEGUTE@YAHOO.COM
Kisha Loewen		3641 S. 59TH Ave phoenix, AZ 85043	4804152757	kishaloewe@gmail.com

LAUROCJ7@HOTMAIL

We OPPOSE Changes To GENERAL LAND USE PLAN @ 51st Avenue & Estrella Drive				
PRINTED NAME	**SIGNATURE**	**ADDRESS**	**PHONE**	**E-MAIL**
SUSAN ALBADIA	Susan Albadiw	3413 W Ansell Rd		murrays71594 @gmail.com
LAUREN GROVE		12803 S. 47 Av	602 237 3900	

We OPPOSE Changes To GENERAL LAND USE PLAN @ 51st Avenue & Estrella Drive				
PRINTED NAME	**SIGNATURE**	**ADDRESS**	**PHONE**	**E-MAIL**
Candice Bryan	CBryan	4206 W Carver Rd Laveen 85339	4805242090	tycan11@gmail
James Hughes	JHughes	4206 W Carver RD Laveen 85339	6026257536	perldude69@gmail.com

We OPPOSE Changes To GENERAL LAND USE PLAN @ 51st Avenue & Estrella Drive

PRINTED NAME	SIGNATURE	ADDRESS	PHONE	E-MAIL
PATRICK HANSON	P. H.	5353 W LA GRANGE DR	(915) 2532701	PATICECI.HANSON @GMAIL.COM

Nayeli Sanchez Luna

From: Carol Olson (via Google Docs) <ctolson1743@gmail.com>
Sent: Tuesday, February 6, 2024 2:55 PM
To: PDD Laveen VPC
Subject: Gila Foothills PUD

Follow Up Flag: Follow up
Flag Status: Flagged

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Zsyntqji%ithzr jsy

Snapshot of the item below:

To	Laveen VPC@phoenix.gov
Cc	tom.bilsten@gmail.com
Bcc	bzdel@earthlink.net
Subject	Gila Foothills PUD

Our names are Curt & Carol Olson and we have lived on 5 acres at 4924 West Estrella Drive since the spring of 1971. We feel fortunate to have experienced Laveen when it was truly a rural, well kept secret. We always knew there would be changes as the city of Phoenix continued to grow and extend its boundaries. We have never opposed any of the developments that have taken place until now. We are wholeheartedly opposed to this development for so many reasons.
We welcomed the 202 Freeway being built and knew that the parcels bordering them would probably be developed commercially–no problem. BUT extending the commercial development East of 51st Avenue is wrong for so many reasons. That parcel is at the base of South Mountain and should remain as larger parcel single story dwellings, maintaining one of the few areas in Laveen with larger homesites.
The commercial developments not adjacent to the freeway should be kept in the “core” of Laveen between Dobbins to Southern.
Putting sculptures on the different corners of 51st Avenue while stacking buildings and business on every piece of open ground is really no more than a tombstone marker to what our area use to be.

We have met with Reid Butler and Tom Bilsten and listened to their description of what the development would be like and a real red flag for us is what they are planning to do with Estrella Drive. Basically they are making us a county cul de sac! They propose moving the public's use of Estrella Drive to the south with the exit onto our portion of Estrella Drive aimed right at our house! When we voiced our concern and suggested they move that further towards the high power line and away from our dwelling, they led us to believe that was a good idea, but their latest drawings show that they didn't listen to a word we said. This has caused us to be distrustful of this rezoning being classified as a PUD. This parcel is the southern boundary of Laveen and should remain rural in character.

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[google.com]

Nayeli Sanchez Luna

Subject: FW: Stop the Gila Foothills PUD from Destroying our Neighborbood - Attend the Village Planning Committee Meeting on Monday, February 12th at 6:30 pm

From: Maria Reagin <laveenresidents@yahoo.com>
Sent: Wednesday, February 7, 2024 7:46 PM
Subject: Stop the Gila Foothills PUD from Destroying our Neighborbood - Attend the Village Planning Committee Meeting on Monday, February 12th at 6:30 pm

If approved as currently proposed, the Gila Foothills PUD would expand commercial zoning from current 24 acres adjacent to Loop 202 to the entire 270+ acres encompassing all the alfalfa fields up to 47th Avenue, and all the vacant land adjacent to Tierra Montana. 18 acres for public use and 225 acres for single-family residential will be replaced with high-density, multifamily rentals (up to 1,700 units) plus auto mall, 10 story hospital, business park, and/or any desired commercial use.

Do you want all of this farmland to become one giant commercial development with auto-mall, 10 story hospital, giant electronic billboards, business park and any other commercial use developer desires?

Do you want up to 1,700 high-density apartments, condos, and 5 story rental units this close to you?

If not, you must attend IN PERSON and make your voice heard, tell all your neighbors to attend IN PERSON. There is power in numbers and the Laveen Village Planning Committee, and the City need to know that WE CARE about this.

Commercial development in our residential neighborhood is TOTALLY INAPPROPRIATE and MUST NOT be allowed!

HOW YOU CAN HELP & HAVE YOUR VOICE HEARD

- **Attend** the Laveen Village Planning Committee **IN PERSON** and let the Committee know know you **OPPOSE** this development and changes to the **General Plan For Land Use** at 51st Avenue & Estella Drive.

- **Bring as many of your neighbors, family, and friends as you can to the meeting.**

- **When** – Monday February 12, 2024 from 6:30 pm to 9:00 pm

- **Location** – Laveen Elementary School District #59, Laveen Education Center, 5001 West Dobbins Road. [google.com]

- Email me at LaveenResidents@yahoo.com and I will send out updates on future meetings and what you can do to help.

- Prepare for the meeing by reading the Developer's proposal at

phoenix.gov/pddsite/Documents/PZ/Z-53-22 Gila Foothills Narrative.pdf

Almost everyone agrees that the City is unable to provide Laveen the resourses it currently needs. Is is my opinion and the opinion of many of our neighbors that: (1) the propsed Gila Foothills PUD is another devlopment that is not good for Laveen and will decrease the quality of life in Laveen; and (2) if inappropriate land use and high density appartments continue to be green lighted by the City, Laveen CRIME Rates will continue to clime, your Property Taxes and Insurance Rates will continue to go up, Trafic will get worst, Schools will become over-crowded, our Parks will continue to be trashed, and there will be more open Drug Use in Laveen.

If this development is allowed to proceed with inappropriate land use and high density appartments, it does not appear at this time that the City has any plans of providing Laveen with additional Law Enforcement and other city service such as building new fire deparments or building more parks.

HELP STOP

- INAPPROPRIATE LAND USE
- HIGH DENSITY APPARTMENTS
- INCREASED TRAFFIC
- RISING CRIME RATE
- FALLING PROPERTY VALUES
- INREASING INSURANCE RATES
- INCREASING PROPERTY TAXES
- OVER CROWDING IN SCHOOLS

Nayeli Sanchez Luna

From: sue friddle <suefriddle@msn.com>
Sent: Wednesday, February 7, 2024 3:14 PM
To: PDD Laveen VPC; Linda Abegg
Subject: Gila Foothills PUD

Follow Up Flag: Follow up
Flag Status: Flagged

My family and I have lived in Laveen at our property on Estrella Drive for 51 years. My husband and I, and our daughters who are also Laveen residents and whose children spend a great deal of time at our property, oppose the rezoning request. Our most strenuous objection is to the realignment of Estrella Dr with the County Lane connection directly in front of the Olsons' residence, as this is just East of our property. We would prefer Estrella remain a through street. If Estrella must be realigned, we urge the realignment to be placed under the power lines so as not to pose a hazard to the Olsons and the Eastern side of our property.

We oppose the proposed commercial development, except what has already been approved near the freeway. We believe all development should be consistent with the character of the community and not allow for towering apartment buildings, storage facilities, or billboards.

Sincerely,
Sue & John Friddle
602-237-4615

To	nayeli.sanchez.luna@phoenix.gov
Cc	tom.bilsten@gmail.com
Bcc	bzdel@earthlink.net
Subject	Gila Foothills PUD

Our names are Curt & Carol Olson and we have lived on 5 acres at 4924 West Estrella Drive since the spring of 1971. We feel fortunate to have experienced Laveen when it was truly a rural, well kept secret. We always knew there would be changes as the city of Phoenix continued to grow and extend its boundaries. We have never opposed any of the developments that have taken place until now. We are wholeheartedly opposed to this development for so many reasons.

We welcomed the 202 Freeway being built and knew that the parcels bordering them would probably be developed commercially–no problem. BUT extending the commercial development East of 51st Avenue is wrong for so many reasons. That parcel is at the base of South Mountain and should remain as larger parcel single story dwellings, maintaining one of the few areas in Laveen with larger homesites.

The commercial developments not adjacent to the freeway should be kept in the “core” of Laveen between Dobbins to Southern.

Putting sculptures on the different corners of 51st Avenue while stacking buildings and business on every piece of open ground is really no more than a tombstone marker to what our area use to be.

We have met with Reid Butler and Tom Bilsten and listened to their description of what the development would be like and a real red flag for us is what they are planning to do with Estrella Drive. Basically they are making us a county cul de sac! They propose moving the public’s use of Estrella Drive to the south with the exit onto our portion of Estrella Drive aimed right at our house! When we voiced our concern and suggested they move that further towards the high power line and away from our dwelling, they led us to believe that was a good idea, but their latest drawings show that they didn’t listen to a word we said. This has caused us to be distrustful of this rezoning being classified as a PUD.

This parcel is the southern boundary of Laveen and should remain rural in character.

Nayeli Sanchez Luna

From: Sheila Lancelotta <slancelotta@comcast.net>
Sent: Thursday, February 8, 2024 6:47 PM
To: Nayeli Sanchez Luna
Cc: PDD Laveen VPC
Subject: I oppose Gila Foothills General Plan AND Zoning plan

Follow Up Flag: Follow up
Flag Status: Flagged

Reference: GPA-LV-3-22-8 (General Plan Amendment) and Z-53-22-8 (Zoning).

Please accept my opposition to BOTH the General Plan case (Agenda Item 4) and the Zoning Case (Agenda Item 5).

I oppose Gila Foothills PUD from expanding the commercial zoning from current 24 acres adjacent to Loop 202 to the entire 270+ acres encompassing all the alfalfa fields up to 47th Avenue, and all the vacant land adjacent to Tierra Montana. the 18 acres for public use and 225 acres for single-family residential will be replaced with high-density, multifamily rentals (up to 2,300 units) plus auto mall, 10 story hospital, business park, and other undesired commercial use. THIS IS NOT WHAT WE NEED!!!!

The city of Phoenix is responsible for appropriate land use!!!!
Please:
- NO HIGH DENSITY APARTMENTS
- Please do on INCREASE THE TRAFFIC
- Please do not contribute to THE RISING CRIME RATE
- PLEAES PROTECT OUR PROPERTY VALUES
- Consider our INSURANCE RATES
- Consider our PROPERTY TAXES
- Consider the OVER CROWDING IN SCHOOLS

I am unable to make the Monday 2.12.24 meeting, but would appreciate my voice being heard.

Link to the meeting agenda is: https://www.phoenix.gov/cityclerksite/PublicMeetings/240212002.pdf

Respectfully,

Sheila Lancelotta
7045 W Beverly Rd
Laveen Az 85339

Nayeli Sanchez Luna

Subject: FW: Opposition to GPA-LV-3-22-8 (General Plan Amendment) and Z-53-22-8 (Zoning)

From: Maria Reagin <mariacreagin@yahoo.com>
Sent: Friday, February 9, 2024 11:48 AM
To: Nayeli Sanchez Luna <nayeli.sanchez.luna@phoenix.gov>
Subject: Opposition to GPA-LV-3-22-8 (General Plan Amendment) and Z-53-22-8 (Zoning)

Dear Laveen Village Counsel Members,
My name is Maria Reagin and I am a resident of Laveen.
I was made aware there will be a Laveen Village Planning Committee meeting this Monday, February 12th at the Laveen Elementary School District #59, Laveen Education Center. This meeting will be the first meeting in the City process to vote on the Gila Foothills PUD. I regret that I am unable to attend this meeting, however it is important that my voice, along with many others, is heard **in opposition** to Case numbers: **GPA-LV-3-22-8 (General Plan Amendment) and Z-53-22-8 (Zoning)**, which I will refer to going forward as the "Gila Foothills PUD".
Our understanding is the request, basically, is asking to expand the currently planned 24 acres Commercial Zoning to beyond 270+ acres, to include an Auto Mall, along with a possibility of a variety of other commercial based businesses, along with high density housing, and a 15-story hospital.
Many of us came to Laveen to escape high density, close commercial areas, and enjoy life in a quiet and mostly remote location. In fact, that was Laveen's claim – [Far enough to be away in the county, but close enough to the city]. Laveen has experienced an extraordinary amount of progress and growth over the past decade: one or two new elementary schools were completed; many more fast-food chains/places have opened; the new Loop 202 which serves us well to get to the West Valley Cities; and of course, many new homes have and are replacing the many farming fields we once had. While progress is good and existing plans may likely be executed as expected, allowing this Gila Foothills PUD expansion as currently proposed is not a good idea.

1. Surrounding neighborhood and unique character of rural Laveen: The current Gila Foothills PUD is not compatible with the surrounding neighborhood. The current neighborhood east of 51st Avenue mainly consists of large single family residential lots up to 5 acres that promote the rural character of Laveen. The neighborhood to the west, Tierra Montana, consists of single-family residential lots. Per the **existing 2015 and the draft 2025** Phoenix General Plan Land Use and Design Principles, the Character Plan contains Land Use and Design Principles from the General Plan that each Village Planning Committee should follow as guidance when evaluating planning related requests. For example, "Land Use: Ensure **future land uses are compatible** with existing neighborhoods" and "**Encourage development of taller and larger buildings** in areas of change **away from single family** and low-rise, multifamily housing. What the Developer is requesting in the Gila Foothills PUD as currently proposed is not compatible with these Land Use and Design Principles and will fundamentally and detrimentally change the neighborhood and the character of Laveen. The Gila Foothills PUD needs to be altered in such a way as to be compatible with the neighborhoods on both sides of 51st Avenue and should in fact blend them together, rather than ramming a HUGE commercial development between them.
2. Traffic Congestion: The expansion plan, in my opinion, does not take into consideration the surrounding area. Laveen, like Phoenix, is on a grid system. Expanding commercial activities and adding high density housing to the Gila Foothills area will result in more traffic congestion and a higher volume of accidents. Have you been at 51st Avenue and Estrella Road or Carver Road recently? On a regular basis (regular being defined as at least every couple days if not more) there is, inevitably, a vehicle collision. If the Gila Foothills PUD is allowed to go forward with the current proposed density of housing and commercial activity, then these accidents will continue in frequency and severity. The traffic mitigation and traffic lights as currently proposed do not adequately address the increase to road use and overall congestion which would result. If you vote to move forward with the Gila Foothills PUD, you will be risking the lives of people in these neighborhoods!

3. We are experiencing a large increase in crime and less-than-ideal activities occurring. There have been three murders at 51st Ave and Baseline over the last 18 months. Over the last few years Laveen has experienced an increase in open drug sales and use, home and car break-ins, and homelessness. There is no police station in the area, and residents (like me) also rely on City of Phoenix and MCSO to understand and work together on their jurisdictions. Bearing this in mind I'm sure you can understand my grave concern of expanding additional commercial footprinting – which will, in turn, increase both traffic up/down 51st Avenue, as well as pedestrian traffic, not to mention those which would seep into existing neighborhoods (like ours) in search for, well, anything. If this development is even remotely considered, we absolutely need a stronger increase of both presence and visibility from City of Phoenix AND MCSO (shameless plug: Both City of Phoenix Police and MCSO have been wonderful and pleasant to work with, and we are eternally grateful for their help and support for our community).
4. Post Office inadequacy: With the mass-expansion of residents here and commerce over the last ~25 years, our local Post-Office has not changed. I was made aware there is/was a plan to move it and expand, but really, that should precede additional development. Based on the number of residents and the service the Post Office provides it's clear it's inadequate to support the current need. I personally dread having to go to our local post office, not because of the employees (they've been great!), but mostly, because of the parking lot and long lines– I don't see it supporting the amount of people driving through. Laveen Planning tells us to expect some ~17,000 new homes in the area.
5. Dark Skies: The dark sky-effect is diminished for those living here. The Gila Foothills PUD as currently proposed includes large digital billboards, multistory parking garages for the Auto mall, a large hospital complex, and 1700-2300 housing units. If this is allowed, we will see the dark night skies cease to exist. We look to the north and can see the glow of Phoenix at nighttime. We look to the south and see darker skies unencumbered from city lights – I like to think that a majority of our residents also feel the same – on keeping our sky dark.

My hope is, at the meeting this evening, you will see our local community share their passion for Laveen and to promote awareness to why it is critical that we do not expand the commercial plan from 24 acres to 'more than 270 Acres'. Our intention is definitely not to "stop progress", but to ensure the progress that will inevitably happen, is done with a greater and stronger scrutiny, care and consideration for the existing residents, the environment, and the many other factors where a great deal of responsibility is not preferred, but essential and required. I ask you to please require the Gila Foothills Development to strike a balance with Community interests for balanced development both commercial and residential, to retain low density residential zoning which currently exists, to require any development to include securing an agreement from Maricopa County to widen S. 51st Avenue from W. Estrella Drive North to Dobbins Road, and to materially increase funding for City Services for Laveen residents.

Thank you for your time,
Maria Reagin
480-544-8550

Nayeli Sanchez Luna

From: Roger McCully <roger.mccully@hotmail.com>
Sent: Friday, February 9, 2024 7:02 AM
To: Nayeli Sanchez Luna
Subject: GPA-LV-3-22-8 (General Plan Amendment) and Z-53-22-8 (Zoning).

Good morning. I am writing to you because I cannot attend the PUD Development meeting.

I write to voice my opposition to the development in the Gila 51st Ave. development plan.
This new development at north and south of Estrella Drive/51st Avenue and extends from the freeway to 47th A*ve. I am against this development as it will significantly impact our large lot residential area south of Carver Road and quite frankly the entire community of Laveen*

Roger McCully
Laveen Resident
XXXX S. 53rd Drive

Sent from my iPhone

Nayeli Sanchez Luna

Subject: FW: Request for Your Support - Please Attend the Laveen Village Planning Committee on Monday Feb. 12 at 6:30pm

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From: Dina Samora <dsamora4@hotmail.com>
Sent: Saturday, February 10, 2024 8:05 PM
To: Nayeli Sanchez Luna <nayeli.sanchez.luna@phoenix.gov>; PDD Laveen VPC <laveenvpc@phoenix.gov>
Subject: Fw: Request for Your Support - Please Attend the Laveen Village Planning Committee on Monday Feb. 12 at 6:30pm

I am not able to make the Feb 12th meeting however I want to vote against building more in Laveen.

Dina Samora

Nayeli Sanchez Luna

Subject: FW: GPA-LV-3-22-8 (General Plan Amendment) and Z-53-22-8 (Zoning)
Attachments: zone01.rtf

Importance: High

From: - Capitol Media Services <capmedia@hotmail.com>
Sent: Saturday, February 10, 2024 5:55 PM
To: PDD Laveen VPC <laveenvpc@phoenix.gov>; Nayeli Sanchez Luna <nayeli.sanchez.luna@phoenix.gov>
Subject: GPA-LV-3-22-8 (General Plan Amendment) and Z-53-22-8 (Zoning)
Importance: High

To members of the Laveen Village Planning Committee:

I wish to express my views on GPA-LV-3-22-8 (General Plan Amendment) and Z-53-22-8 (Zoning).

I moved into Laveen and bought my house here in 1983. I never was under the illusion that the area would remain forever rural. That became clearer as the city continued to annex property. And the construction of the South Mountain Freeway only cemented that change.

I also am appreciative of the work planning committee members have done over the years to accommodate growth while doing what was possible to preserve some of the history and character.

As to this particular request, I also appreciate that the developer has heard at least some of our concerns. Gone is the plan for a truck stop. And I have been given to understand that while there are to be car lots -- which, by necessity, require 24/7 lighting -- that care will be taken to minimize light pollution and glare.

But what seems to be a big sticking point is the part of the property on the south side of Estrella Drive between 47th Avenue and 51st Avenue.

I take the developers at their word that the high-end resort near South Mountain Park, which would be a benefit to the community and the city, is not likely to happen because there is no demand. But their sole fallback position appears to be to instead permit high-density multi-family residential for the entire stretch immediately west of 47th Avenue/

I have looked around Laveen as well as much of the rest of Phoenix. And I can find no other situation where such high-density multi-family residential has been approved immediately adjacent to existing one-acre home sites -- even with the proffered 50-foot buffer.

I have suggested during multiple neighborhood meetings with the developer's representative that there should be a "feathering," if you will, with lower-density single-family homes immediately west of 47th Avenue -- ideally single-level the closest to existing development -- phasing in to higher density single-family, perhaps at the WAPA high-voltage line and the proposed Gila Foothills Parkway. His only response was "I guess we'll have to agree to disagree," hardly a negotiating position.

Please do not use this rezoning and general plan amendment procedure to set a bad precedent. There are other ways to provide a mix of housing and commercial in this area wedged between existing homes, the Gila River Indian Community and South Mountain Park.

Thank you.

Howard Fischer
4502 W. Estrella Dr.
Laveen, AZ 85339
capmedia@hotmail.com
602-390-1170

(I have also attached a version of my comments in RTF format if that is preferable.)

Nayeli Sanchez Luna

From: Jennifer Spicer <corazones3@icloud.com>
Sent: Saturday, February 10, 2024 3:39 PM
To: Nayeli Sanchez Luna; PDD Laveen VPC
Subject: Opposition to GPA-LV-3-22-8 (General Plan Amendment) and Z-53-22-8 (Zoning)

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

My name is Jennifer Spicer. I am a resident of Laveen and live on 47th Avenue directly adjacent to the Gila Foothills PUD. I moved to the area from Buckeye just over two years ago specifically because of the feel of the area. As Buckeye continued to be developed and multiple high-density developments encroached on my house, I looked for a new place to settle that would give me the space and neighborhood feel that I desired while staying close to the city and my job.

I especially liked Laveen because of the distance between residences, the view of the mountains, and the rural feel of the neighborhood. When deciding to purchase in the area, I realized that the amazing fields would not be there forever and the area would continue to be developed. Consequently, before purchasing, my realtor and I did our due diligence in looking at the zoning of the surrounding area. I was pleased to see that though there was some commercial development planned for nearest the highway, the area immediately adjacent to my new home would be residential with larger lots, keeping the density down. This was a deciding factor in my purchasing a house in the area. **I would never have purchased my house had I known there was a plan to convert all that land to commercial and high-density housing!**

I was made aware there will be a Laveen Village Planning Committee meeting this Monday, February 12th at the Laveen Elementary School District #59, Laveen Education Center. This meeting will be the first meeting in the City process to vote on the Gila Foothills PUD. I regret that I am unable to attend this meeting, however, it is important that my voice, along with many others, is heard **in opposition** to Case numbers: **GPA-LV-3-22-8 (General Plan Amendment) and Z-53-22-8 (Zoning)**, which I will refer to going forward as the "Gila Foothills PUD".

Our understanding is the request, basically, is asking to expand the currently planned 24 acres Commercial Zoning to beyond 270+ acres, to include an Auto Mall, along with a possibility of a variety of other commercial-based businesses, along with high-density housing, and a 15-story hospital.

Many of us came to Laveen to escape high density, close commercial areas, and enjoy life in a quiet and mostly remote location. In fact, that was Laveen's claim – [Far enough to be away in the county, but close enough to the city]. Laveen has experienced an extraordinary amount of progress and growth over the past decade: one or two new elementary schools were completed; many more fast-food chains/places have opened; the new Loop 202 which serves us well to get to the West Valley Cities; and of course, many new homes have and are replacing the many farming fields we once had. While progress is good and existing plans may likely be executed as expected, allowing this Gila Foothills PUD expansion as currently proposed is not a good idea.

The current Gila Foothills PUD is not compatible with the surrounding neighborhood. The current neighborhood east of 51st Avenue mainly consists of large single-family residential lots up to 5 acres that promote the rural character of Laveen. The neighborhood to the west, Tierra Montana, consists of single-family residential lots.

Per the **existing 2015 and the draft 2025** Phoenix General Plan Land Use and Design Principles, the Character Plan contains Land Use and Design Principles from the General Plan that each Village Planning Committee should follow as guidance when evaluating planning-related requests. For example, "Land Use: Ensure **future land uses are compatible** with existing neighborhoods" and "**Encourage development of taller and larger buildings** in areas of change **away from single-family** and low-rise, multifamily housing. What the Developer is requesting in the Gila Foothills PUD as currently proposed is not compatible with these Land Use and Design Principles and will fundamentally and detrimentally change the neighborhood and the character of Laveen. The Gila Foothills PUD needs to be altered in such a way as to be compatible with the neighborhoods on both sides of 51st Avenue and should in fact blend them together, rather than ramming a HUGE commercial development between them.

Laveen has the opportunity to control the direction of the local development to create a welcoming community that people will want to visit and partake in the unique rural feel of our beautiful area. The proposed development will make Laveen feel like "Anywhere Phoenix" and detract from the existing neighborhood, so I completely oppose the Gila Foothills PUD proposal.

I hope that, at the meeting this evening, you will see our local community share their passion for Laveen and promote awareness of why we mustn't expand the commercial plan from 24 acres to 'more than 270 Acres'. Our intention is definitely not to "stop progress", but to ensure the progress that will inevitably happen is done with greater and stronger scrutiny, care, and consideration for the existing residents, the environment, and the many other factors where a great deal of responsibility is not preferred, but essential and required. I ask you to please require the Gila Foothills Development to strike a balance with Community interests for balanced development both commercial and residential, to retain low-density residential zoning which currently exists, to require any development to include securing an agreement from Maricopa County to widen S. 51st Avenue from W. Estrella Drive North to Dobbins Road, and to materially increase funding for City Services for Laveen residents.

I have seen and heard the presentation that John Bzdel will present at the Laveen Village Planning Committee meeting this Monday, February 12th, and wholly agree and support his proposal.

Thank you for your time and for taking into consideration the impact of this development on myself, my neighbors, and Laveen!

Sincerely,

Jennifer Spicer
12435 S 47th Avenue
Laveen, AZ 85339
480-334-2296

Nayeli Sanchez Luna

From: Ali Williams <aemyuma@hotmail.com>
Sent: Sunday, February 11, 2024 9:52 AM
To: Nayeli Sanchez Luna; Mayor Gallego
Subject: FW: Case numbers GPA-LV-3-22-8 and Z-53-22-8 Gila Foothills

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from Mail [go.microsoft.com] for Windows

From: Ali Williams <aemyuma@hotmail.com>
Sent: Sunday, February 11, 2024 9:38:03 AM
To: laveenvpc@phoenix.gov <laveenvpc@phoenix.gov>; anyeli.sanchez.luna@phoenix.gov <anyeli.sanchez.luna@phoenix.gov>
Subject: Case numbers GPA-LV-3-22-8 and Z-53-22-8 Gila Foothills

To Whom It May Concern and Should Concern:
I have been a resident since 2006 at 12601 South 47th Avenue, Laveen, Az. I am writing you to oppose the current request for rezoning of parcels in the corner of 47th Avenue and Estrella Drive. The proposed plan before you does NOT abide by the rural area and surrounding custom home properties. Nor does this plan before you a true fit for the last remaining true Laveen!
I would like to mention that I agreed to host a "neighborhood" meeting at my house several times with Reid Butler and Tom Bilsten. During the time of these meetings, we, as a group NEVER agreed to this development. We tried to keep our rural road as it is and Mr. Butler showed us several handouts of doing just that. Since the last meeting with these two men, we, as a group of neighbors that reside on 47th Avenue have learned that Mr. Butler has informed other neighbors in our area that we, as a group, do agree of his development plans for the parcels in front of our homes – this is NOT true and is false, misleading, mis representation and **flat out dishonest**!
I agree with John Bzdel and choose Mr. Bzdel to represent me, my interests and concerns regarding this development, Gila Foothills.

Alice E. Williams
12601 S 47th Avenue
Laveen, Az 85339
602/363-7750

Sent from Mail [go.microsoft.com] for Windows

Nayeli Sanchez Luna

From: D in AZ <darcy3535@gmail.com>
Sent: Sunday, February 11, 2024 3:36 PM
To: Nayeli Sanchez Luna; PDD Laveen VPC
Subject: Opposition to GPA-LV-3-22-8 (General Plan Amendment) and Z-53-22-8 (Zoning)

Follow Up Flag: Follow up
Flag Status: Flagged

Re: Opposition to GPA-LV-3-22-8 (General Plan Amendment) and Z-53-22-8 (Zoning)
To whom it may concern,

These two proposed plans are the exact opposite of what should be in Laveen. Crime is out of control, people are sleeping in Carver Mountain, homeless and people struggling with drugs and mental health are loitering at gas stations and along store fronts, and the monstrosity of what is planned for this acreage is going to be detrimental for what's left of Laveen's rural area. Isn't there a 1 billion-dollar complex going up just a mile from this property, not to mention all that has come up at Baseline? Is it a rule that towns need to develop at every exit? Why do planning committees feel the need to approve more buildings to make a developer wealthier but it's the residents that have to suffer for years to come?

All of these planned amendments and zoning changes are not appropriate to this area. The residents don't want the additional traffic, unsightly complexes, and increased crime because we can't even handle what we have already. It doesn't fit this area. Period.

Benjamin Meyer

3535 W Bohl St

Laveen

Nayeli Sanchez Luna

From: Benjamin Meyer <ben.meyer3456@gmail.com>
Sent: Sunday, February 11, 2024 5:03 PM
To: Nayeli Sanchez Luna; PDD Laveen VPC
Subject: Opposition to GPA-LV-3-22-8 and Z-53-22-8

Follow Up Flag: Follow up
Flag Status: Flagged

To the Laveen Planning Committee,

I'm in opposition to GPA-LV-3-22-8 and Z-53-22-8 because I'm a neighbor who lives pretty close to this and it will totally change this area for the worse forever. What's left of our quaint rural area with the beautiful views will be lost forever. I'm not the only one who thinks it's already scary to shop here, this town looks run down, the streets are dirty and unkempt, homeless and those struggling with mental health issues are sleeping and loitering in many places, including Carver Mtn, even-until recently-sleeping amongst the discarded Christmas trees by the park.

Autoplexes, digital billboards, warehouses, a hospital, more apartments to block our views and whatever else they have planned are not fitting for this area and it's a shame if the Laveen Planning Committee would approve this. I'm almost wondering if the planning committee even lives in Laveen- why would you want this in your town that has enough crime, blight, homelessness, crowded schools, and dangerous intersections already? I'm sure some think it'll be nice--until it's not nice anymore and the residents here have to deal with all the effects. Say no to these proposals and do what's right for the neighbors, not the developers.

Darcy Meyer

3535 W Bohl St

Laveen 85339

Nayeli Sanchez Luna

From: Gerry Williams <glwlaveen@hotmail.com>
Sent: Sunday, February 11, 2024 10:34 AM
To: Nayeli Sanchez Luna; PDD Laveen VPC; Mayor Gallego
Subject: Gila Foothills Development GPA-LV-3-22-8 and Z-53-22-8

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom It May Concern:
I, Gerald L. "Gerry" Williams, have resided at 12601 South 47th Avenue in Laveen, Az since July of 1994. I strongly oppose the above mentioned purposed development! It does not fit nor blend in with the current residential area of rural Laveen. It would be surrounded by custom homes with various types of livestock. The current plan in place is more of a correct fit for this residential area.
I purchased my home because I loved the views of the Estrella Mountain Range, the fireplace built in my home, the acreage and the quietness of the rural area! Sadly, the views and quietness will disappear with the current purposed plan. It has been brought to my attention that Mr. Reid Butler has been misleading my surrounding neighbors that myself, my wife and the other 9 neighbors of 47th Avenue are in agreement of his development - this is NOT true and is very dishonest of Mr. Butler!! Myself and wife hosted a few meetings with Mr. Butler and Mr. Tom Bilsten with our neighbors but we **NEVER agreed to this development plan**. I believe this development team, Reid Butler and Tom Bilsten divided our community up to conquer!

At this point, I am in agreement with Mr. John Bzdel's purposed plan and give Mr. Bzdel complete authority to represent my interest in this matter.
I
do have to state that I am concerned that Mr. Butler will be vindictive upon hearing this and I will end up with a four story building in front of my property!!!! Is the development going to pay for the loss of our views, after all, that is a major selling point on ALL real estate!!

Thank you for your time,
Gerald L. "Gerry" Williams
12601 South 47th Avenue
Laveen, Az 85339
602/339-2466

Nayeli Sanchez Luna

From: Janice McBee <azmcbee@gmail.com>
Sent: Sunday, February 11, 2024 7:47 PM
To: PDD Laveen VPC
Subject: GPA-LV-3-22-8 & Z-53-22-8

Follow Up Flag: Follow up
Flag Status: Flagged

I'm a Laveen resident and am in complete opposition to the proposed changes in the General plan. A car mall is not conducive of the feel of a rural Laveen. And a hospital with the height is unacceptable. No where along the 202 are buildings that high.

Nayeli Sanchez Luna

From: azmcbee <azmcbee@gmail.com>
Sent: Sunday, February 11, 2024 7:43 PM
To: Nayeli Sanchez Luna
Subject: GPA-LV-3-22-8 & Z-53-22-8

Follow Up Flag: Follow up
Flag Status: Flagged

I'm in opposition to the General plan Amendments. A hospital at that location is unacceptable with its height. Also a car mall is not conducive of the rural feel of Laveen. Buildings that high are nowhere to be found along the 202.

Sent from my Verizon, Samsung Galaxy smartphone

Laveen Citizens for Responsible Development
P.O. Box 194
Laveen AZ
THELCRD.ORG
THELCRD@GMAIL.COM

At the February 5, 2024 LCRD meeting there was a presentation from the community regarding the Gila Foothills development project. The 25 minute power point presentation was very detailed and informative. There were approximately 40 people in attendance for this case.

In addition to the issues raised in the Power Point presentation, there were many other concerns raised. Those included:

a) No traffic study has been done to address the impact of increased traffic on Carver Road.
b) No traffic study has been done to address increased commercial traffic on 55th Avenue
c) No study has been done on the impact this will have on South Mountain Park
d) There is concern for the preservation of the dark skies in the area
e) There is no study on how the increased sound will impact the area
f) There has been no environmental impact study done
g) With current shortages, how law enforcement can handle this massive increase in activity
h) There is no discussion of a much needed fire station for the area
i) How this extremely high density is not compatible with the area

The LCRD Board had concerns with:

a) The applicants refusal to present their plan for our consideration.
b) The lack of all of the studies the community had concerns with.
c) The proposed hospital is only two miles from the other hospital to be in the area
d) The amount of high density apartments and lack of single family residences
e) The lack of details being provided for this entire project

In consideration of all of the above points The LCRD could not make a recommendation for this project. This case has a lot of merit, as does the position of the surrounding community. It was felt that somewhere in the middle of the two opposite sides is a good compromise. We need to take the time to explore that.

One stipulation that was agreed on was that due to the lack of details, every site of the development must be subject to the PHO process allowing for the LVPC and the community to have input

The LCRD unanimously voted to recommend this case be continued at the LVPC, and sent back to the community to allow the applicant and the community to work together towards answering many of the questions and resolving some of the issues

Thank you for your consideration.

The Board of Directors of the LCRD

February 10, 2024

Item Number: 4
Case Number: GPA-LV-3-22-8 (Companion Case Z-53-22-8)
APPLICANT IN OPPOSITION TO GILA FOOTHILLS PUD
Lynn Davis
4303 W. Calle Poco Laveen, AZ 85339
Zoning Hearing: Monday, February 12, 2024, at 6:30 PM
nayeli.sanchez.luna@phoenix.gov

Dear Nayeli Sanchez Luna,

We the six residents that reside at 4303 W. Calle Poco, Laveen, AZ 85339, strongly **OPPOSE** and **OBJECT** to Item Number 4, Case Number GPA-LV-3-22-8 (Companion Case Z-53-22-8), which is a request to amend the General Plan Land Use Map Designation on approximately 282.36 acres located at the southeast corner of 55th Avenue and Carver Road, because amending this area is in direct violation of the purpose of this District; which is designed to encourage, preserve and protect the historical, rural, and agricultural character of the area. This proposed development would destroy the calm and peaceful environment of this residential community of larger lots filled with majestic trees, flowers, green grass, citrus trees, beloved pets, horses, livestock, poultry, and quiet moonlit evenings surrounded by natural landscapes.

A truck stop, auto mall, resort, parking garage, and five obtrusive lighted, digital billboards would overtax the infrastructure of our small, rural Laveen Village with overcrowding population in our schools and neighborhoods, excessive pollution from vehicle emissions and diesel from trucks, noise pollution, an increase in crime such as robbery, theft, drugs, prostitution, sex-trafficking, water drainage and sewage issues, an introduction to unwelcome guests with nefarious intentions to our peaceful community, and a surge in accidents caused by an influx of vehicles, trucks and 18 wheelers entering and exiting the roads. A proposed development of this magnitude would usher in the ills and problems of major cities. Laveen Village would cease to be the warm and welcoming enclave to homebuyers seeking to experience peace, tranquility, and the wonders of nature; but instead; evolve into a major, overdeveloped metropolitan city such as New York and Chicago.

Developing the site in this manner will adversely affect the residents; and open the floodgates to other objectionable, commercial ventures; that will destroy this quiet, peaceful environment, and surrounding community. Deleterious factors such as overpopulation, traffic congestion, noise and exhaust pollution, water drainage and sewer issues, traffic accidents, elimination of natural vegetation, and sweltering temperatures created by concrete, asphalt, glass, and steel will be the result of this massive, proposed commercial development. The rural character of Laveen Village will be compromised if this misaligned venture is allowed to proceed.

Item Number 4, Case Number GPA-LV-3-22-8 (Companion Case Z-53-22-8) **SHOULD NOT BE APPROVED** because this proposed development would be detrimental to the residents, and the rural and agricultural character of the area. This ponderous commercial venture is ill-fitted for Laveen Village and not feasible because the development does not protect or safeguard the community, the environment, and the public.

Thank You

February 10, 2024

Item Number: 5
Case Number: Z-53-22-8 (Companion Case GPA-LV-3-22-8)
APPLICANT IN OPPOSITION TO GILA FOOTHILLS PUD
Lynn Davis
4303 W. Calle Poco Laveen, AZ 85339
Zoning Hearing: Monday, February 12, 2024, at 6:30 PM
LaveenVPC@phoenix.gov

Dear Laveen Village Planning Committee,

We the six residents that reside at 4303 W. Calle Poco Laveen, AZ 85339 strongly **OPPOSE** and **OBJECT** to Item Number 5, Case Number Z-53-22-8 (Companion Case GPA-LV-3-22-8, which is a request to rezone approximately 281.49 acres located at the southeast corner of 55th Avenue and Carver Road, because rezoning this area is in direct violation of the principal purpose of this Zoning District; which is to conserve and protect farms and other open land uses, foster orderly growth in rural areas, prevent urban and agricultural land use conflicts, and encourage sustainable development. High density, towering buildings reaching heights up to 150 feet will be eyesores against the backdrop of sustainable, lush farms, and the green, serene landscape of this rural area. This proposed development would destroy the calm and peaceful environment of this residential community of larger lots filled with majestic trees, flowers, green grass, citrus trees, beloved pets, horses, livestock, poultry, and quiet moonlit evenings surrounded by natural landscapes. The founding fathers of Laveen Arizona created these rural zoning districts to protect the community and the environment from harmful, destructive, and intrusive commercial developments such as the Gila Foothills PUD. Our small, peaceful community is at risk and this zoning request should be denied.

A truck stop, auto mall, resort, towering buildings, parking garage, and five obtrusive lighted, digital billboards would overtax the infrastructure of our small, rural Laveen Village with overcrowding population in our schools and neighborhoods, excessive pollution from vehicle emissions and diesel from trucks, noise pollution, an increase in crime such as robbery, theft, drugs, and prostitution, sex-trafficking, water drainage and sewage issues, an introduction to unwelcome guests with nefarious intentions to our peaceful community, and a surge in accidents caused by an influx of vehicles, trucks and 18 wheelers entering and exiting the roads. A proposed development of this magnitude would usher in the ills and problems of major cities. Laveen Village would cease to be the warm and welcoming enclave to homebuyers seeking to experience peace, tranquility, and the wonders of nature; but instead; evolve into a major, overdeveloped metropolitan city such as New York and Chicago.

Developing the site in this manner will adversely affect the residents; and open the floodgates to other objectionable, commercial ventures; that will destroy this quiet, peaceful environment, and surrounding community. Deleterious factors such as overpopulation, traffic congestion, noise and exhaust pollution, water drainage and sewer

issues, traffic accidents, elimination of natural vegetation, and sweltering temperatures created by concrete, asphalt, glass and steel will be the result of this massive, proposed commercial development. Scenic vistas of sunny skies, magnificent mountains, beautiful landscapes, star-filled evenings, and moonlight paradises will be transformed into noisy, glaring, blinding lights of billboards, skyscrapers, and incessant traffic. The rural character of Laveen Village will be compromised if this misaligned venture is allowed to proceed.

Item Number 5, Case Number Z-53-22-8 (Companion Case GPA-LV-3-22-8) **SHOULD NOT BE APPROVED** because this proposed development would be detrimental to the residents, and the rural and agricultural character of the area. This ponderous commercial venture is ill-fitted for Laveen Village and not feasible because the development does not protect or safeguard the community, the environment, and the public. The Gila Foothills PUD is contrary to the principal purpose of this zoning district to conserve and protect farms and other open land uses, foster orderly growth in rural areas, prevent urban and agricultural land use conflicts, and encourage sustainable development. **PLEASE DENY ITEM NUMBER 5, CASE NUMBER Z-53-22-8 (COMPANION CASE GPA-LV-3-22-8).**

Thank You

Nayeli Sanchez Luna

From: jenski68@gmail.com
Sent: Monday, February 12, 2024 4:59 AM
To: Nayeli Sanchez Luna
Subject: GILA PUD

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I am in opposition to the Gila foothills PUD. If you need me to sign a petition please let me know.

Sincerely
Jennifer Domzalski
Ellison trails
Sent from my iPhone