



13

## Planning Commission Study Session

**TO:** PLANNING COMMISSION / DESIGN REVIEW BOARD

**FROM:** KEITH NEWMAN, SENIOR PLANNER *KN*  
(480) 503-6812, KEITH.NEWMAN@GILBERTAZ.GOV

**THROUGH:** ASHLEE MACDONALD, AICP, PRINCIPAL PLANNER *AM*  
(480) 503-6748, ASHLEE.MACDONALD@GILBERTAZ.GOV

**MEETING DATE:** MARCH 1, 2023

**SUBJECT:** UP22-54 DISTRICT AT COOLEY STATION: REQUEST TO APPROVE A CONDITIONAL USE PERMIT FOR APPROX. 15 ACRES LOCATED AT THE NORTHWEST CORNER OF WILLIAMS FIELD RD. AND RECKER RD. TO ALLOW RESIDENTIAL ON THE GROUND FLOOR ON THE SITE PENDING REZONING TO GATEWAY VILLAGE CENTER (GVC) ZONING DISTRICT WITH A PLANNED AREA DEVELOPMENT (PAD) OVERLAY.

**STRATEGIC INITIATIVE:** Exceptional Built Environment

To allow for a Conditional Use Permit to accommodate a commercial and multi-family residential development on vacant property within the Cooley Station Area.

### RECOMMENDED MOTION

Move to approve UP22-54 District at Cooley Station, Conditional Use Permit.

### APPLICANT

Company: Pew & Lake PLC  
 Name: Sean Lake/DJ Stapley  
 Address: 1744 S Val Vista Dr., Unit. 217

### OWNER

Company: Recker Williams 80-FCT LLC  
 Name: N/A  
 Address: 6859 E Rembrandt Ave., #125

Mesa, AZ 85204  
 Phone: (480) 461-4670  
 Email: sean.lake@pewandlake.com

Mesa, AZ 85212  
 Phone: N/A  
 Email: N/A

**BACKGROUND/DISCUSSION**

**History**

<b>Date</b>	<b>Description</b>
<i>December 14, 2004</i>	Town Council approved Cooley Station, GP04-12, a major General Plan for 700 acres in Resolution No. 2547.
<i>December 19, 2006</i>	Town Council adopted Annexation No. A05-03, Ordinance No. 1878.
<i>March 6, 2007</i>	The Town Council adopted Ordinance No. 1900 in case Z06-74 to rezone approximately 302 acres for the Cooley Station PAD.
<i>July 17, 2007</i>	The Town Council adopted Ordinance No. 1995 in case Z06-96 to rezone Cooley Station Village Center and Business Park.
<i>June 24, 2008</i>	The Town Council adopted Ordinance No. 2179 in case Z07-117 approving an amendment to approximately 300 acres in the Cooley Station PAD to revise several conditions of Ordinance No. 1900 in zoning case Z06-74, modifying development standards for building and landscape setbacks, and revising the street exhibits.
<i>October 7, 2010</i>	The Town Council adopted Ordinance No. 2304 amending approximately 97 acres of the Cooley Station PAD, adding exhibits and development standards for Parcel 11 (Heritage at Cooley Station).
<i>September 5, 2013</i>	The Town Council adopted Ordinance No. 2443 in rezoning case Z13-16 amending the development plan and the development standards for Parcel 15 (Fulton Homes).
<i>November 21, 2013</i>	The Town Council approved a technical correction to Ordinance No. 2443 for rezoning case Z13-16.
<i>January 29, 2015</i>	Town Council approved Z14-25 Cooley Station Parcels 9 and 11 amending the development plan and development standards for SF-A and SF-D zoning districts.
<i>February 19, 2015</i>	Town Council approved GP14-11/ Z14-29 a General Plan amendment and rezoning for 2.03 acres within Cooley Station, Parcel 17A.

<i>December 10, 2015</i>	Town Council approved GP15-10/ Z15-19 a General Plan amendment and rezoning for 2.03 acres within Cooley Station, Parcel 17A.
<i>December 2, 2015</i>	Planning Commission approved S15-13 a Preliminary Plat for Cooley Station Parcels 9, 11 and 17A for 576 homes on 100.35 acres.
<i>December 12, 2015</i>	Design Review Board approved S15-13 an Open Space Plan for Cooley Station Parcels 9, 11 and 17A for 576 homes on 100.35 acres.
<i>March 1, 2017</i>	Planning Commission recommended approval to Town Council for Z17-02 Cooley Station 9, 11 and 17A.
<i>April 4, 2017</i>	Town Council approved Z17-02 Cooley Station 9, 11 and 17A in Ordinance No. 2612.
<i>April 5, 2017</i>	Planning Commission approved S17-1001 a Preliminary Plat for Cooley Station Parcels 9, 11 and 17A.
<i>February 15, 2018</i>	Town Council adopted Ordinance No. 2645 in rezoning case Z17-1025 Cooley Station Parcel 26, rezoning Parcel 26 from GVC to GC.
<i>February 15, 2018</i>	Town Council adopted Resolution No. 3957 in general plan case GP17-1015 changing the general plan land use designation from VC to GC.
<i>November 2, 2022</i>	Planning Commission reviewed GP22-14, Z22-14 & UP22-54 as a study session item.

**Overview**

The applicant is requesting a Conditional Use Permit to allow ground floor residential within the proposed Gateway Village Center (GVC) zoning district on approximately 15 gross acres generally located at the northwest corner of Williams Field Rd. and Recker Rd. In addition to the proposed Conditional Use Permit, concurrent applications to change the existing general plan land use classification from General Commercial (GC) to Village Center (VC) Land Use Classification, a rezoning request from General Commercial (GC) Zoning District to Gateway Village Center (GVC) with a Planned Area Development (PAD) overlay and Design Review are proposed on the project site.

The overall project consists of a mixed use commercial and multi-family development on Parcel 26 within Cooley Station consisting of the following elements:

- 612 apartment units in two 4-story building clusters;
- 25,500 +/- square feet of free-standing retail/commercial shop space with second story office/residential space;

- 13,500 +/- square feet of non-residential public space on the ground floor along the Williams Field and Recker Rd. frontages of the two building clusters that may include fitness center, neighborhood convenience retail store and we workspace;
- Interior clubhouse and amenity areas for each residential building.

**Surrounding Land Use & Zoning Designations:**

	<b>Existing Land Use Classification</b>	<b>Existing Zoning</b>	<b>Existing Use</b>
North	Residential >8-14 DU/Acre & Residential >14-25 DU/Acre	Multi Family/Medium (MF/M) PAD & Single Family/Detached (SF/D)	Haskell St. then Acero Cooley Station Apartments
South	Gateway Village Center & General Office	Gateway Business Center (GBC) & Gateway Village Center (GVC) PAD	Williams Field Road then Verde at Cooley Station
East	Residential >8-14 DU/Acre & General Commercial	Shopping Center (SC) PAD & Multi-Family /Low (MF/L) PAD	Recker Road then vacant land
West	Residential >14-25 DU/Acre	Multi Family/Medium (MF/M) PAD	The Crossing at Cooley Station Apartments
Site	General Commercial	General Commercial (GC)	Vacant land

**Site Development Regulations**

<b>Site Development Regulations</b>	<b>Required per LDC GVC</b>	<b>Proposed GVC PAD</b>
Floor Area Ratio	0.10-.75	0.10-.75
Minimum Building Height (ft.)/stories	15'/1	15'/1
Maximum Building Height (ft.)/Stories	90/6	90/6
Minimum Building Setbacks (ft.)		
Front	0'	0' (Recker Rd.)
Side (Street)	0'	0' (Williams Field Rd. & Haskell St.)
Rear (Residential)	20'	20' (West Boundary)
Build-to Line (ft.)		
Front	0'	0'
Side (Street)	0'	0'

Landscape-On-Site	Minimum 5% net lot area	Minimum 5% net lot area
Building Transparency	<p>1. When facing a public street, a minimum 75 percent of ground floor commercial or office building of frontage shall consist of windows (with non-reflective glass), window displays, doors, outdoor patios or a combination thereof. View windows, window displays, or doors shall be provided between zero (0) and eight (8) feet above grade adjacent to the primary building frontage.</p> <p>2. When facing a public street, a minimum 50 percent of ground floor residential buildings frontage shall consist of windows (with nonreflective glass), doors, porches or stoops.</p>	<p><b>59% (Shops A along Williams Field Rd.)</b></p> <p><b>67% (Shops B along Recker Rd.)</b></p> <p>77% (Building 1 ground floor commercial along Williams Field Rd.)</p> <p>80% (Building 2 ground floor commercial along Recker Rd.)</p> <p>74% (Building 1 along Williams Field Rd.)</p> <p>54% (Building 1 along Haskell St.)</p> <p>72% (Building 1 along Verde Dr.)</p> <p>55% (Building 2 along Recker Rd.)</p> <p>59% (Building 2 along Haskell St.)</p>
Parking Setback	Street level, surface parking shall be located behind or	Complies

	adjacent to buildings. Parking shall not be permitted within the build-to lines	
Driveway Restrictions	Vehicular access shall be from a non-arterial street or alley	<b>Arterial vehicular access is permitted at existing curb-cuts.</b>

**DISCUSSION**

The applicant is requesting a Conditional Use Permit to allow ground floor residential units within the proposed Gateway Village Center (GVC) zoning district. The subject site is part of the original Cooley Station PAD and will feature a mix of multi-family apartments and commercial/retail space in a mixed-use environment. Multi-family is a proposed aspect as part of the overall Cooley Station development to fully submerge the area into a mixed-use setting. With the availability of 0’ setbacks, the proposed development will be able to integrate with the adjacent Williams Field and Recker Rd. street frontages which includes pavers and on street parking. The result will be a mixed-use development that will be integrated as one with an open flow between the uses.

The two, four-story residential buildings feature primarily residential on the ground floor with commercial space along the Williams Field Rd. and Recker Rd. street frontages. Parking for the multi-family development will take place in two 5.5 level parking garages that will primarily be wrapped by residential units and largely integrated into the design of the buildings. The intent behind requiring a conditional use permit for ground floor residential in the Land Development Code was to promote commercial and retail uses along the 1st floor of the Gateway Village Center. As the retail and commercial market has changed over the years and the surrounding properties such as Verde at Cooley Station to the south has been developed, the subject site has been envisioned to utilize ground level residential units to further the vision of the Village Center of Cooley Station and is seeking approval of the CUP in conjunction with a proposed General Plan Amendment and PAD Rezone.

In addition to providing direct access from patios for all 1st floor units along the exterior of the building along each street frontage, staff is working with the applicant through the concurrent Design Review process to ensure the 1st floor units will be designed with architectural details to stand apart from the upper floors of the apartment complex. Staff is also encouraging the use of Fuego Red brick and various materials changes around 1st floor unit doors to enhance the pedestrian

scale design of the ground level to create a high-quality streetscape along all four street frontages. The ground level units will have stoops with small patios. The attention to detail will greatly enhance the environment of the District at Cooley Station and further support the request to allow residential units on the ground floor. Other ground level structures on the site are the Shops A & B buildings which will have ground floor retail and residential units on the second floor and will also be designed in keeping with the neo-traditional design theme of the immediate area.

## **FINDINGS**

The Planning Commission is required to make four findings in order to approve a Conditional Use Permit. The findings are listed here, along with the reasons why staff considers that the findings are or are not met in this case. These findings are:

1. ***The proposed use will not be detrimental to health, safety, or general welfare of persons living or working in the vicinity, to adjacent property, to the neighborhood, or to the public in general.***

The applicant notes, the proposed development will benefit the public and not be detrimental to the health, safety, and general welfare. Public parking is preserved along the perimeter and a public pedestrian paseo meanders through the site that creates a park-like setting where the code does not require it especially on smaller sites like this. Residents and consumers of local businesses can cut through the site from north to south toward the corner to enjoy the specialty commercial and neighborhood services planned onsite.

2. ***The proposed use conforms to the purposes, intent, and policies of the General Plan and its policies and any applicable area, neighborhood, or other plan adopted by the Town Council.***

The applicant notes, this project more effectively implements the General Plan by being the first full wrap around residential loft and horizontal mixed-use project with urban frontage along Williams Field Road where such a use was planned.

Like the two projects across the street to the south (Quintana & Alta Cooley Station), commercial uses are proposed at the intersection corner, with residential behind them. Also, the ground floor of the residential buildings facing the arterial streets create a loft and vertical mixed-use element that is supported by the General Plan with commercial along a majority of the arterial street frontages. Ground floor residential uses will along the street frontages will also have direct access to the streets and promote a live-work environment given the layout, access, and residential amenities.

The site landscaping, pedestrian connections, and parking screening walls promote walkability and reduction in glare and impacts from the parking field. Landscape material will be consistent and harmonious with the development plan for the District at Cooley Station, thus unifying the various elements on the subject Property.

**3. *The proposed use conforms to the conditions, requirements, or standards required by the Zoning Code and any other applicable local, State, or Federal requirements.***

The applicant notes, this request is the only project at this intersection that attempts to implement the vertical zoning overlay and an urban environment with 4 story loft and commercial spaces. This type of use is consistent with the intent of the Cooley Station area.

The project complies with approved zoning and PAD for the Property and will comply with all applicable building codes. All applicable local, state, and federal environmental and building regulations will be followed.

**4. *The proposed use, as conditioned, would not unreasonably interfere with the use and enjoyment of nearby properties.***

The applicant notes, District at Cooley Station will create enhanced value for Verde at Cooley Station and is compatible with surrounding properties in every direction. This request does not unreasonably affect surrounding properties because the Project site is being developed in accordance with the original intent of the Cooley Station master plan. Project designers were cognizant of surrounding properties in the layout of the various project features, access points, and efficient allocation of uses. A buffer is provided to the rear setback as required to the west and also the side setback to the north across from the adjacent residential uses. Because streets are located on all 4 sides of the property, that further mitigates any impact. The LDC allows on street parking to be added to the parking plan, but this proposal complies with parking standards without those extra spaces, which is a benefit to the public.

Pursuant to the above analysis, Staff is of the opinion that the project meets the four findings required for granting the Conditional Use Permit.

**Planning Commission Study Session, November 2, 2022**

During the Study Session, the following comments were brought forth by the Planning Commission Members:

- Commissioner Blaser asked if there will be access into the residential units from the street along the roads where they are looking for a reduction of glass



and doors. Planner Keith Newman responded that the ground floor of the two residential buildings have clubhouse spaces and the potential for a grocery store. There will be entrances to the public sidewalk along the frontages of Williams Field and Recker for the residential buildings. Commissioner Blaser stated that, with so much frontage being clubhouse, they should probably be able to meet the glass requirement. For the residential units, the function must drive the design. Commissioner Blaser stated that he likes the project and that there is a return to the original intent of the building.

- Commissioner Johnson asked how many total residential units there are and what the distribution of bedroom types is. Planner Keith Newman responded that there are 612 residential units, with one-, two-, and three-bedroom units.
- Commissioner Johnson asked if there would be any impact on schools in relation to capacity. Planner Keith Newman responded that staff reached out to the school district and there was no feedback.
- Commissioner Davis asked if the amount of glass where the deviation is requested applies to the retail. Planner Keith Newman responded affirmatively. Commissioner Davis stated that she can see the glass being reduced and that the buildings shouldn't turn their backs to the street.
- Commissioner Bianchi stated that this is a substantial proposal. He would want to see a case made for why more multi family is of benefit to the Town over the loss of the general commercial which could potentially serve the area that is already dominated by higher density around it. It would be a loss of general commercial in a key area.
- Commissioner Johnson stated that he agrees with Commissioner Bianchi on the number of units going in as opposed to commercial.
- Vice-Chair Mundt stated that the proposal states that windows have to be 0' to 8', but 0' would be no windows. The code should perhaps be reviewed to this effect. He would like to understand the business case for the density and loss of general commercial. He would like to understand why they need less glass.

## **PUBLIC NOTIFICATION AND INPUT**

An official notice was posted in all the required public places within the Town and neighborhood notice was provided per the requirements of the Land Development Code (LDC) Article 6.2.6.

A virtual neighborhood meeting was held on April 12, 2022. One surrounding property owners/resident attended the meeting and only general questions concerning the uses of the site and construction timing were discussed.

### **PROPOSITION 207**

An agreement to “Waive Claims for Diminution in Value” pursuant to A.R.S. § 12-1134 was signed by the landowners of the subject site, in conformance with Section 5.8.2 of the Town of Gilbert Land Development Code. This waiver is located in the case file.

### **STAFF RECOMMENDATION**

Recommend approval of UP22-54 District at Cooley Station: Request to approve a Conditional Use Permit for approx. 15 acres located at the northwest corner of Williams Field Rd. and Recker Rd. to allow residential on the ground floor on the site pending rezoning to Gateway Village Center (GVC) zoning district with a Planned Area Development (PAD) overlay, subject to the following conditions:

1. The District at Cooley Station Conditional Use Permit (UP22-54) to allow ground floor residential is subject to Town Councils approval of the minor General Plan Amendment (GP22-14) and PAD Rezoning (Z22-14) cases.
2. All ground level multi-family units along Williams Field Road, Recker Road, Haskell Street, and Verde Drive must have stoops with patios and provide direct pedestrian access to the adjacent sidewalk.

Respectfully submitted,



Keith Newman,  
Senior Planner

### **Attachments and Enclosures:**

- 1) Notice of Public Hearing
- 2) Aerial Map
- 3) Applicant’s Narrative (36 pages)
- 4) Conditional Use Permit Site Plan
- 5) Draft Planning Commission Study Session Minutes (November 2, 2022)

# Notice of Public Hearing

PLANNING COMMISSION DATE:

Wednesday, March 1, 2023\* TIME: 6:00 PM

LOCATION: Municipal Building I  
Council Chambers  
50 East Civic Center Drive

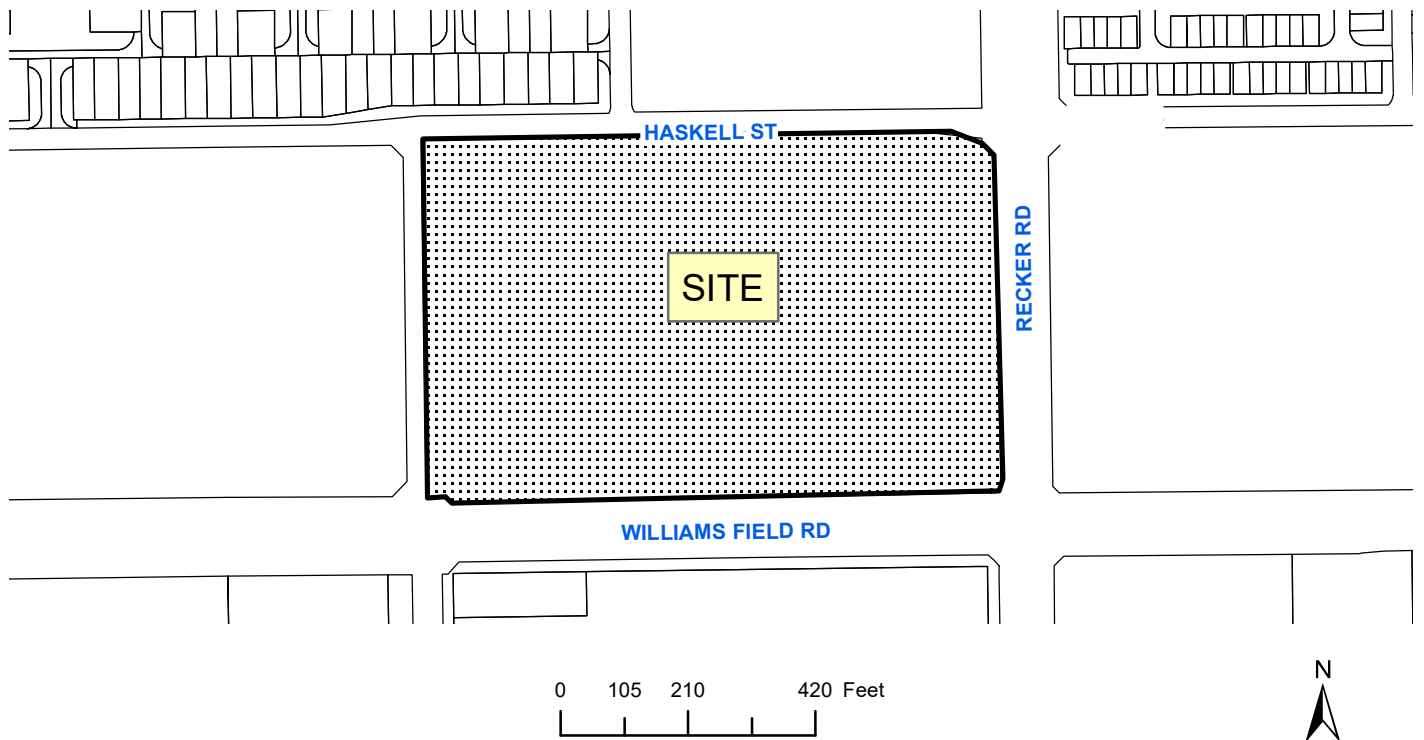
\*Call Planning Division to verify date and time: (480) 503-6812

The application is available to the public for review at the Town of Gilbert Planning Division Monday - Thursday 7AM - 6PM. Staff reports and the agenda are available prior to the meeting at [www.gilbertaz.gov/departments/development-services/planning/planning-commission](http://www.gilbertaz.gov/departments/development-services/planning/planning-commission)

## REQUESTED ACTION:

UP22-54 DISTRICT AT COOLEY STATION: Request to approve a Conditional Use Permit for approx. 15 acres located at the northwest corner of Williams Field Rd. and Recker Rd. to allow residential on the ground floor on the site pending rezoning to Gateway Village Center (GVC) zoning district with a Planned Area Development (PAD) overlay.

## SITE LOCATION:



APPLICANT: Pew & Lake, PLC  
CONTACT: Sean Lake  
ADDRESS: 1744 S Val Vista DR Unit: 217  
Mesa, AZ 85204

TELEPHONE: (480) 461-4670  
E-MAIL: [sean.lake@pewandlake.com](mailto:sean.lake@pewandlake.com)



# District at Cooley Station Parcel/Aerial Map





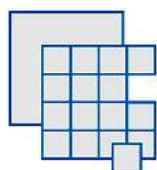
# District at Cooley Station

Mixed Use Development at Recker & Williams Field

## Narrative: Design Review-CUP



Submitted by:  
**Pew & Lake, PLC**



**Pew & Lake, P.L.C.**  
Real Estate and Land Use Attorneys

Of behalf of:



December 21, 2022



## Development Team

*Developer*

**Kaplan Multifamily**

Scottsdale, AZ



*Applicant, Legal Representative*

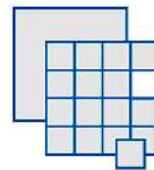
**Pew & Lake, P.L.C.**

Sean Lake, D.J. Stapley

1744 South Val Vista Drive, Suite 217

Mesa, Arizona 85204

480.461.4670



**Pew & Lake, P.L.C.**  
Real Estate and Land Use Attorneys

*Architect*

**biltform architecture group, inc.**

Jim Applegate

11460 N. Cave Creek Rd., Ste, 11

Phoenix, AZ 85020

602.285.9200



*Land Planning / Landscape Architecture*

**McGough Adamson**

120 South Ash Avenue

Tempe, AZ 85281



*Civil Engineer*

**WGI**

2727 Allen Pkwy, Ste. 1350

Houston, TX 77019

AZ #20717

832.730.1901





## Contents

I.	Introduction .....	1
II.	Compliance with Zoning/PAD.....	2
III.	Existing Conditions and Compatibility with Surrounding Area.....	2
IV.	Project Description.....	4
V.	Compliance with Streetscape Requirements.....	7
VI.	Compliance with is CUP Criteria.....	8
VII.	Neighborhood Outreach.....	11
VIII.	Compliance with General Plan.....	11
IX.	Conclusion.....	15

## Exhibit List

Exhibit 1 – Site Aerial

Exhibit 2 – General Plan Land Use Maps

Exhibit 3 – Zoning Maps

Exhibit 4 – Valley Metro Bus Routes

Exhibit 5 – Project Description and Guidelines

Exhibit 6 – Gateway Character Area Map and Compliance



## I. Introduction

Pew & Lake, PLC, on behalf of Kaplan Multifamily and the Cooley Family, is pleased to submit this Design Review and CUP request for Gilbert’s first mixed use wrap around developments on the approximately 13.3 acres at Lot 26 of Cooley Station in the Vertical Overlay District. The Property is located at the northwest corner of Recker and Williams Field Roads (“Property” – See attached Aerial Map in Exhibit 1). Ideally situated across the street from the regional commercial uses at Verde at Cooley Station and the Fry’s Marketplace shopping center, this mixed use product known as “DISTRICT AT COOLEY STATION” will create synergy and a rich character to anchor the Cooley Station village center.

The project proposes boutique retail and commercial uses along the ground floor street frontage on Recker and Williams Field Roads with both horizontal and vertical loft-style mixed uses that are infused with lifestyle amenities in a live-work-play environment. As designed, the street scene will create an impactful statement that will complement and enhance the surrounding area and growing businesses in Gilbert.

Specifically, the applicant is submitting the following development request for Town of Gilbert approval to allow for DISTRICT AT COOLEY STATION: Design Review and CUP to allow residential uses on the ground floor. Concurrent requests are proposed for Minor General Plan Amendment to VC and Rezoning from General Commercial (GC) Vertical Overlay (VO) to Gateway Village Center (GVC) PAD to allow the horizontal residential mixed use. (See attached General Plan and Zoning Maps in Exhibits 1-3). This narrative focuses on project design and CUP requirements and defers to the associated General Plan and Zoning applications for background information on Kaplan and consistency with the General Plan. It is demonstrated here that the proposed balance of commercial and residential uses are designed appropriately for this site where commercial can succeed on the arterial streets, and where ground floor residential uses can provide buffers to surrounding residential uses.

### **Proposed District at Cooley Station, Conceptual Imagery**







## II. Compliance with Zoning/PAD

This Design Review and CUP request complies with the DISTRICT AT COOLEY STATION's PAD for the only truly urban style project that is village center like with its 4-story urban design fronting the streetscape with lofts above commercial space and integrated corner retail fronting the arterial streets. DISTRICT is the only project investing in an onsite parking garage discrete in appearance and preserving on-street parking for the public. Where 90-foot building height is possible, this project is a 4-story proposal with onsite commercial, two resort-lifestyle swimming pools, 4 park areas, 25,000+ square feet of dedicated public paseo and 10,000+ square feet of indoor recreational amenities. This proposal furthers the intent of the Vertical Overlay, which stated purpose is to permit mid-rise buildings and mixed use residential and commercial projects. The vertical overlay allows mixed use buildings by right at a base maximum building height of 90 feet.

**Applicable Regulations and Policies** – The following summarizes the codes and guidelines that apply to DISTRICT AT COOLEY STATION:

- *General Plan* – see the concurrent Minor General Plan and Rezoning PAD requests;
- *Land Development Code* for GVC zoning, CUPs, and the Vertical Overlay District
- *PAD for District at Cooley Station*
- *Gilbert Cooley Station Streetscape Standards* as modified in the various Cooley Station PADs;
- *Development Agreements* for Cooley Station governing infrastructure improvements and minimum commercial square footage requirements; and
- *Town of Gilbert Commercial Guidelines*. The Commercial portion will comply with the Town's Commercial guidelines. The Town does not have residential or PAD guidelines, but the design team sensitively designed DISTRICT to be high quality and in conformance with the surrounding context with residential uses on the north and commercial uses on the south. No plain exterior elevations are proposed, but enhanced design with vertical and horizontal architectural features and embellishments at every interval, as will be shown in the design review application.

## III. Existing Conditions and Compatibility with Surrounding Area

The proposed development is suitable for the site and compatible with the surrounding context. The subject Property, Maricopa County Assessor parcel 304-39-013K, is currently vacant with unremarkable topography (see aerial map attached as Exhibit 1). A unique site with an urban or village center block character, parcel 26 is zoned GC in the Vertical Overlay and surrounded on all 4 sides by public streets that buffer it to surrounding properties. A dynamic mix of retail, commercial, services, recreational, and residential uses encompass the area. Commercial uses are focused on the south side of the intersection; specifically, Verde at Cooley Station is located to the south with 1-2 story retail, office, and shopping mall attractions fronting Williams Field Road and 4-story residential behind it. To the southeast is the Fry's Marketplace center with retail buildings backed up to the intersection corner. Vacant land is located to the east across Recker Road. 2-3 story residential uses adjoin the Property's northern and western boundaries behind



Haskell Street and Verde Drive. The table in Exhibit A summarizes the existing land use context. Images of adjacent projects are provided below.

**North Side of Williams Field Road:**

**North – Recker Road, Acero**

**Style:** Modern

**Materials:** Stucco brick accents, 2 materials with 4 colors



**West – Williams Field, The Crossing**

**Style:** Modern style

**Materials:** Stucco, red brick accent 4 colors



**South Side of Williams Field Road:**

**Southeast – Corner shops at Recker & Williams Field at Fry’s Marketplace**

**Style:** Modern ranch

**Materials:** CMU, EIFS, with brick, wood, and metal accents. 3 main materials with 5-6 colors



**South – Verde at Corner of Recker & Williams Field**

**Style:** Modern with brick for Williams Field frontage.



**Materials:** End buildings: 2 main colors, brick with grey, tan, and warm tones. 1-story shops in the middle has 2-3 Brick, plaster primary materials with accents of wood, stone, metal.



**Adjacent Verde MFR age restricted** – Modern style similar to Accero, single-family added.



#### IV. Project Description

This request contemplates a high-quality mixed use residence development with 26,000± square feet of free-standing retail-commercial shops plus over 25,000 square feet of non-residential space that may include a public fitness center, URBO retail, community center spaces shared with the public, and other kinds non-residential located on the ground floor non-residential space fronting Williams Field and Recker Roads. Interior clubhouse and amenity areas are also provided in each of the residential buildings.

The total non-residential square footage, including retail and non-residential space, is anticipated to be 51,000± SF plus patios and live-work units, which is consistent with the site location, size, and the land use fabric in the surrounding area. The remaining space onsite is planned for residential uses known as lofts or multi-family in the General Plan

Fronting onto Recker Road, a majority of the frontage is commercial. Fronting onto Williams Field Road, a majority of the frontage is commercial, and some of the residential uses will have ground floor units with direct access to the street. Ground floor residential units are proposed on the remaining neighborhood local-collector streets, including Verde Drive and Haskell Street where there is less visibility, less potential for success for commercial uses because of the larger commercial uses south of Williams Field Road. The ground floor units are expected to be popular and occupied quickly based on the developer’s experience because of the lifestyle they offer, easy access to the urban mixed use district, and also the work-from-home opportunities. Overall, the project will comply with zoning and PAD criteria and will contain a robust amenity package that will create a high-quality lifestyle for its residents. The table below provides a conceptual list and possible break-down of the non-residential spaces along Williams Field Road and Recker Road. The final data will be clarified during permitting.



Table 1 – Summary of Conceptual Commercial Uses

<b>Corner Commercial Phase</b>	
Free standing retail	26,000 (10,500 SF, 15,500 SF)
Outdoor dining space	6,000 SF
<b>Total Commercial Phase</b>	<b>32,000 SF</b>
<b>4-story Residential-Loft-Commercial Phases 1-2</b>	
URBO Market	2,500 SF (plus outdoor café space if like Phoenix)
Fitness Center (2) open to public	7,000 SF
We Work Space, open to public	4,000 SF
<b>Subtotal:</b>	<b>13,500 SF</b>
<b>Subtotal:</b> Clubhouse, conference rooms, lounge, leasing	11,500 SF
<b>Total Phases 1-2</b>	<b>25,000 SF*</b>
<b>Live-work Residential (ground level)</b>	
<b>Subtotal:</b> 35 Live/Work Units	<b>33,175 SF</b>
<b>GRAND TOTAL</b>	
<b>Indoor Nonresidential</b>	<b>51,000 SF</b>
<b>Indoor+Outdoor+ Live/Work</b>	<b>90,175 SF</b>

\*Plus amenities and work space in the open space-recreational amenities and other patios.

Specifically, Phases 1 and 2 each include a 4-story building with two central open space amenity areas, an external secondary amenity area, and a parking garage to which the residential units will wrap around for screening. As requested, additional internal amenities are proposed in each building. Adjacent to the residential on the same site plan, the retail phase features a corner-oriented buildings comparable in size to southeast side of Recker Road and Williams Field Road. It has a two-story building height of 28 feet and architectural elements that interact with the corner landscaping on the intersection corner for a distinctive Village Center appeal.

**Circulation and Parking** – Pedestrian connectivity is a highlight of this project. It has indoor and outdoor pedestrian pathways that connect to the public streets. For the overall vehicular circulation and access, multiple vehicular access points from the arterial streets and Verde Drive will provide for efficient and well distributed traffic circulation. Unlike other apartment projects in Gilbert, residents in this luxury apartment arrangement will access their unit without having to walk across a suburban parking field and use stairs or an elevator, but by parking on the same level as their unit in a secured parking garage. As indicated on the preliminary plans, parking will be urban style and situated behind the retail buildings and behind the prominent arterial street-facing residential units. On-street parking is preserved as well. Parking counts will exceed the requirements for counts for both residential and commercial uses. Parking areas will also comply with the dimensions for driveway access for emergency vehicles.

This plan enhances circulation next to the adjacent residential uses by eliminating the commercial traffic on those streets. As further support, the circulation plan efficiently organizes the residential and commercial traffic and distributes traffic effectively and away from the residences to the north,



which has an overall benefit on surrounding streets by metering traffic reasonably. This proposal enhances fire access and fire code standards by creating drives that access all sides of the development. In general, multiple circulation points are customized as necessary for an urban style project to function.

As indicated on the preliminary plans, parking will be urban style and situated behind the retail buildings and behind the prominent arterial street-facing residential units. On-street parking is preserved as well. Parking counts will exceed the requirements for counts for both residential and commercial uses. Parking areas will also comply with the dimensions for driveway access for emergency vehicles.

**Landscaping and open space** – Landscaping and hardscape will comply with the Cooley Station streetscapes and cross-sections, which are updated for this PAD. The streetscape will soften the feel of the project and implement the urban character along the primary arterial roads, consistent with the vision in the General Plan, land development code, and approved PAD. Internal landscaping and recreational amenities create a high quality lifestyle for the future residents tantamount to luxury housing developments. While details are provided in exhibit 8, some of the proposed open space amenities include the following: 4 outdoor active open space courtyards, 2 resort style pools and spas, roof decks, game areas, outdoor kitchenette/BBQ, fire pit, and other features. Additional indoor amenities are also proposed, such as a large club house, fitness center, we/work space, pet spas, bike maintenance facilities, an upper level club room with kitchenette and deck, among other lifestyle amenities.

**Architectural Massing and Design** – The maximum building height is likely going to be 50-60 feet and 4-stories, which is below the 90-foot base height in both GVC zoning and the Vertical Overlay District. The buildings are broken up into different massings with open space recreational areas that foster creativity in landscape design and opportunities for social interaction and outdoor recreational activities. Residential units will have approximately 15 different floorplans and natural lighting by facing the open space amenities or outward to the surrounding area. Enhanced features are also provided with walk-out decks above the balconies facing the arterial roads.

Regarding architectural design, as represented in the conceptual imagery, the buildings will be designed with upscale architectural features with sophisticated building form that are harmonious with Cooley Station's village center. Exterior elevations will be punctuated with various design materials, details, and colors consistent with recent trends and consistent with the surrounding properties. Ground floor design will be appropriate for the commercial store fronts with glazing, shade, and pedestrian-friendly features. Upper levels will incorporate colors and materials that integrate into a holistic design. For added creativity, artwork, balconies, roof decks, and tasteful lighting accents will contribute to unique sense of place. The overall architectural design will create enhanced visual interest, environmental comfort, and design creativity. Details will be provided in the DRB request.

**Public Utilities and Infrastructure** – The proposed development will comply with all applicable Town of Gilbert regulations and standards regarding right-of-way and infrastructure



improvements. Utilities in the Property's vicinity include Town of Gilbert for water, sewer, police, fire, and waste disposal. The property is in Southwest Gas's service area for natural gas, and in SRP's electric supply service area, and based on a preliminary analysis, there is adequate capacity to service DISTRICT AT COOLEY STATION.

**Phasing and Management** – The Preliminary Site Plan is arranged in 3 phases. Phases 1 and 2 are the residential buildings, and the commercial parcel is designated for a future phase. The public pedestrian paseo will be built in Phase 1 and is on the residential-loft property. The residential parcels will be owned by a single owner like standard multi-family uses. All common open space areas and project areas will be maintained by a professional management entity. Commercial businesses will maintain their premises consistent with property owner and tenant agreements.

## V. Compliance with Streetscape Requirements

**Design Guidelines as modified by the Cooley Station PAD Street Sections** – Over the past 10+ years, immense public infrastructure improvements have been built in Cooley Station. Adjacent to this Property, public roadway improvements right-of-way cross-sections were reviewed previously and approved in the Cooley Station zoning in 2018. Later, right-of-way improvements were built in place along the Property's Williams Field and Recker Road frontages. DISTRICT AT COOLEY STATION will maintain the required streetscapes and enhance them as provided in this application. A summary of the compliance with streetscape requirements are as follows:

### *Williams Field Road and Recker Road – Arterial Streets*

- Maintains approved street section with bike lanes, travel lanes, landscaped median, and landscaped public sidewalks.
- Trees are in place to provide required types for Williams Field Road and Recker Road.
- Streetscape will preserve in place and expand upon landscaping, wide sidewalks, curb, and street dimensions, except as updated per the Town's right-of-way requirements.
- On street parking is proposed on all four sides of the site. The LDC allows public on-street parking to count toward the onsite parking requirements. That is not necessary here because code-compliant parking counts are provided within the confines of the Property.
- Plant selection will comply with the recommended list as approved for Cooley Station and will be maintained per Town guidelines to preserve them in a viable condition.

### *Local-Collector Streets – Verde Drive and Haskell Street*

- Similar guidelines for the arterial streets apply to the Collector and Local Streets, although they are reduced in scale and have more flexibility.
- This proposal has similar cross-sections for every street on the Property's 4 boundaries.
- The guidelines allow some flexibility in tree types, subject to the Cooley Station themes.
- Medians and street lamps are not required but if used should comply with Town Engineering standards if proposed.



## VI. Compliance with is CUP Criteria.

District at Cooley Station, complies with the required findings outlined in Section 6.4.4 of the LDC:

1. The proposed modification will not be detrimental to health, safety, or general welfare of persons living or working in the surrounding area, to abutting property, to the neighborhood, or to the general welfare of the town as a whole.

**Answer:** The proposed development will benefit the public and not be detrimental to the health, safety, and general welfare. Public parking is preserved along the perimeter and a public pedestrian paseo meanders through the site that creates a park-like setting where the code does not require it especially on smaller sites like this. Residents and consumers of local businesses can cut through the site from north to south toward the corner to enjoy the specialty commercial and neighborhood services planned onsite.

2. The proposed modification conforms with the purposes, intent, and policies of the General Plan and any applicable area, neighborhood, or other plan adopted by the Town Council.

**Answer:** The proposed modification conforms to the purposes, intent, and policies of the General Plan that recommends mixed uses, whether horizontal or vertical in the Gateway Growth Area and quality developments with unifying design elements.

This project more effectively implements the General Plan by being the first full wrap around residential loft and horizontal mixed use project with urban frontage along Williams Field Road where such a use was planned.

Like the two projects across the street to the south, commercial uses are proposed at the intersection corner, with residential behind them. Also, the ground floor of the residential buildings facing the arterial streets create a loft and vertical mixed use element that is supported by the General Plan with commercial along a majority of the arterial street frontages. Ground floor residential uses will along the street frontages will also have direct access to the streets and promote a live-work environment given the layout, access, and residential amenities.

The site landscaping, pedestrian connections, and parking screening walls promote walkability and reduction in glare and impacts from the parking field. Landscape material will be consistent and harmonious with the development plan for ALTA GILBERT, thus unifying the various elements on the subject Property.

3. The proposed modification conforms with the conditions, requirements, or standards required by the Zoning Code and any other applicable local, state, or federal requirements.

**Answer:** This request is the only project at this intersection that attempts to implement the vertical zoning overlay and an urban environment with 4 story loft and commercial spaces. This type of use is consistent with the intent of the Cooley Station area.

The project complies with approved zoning and PAD for the Property and will comply with all applicable building codes. All applicable local, state, and federal environmental and building regulations will be followed.



4. The proposed use, as conditioned, would not unreasonably interfere with the use and enjoyment of nearby properties

**Answer:** District at Cooley Station will create enhanced value for Verde at Cooley Station and is compatible with surrounding properties in every direction. This request does not unreasonably affect surrounding properties because the Project site is being developed in accordance with the original intent of the Cooley Station master plan. Project designers were cognizant of surrounding properties in the layout of the various project features, access points, and efficient allocation of uses. A buffer is provided to the rear setback as required to the west and also the side setback to the north across from the adjacent residential uses. Because streets are located on all 4 sides of the property, that further mitigates any impact. The LDC allows on street parking to be added to the parking plan, but this proposal complies with parking standards without those extra spaces, which is a benefit to the public.

Conditional Use permits are reviewed individually based on the following features:

### Location

- This 1-4 story proposal is uniquely located at the center of the Cooley Station/Gateway Character Area, Growth Area, and Zoning Vertical Overlay that allows by right a 90-foot, 6 story building height in Section 3.9.4 of the LDC.
- Like the Fry's and Verde projects, proposed are commercial buildings on the corner of the intersection similar to those across the street. The difference here is a 4-story building is located behind the corner, where Fry's Marketplace is a grocery anchor and Verde has 1-story commercial followed by 4-story residential behind its 1-2 story arterial frontage.
- Massing of the proposed buildings was intentionally designed to locate parking spaces behind them. The setback creates a strong presence at the street and enhances the pedestrian experience by allowing bypassers to view into the windows and architectural design of the shops as opposed to a parking lot.

### Design

- *Pedestrian-Friendly* – The corner buildings are one story buildings, but as tall as 2-story. The streetscape is pedestrian scale like the buildings located on the other intersection corners. The 4-story building is also pedestrian friendly because it complies with the pedestrian-friendly Cooley Station streetscape standards. The ins and outs of the architecture and horizontal and vertical articulation break up the exterior plane, creating interest from the pedestrian's perspective behind the tree lined streetscape.
- Streetscape design locates shade and landscaping and quality building design along wide pedestrian paths, and the required existing trees along the arterial streets will be maintained in accordance with the Cooley Station streetscape improvements.
- *Urban Design* – In addition to the above 2 paragraphs, 4-8 stories is a traditional urban design massing for buildings along village centers. Additional urban design features are proposed, such as glazing, shade and undulating form along the arterial streets.





- *Configuration* – The subject Property is smaller at 13 acres and is a traditional urban block shape. But the site is disadvantaged by having a street on each side, which poses increased challenges to development onsite compared to properties that do not have streets on every side. Normal projects have one front, two sides and one rear setback, where this property has two effective fronts on Recker and Williams Field because of the Cooley Center. This project effectively navigates this issue by providing two front elevations on the two arterials and nice elevations on the side and rear with architectural detailing throughout. The project has effective buffers to the north and west that exceed standards to be compatible with the 2-3 story residential uses to the north. These properties have anticipated compliant development within the vertical overlay, and yet this courtesy in design is sensitive to the surrounding uses.
- *Intensity and Density* – Property owners in the area have long awaited this Property to develop consistent with the original intent of the Cooley Station to allow a village-center urban type use. The proposed 4-story height is lower than the maximum allowed 6-story 90 ft. height. Residential Lofts and Multi-family uses are proposed in the Town's first wrap around project with vertical mixed uses along the arterial streets and horizontal mixed uses. Onsite commercial uses are a short walk away across a cross-walk to reach the commercial uses. Project features possess all the elements of an innovated and quality residential and commercial project with resort lifestyle amenities.
- *Neighborhood Trends* – In 2018-2019 general commercial uses were built across the street from this vacant parcel. To the southeast, Fry's Marketplace is a big box, 175,000± square feet 1-story retail-commercial project. Then, Verde at Cooley Station – on the south side of Williams Field was designated Village Center but proposed a PAD for a general commercial use with more than 140,000 SF of commercial space broken up into stand-alone pads. Verde has 7 planned restaurants/commercial/office space, a pedestrian paseo, and 4-story traditional apartments behind it to the south. No residential lofts were planned. In sum, the general commercial demand was satisfied south of Williams Field Road, making the Property prime for a multi-story village center project.
- *Trends in regional commercial uses support this project:* The proposed commercial-residential balance is strategically planned in an area with an abundance of regional commercial projects. Additional commercial demand is not expected to grow exponentially in Cooley Station because there are larger regional malls to the south and north that satisfy the demand of Cooley Station and homes in a 5-10 mile market area. In addition to Verde at Cooley Station and the Fry's Marketplace, Santan marketplace (1,200,000 SF) is 1 mile to the southwest. There are also nearby Wal-Mart and Target (700,000 SF) power centers on the more visible Power Road-202 frontage. Gallery Park (750,000 SF) and Cannon Beach (500,000 SF) are regional commercial-activity centers in phase 1 of construction also near Power Road and the 202. These projects have anchored the commercial demand for the area and have not achieved buildout.
- The Property in this request is smaller than a regional commercial site. At 13 acres and designed as a short urban block with streets on 4 sides, large scale of GC commercial uses



are not supported. This is based on this site’s proximity to the airport 1 mile to the east and other nearby regional commercial centers in the area. The proposed residential use will help meet the commercial demand developing in Verde at Cooley Station. In addition, this project will offer a nice balance of additional retail-commercial businesses considering the type of mixed use project.

In sum, proposed balance of commercial and residential uses are designed appropriately for this site where commercial can be viable on the arterial streets and where ground floor residential uses can provide buffers to surrounding residential uses to the north and west.

## VII. Neighborhood Outreach

This application so far exceeds the minimum requirements for neighborhood outreach. The applicant has personally met with neighboring citizens, and 39 surrounding neighbors signed a petition of support. The applicant for ALTA GILBERT held a neighborhood meeting on April 12, 2022, consistent with Town requirements, which afforded an opportunity for nearby property owners to learn about the proposed development and discuss comments with the applicant. A notice letter was sent to property owners on the notice list that met or exceeded requirements. One nearby neighbor to the north attended the meeting, and she supported the proposal, has anticipated development here, and asked general questions. Her only concern was to avoid lower end fast food drive-thrus, which are not proposed. During the application process, the applicant welcomes additional feedback from the community and will respond to any questions or comments provided.

## VIII. Compliance with General Plan

The proposed development supports the vision and objectives of the General Plan, as follows:

- **Goal CM-1:** Encourage a Balanced Land Use Framework.  
This project is a mixed use development with both commercial and residential elements, which adds a strategically designed mix of land uses in this area. The proposed uses help achieve the balance the General Plan is seeking in the type and scale of uses in a village center.
  - **Policy 1:** Ensure the framework supports a highly livable community through efficient use of land and resources.  
The mixed use multi-family lofts and wrap-around housing type is a smart growth building form and strategy that increases efficiency of housing distribution. Location and thoughtful design of this project makes more efficient use of land. Proximity of commercial uses to residential uses promotes efficiency in access and uses of resources.
  - **Policy 2:** Encourage high quality housing in suitable areas that can accommodate a variety of lifestyles, households, ages, market preferences, and incomes.
  - **Policy 5:** Guide a greater diversity of housing types and densities and retail-commercial centers into growth areas where significant change is foreseeable.



Regarding quality housing, a top tier architectural and design group has been selected to design this project, which incorporates all the elements of high quality housing. The generous list of amenities with indoor and outdoor recreational opportunities and the distinctive architecture are examples of the high quality housing.

Suitability is met by the project's consistency with the residential uses north of Williams Field Road and the village center type of project in terms of the urban form and pedestrian friendly features.

Regarding diversity, proposed is a unique housing type that contributes to the General Plan's desire for a variety of housing types to accommodate a diversity household needs in the Town. Urban style development has been planned and envisioned at the corner of Recker and Williams Field Road for more than a decade.

- **Policy 3:** Support placement of compatible commercial uses and community services that integrate access to daily needs into residential neighborhoods.

This proposal plans residential uses near compatible commercial, retail, office, and live-work uses, which increases residents' access to neighborhood and business services. Compatible neighborhood-friendly commercial uses are located adjacent to urban residential uses that will attract the types of households who seek desirable housing in an urban setting.

Further regarding compatibility, the project transitions from the general commercial uses to the south to the residential uses to the north. The proposed size is smaller than allowed in the vertical zoning overlay and is symmetrical to the zoning patterns east of the intersection.

The corner commercial use is two-story in height, which size and layout are similar to the Fry's shopping center to the southeast and the street-frontage Verde buildings to the south. The remaining residential buildings are compatible with the 2-3 story residential buildings north of Williams Field Road, and the streets provide extra buffers. The scale of the project is compatible with most 1-story commercial buildings along more than half of Verde at Cooley Station to the south, which also has 2-story buildings on Williams Field Road and 4-story residential buildings behind it.

- **Policy 4:** Promote mixed use development within appropriate land use classifications. Proposed is GVC PAD zoning, which is the appropriate land use classification in the zoning vertical overlay. This zoning district allows multi-family, loft, and commercial uses proposed on the site plan with the development type proposed with 1-4 stories and buildings located along the Cooley Station required streetscape. Where maximum 4-stories is proposed, the vertical overlay allows equivalent to 8-story buildings.

- **Policy 6:** Support transitions between sites with distinct changes in types or intensities of land uses.

As noted in this narrative, the proposed residential and commercial use provides transitions to the residential neighborhoods to the north and is compatible with the commercial uses to the south. Streets and landscaped frontages on all four sides provides adequate buffering to surrounding land uses.

- **Goal CM-2:** Focus on Quality Development



- **Policy 7:** Preserve and maintain Gilbert’s attractive appearance, quality development, and sense of place.

District at Cooley Station is designed to instill a sense of place and character that are harmonious with Gilbert’s vision for high-quality housing. This proposal will be designed with architectural features that are high quality and compatible with the Village Center projects to the south. As shown in the Design Review Submittal, use of multiple materials create an elegant and distinctive project.

Site planning components are integrated into a cohesive whole in a concept that promotes activity that will support future commercial growth. The code allows some of the public on-street parking to count toward the site parking requirements, but in this case all parking is onsite, preserving on-street parking for public use. Design character will create an anchor for future growth and will complement the surrounding area and incorporate aesthetically pleasing design elements and amenities.
- **Policy 8:** Proactively improve the public realm to support a pedestrian friendly, high quality and distinctive built environment.

Pedestrian friendly features are integrated into the project. For example a 25,000+ square foot pedestrian paseo leads to the commercial corner bringing potential customers to that site. Wide sidewalks with shade trees are proposed along the streetscapes consistent with the Cooley Station streetscape improvement standards. Pedestrians can access the 4-story building at multiple points along the commercial and non-residential spaces on the ground floor. Also, first floor units likewise have stoops and patios at the street level.

The patio designs, architectural elements, where none of the exterior elevation has a large expanse without vertical and horizontal architectural treatment creates an aesthetically pleasing project from the pedestrian’s perspective.

Bicycle connections will link the project site to the community’s retail and employment areas and Williams Field Road’s bus Route 156. This regional route is one of the only east-west routes that cross Gilbert between Chandler and Mesa (See attached Exhibit 6 - Valley Metro Map, and General Plan Circulation and Transit System Map, General Plan p. 94).
- **Policy 9:** In areas of Town that have a consistent design character, encourage the design of new development to maintain and support the existing character.

Building materials and architectural design provide a consistent design character historically applied to projects in Cooley Station and consistent with the projects across the street to the south. As requested, the Cooley Station brick and traditional style architecture has been added to the project. Included in the architecture are a sophisticated blend of colors, textures, and materials that echo the heritage-look of Cooley Station with a modern twist. For example, both vertical and horizontal architectural treatment create variety and distinction across the exterior elevations. Undulation and variation in the rooflines, trim, metal accents, and color selection provide a balanced modern flavor to the heritage look of the Cooley Station area.
- **Policy 12:** Reduce consumption of water through the landscape plan.



The landscape plan will meet or exceed Town Standards for streetscape themes on the perimeter and open space amenities on the interior. The plant species proposed adhere to the Town’s recommendations and the Arizona Department of Water Resources, “Low Water Use Plant List” to incorporate native and hybrid arid region vegetation into the landscape. All the landscape material will be watered on an automatic drip irrigation system, which latest technology helps control and reduce waste.

- **Policy 32:** Design roadways to safely and efficiently accommodate multiple modes of travel while creating attractive corridors.
- **Policy 14:** Connect neighborhoods, retail and employment areas with a system of pedestrian and bicycle routes and trails. See above response to Policy 8.

The street cross-section is a complete street with vehicular, pedestrian, bus, and bicycle travel options. Pedestrian paths are separated from the street by landscaping and lighting. On-street parking is proposed, which helps activate the street. Bike storage and maintenance facilities are proposed in the amenity package.

- **Goal CM-3:** Foster Vibrant Gathering Spaces

**Policy 15:** Promote a variety of well-designed and maintained public and private parks and open spaces that will encourage and support community interaction and recreational activity for all ages.

DISTRICT AT COOLEY STATION provides all the amenities of a quality resort-lifestyle community. It has four major active open space areas and a list of indoor clubhouse-style amenities to foster social interaction and gathering spaces.

- **Goal CM-4:** Promote Our Neighborhoods

**Policy 16:** Recognize, sustain, and promote the quality and character of existing residential neighborhoods as they mature, and as new development occurs nearby.

The design of DISTRICT AT COOLEY STATION recognizes and sustains the quality character of the Cooley Station neighborhoods by incorporating harmonious landscaping, architectural details and materials into the project. Because this project is resort quality, this investment will promote the quality and value of the surrounding area. The existing improvements to the right-of-way and streetscape will be preserved and enhanced with the development of the Property.

- **Goal CM-5:** Provide Diverse, High Quality Housing

Proposed is the first luxury wrap-around housing of its kind in the Cooley Station area and one of the first in the Town of Gilbert. The urban style of housing complies with the intent to provide for housing needs of diverse households and the Town’s growing workforce.

- **Goal OP-5:** Protect our natural environment. See also page 5 of General Plan that notes the desire to seek a framework to propose fiscally and environmentally sustainable growth in the future. Sustainable and energy efficient practices will be incorporated into the proposed development. The multi-family housing type is a smart growth building form that increases efficiency of housing distribution and reduces the development footprint and carbon footprint. Kaplan has proposed distinctive characteristics that indicate its



commitment to the environment. Details regarding sustainable practices other than shown above are detailed in the rezoning application.

- **Goal OP-1:** Encourage Job Growth:

Targeting Gilbert's business growth goals, the proposed multi-family housing will address statements in the Town Council's previous discussions on attracting employment uses in the Town. Presentations regarding economic development and Gilbert's demographic trends noted that additional diverse housing types are a critical part of attracting employers and entrepreneurs to locate in Gilbert (February 12, 2021 Gilbert Town Council Retreat; General Plan Goal OP-1 – Job Growth, p. 67).

- **Policy 40:** Develop a skilled workforce that supports and attracts future economic growth. The proposed wrap-around mixed use type of housing with the mixed-use model, proximity to commercial uses will help the Town develop a diverse skilled workforce more than under the Property's current designation. (Policies 40, 42, p. 67).
- **Policy 71:** Growth the Town's fiscal health. The quality nature of DISTRICT AT COOLEY STATION will attract additional households that will support local professional services, and commercial businesses. (Policy 71, p. 67).
- **Policy 63:** Provide public facilities and infrastructure for current and future generations that balance quality and affordability  
Locating a project of this nature adjacent to existing infrastructure will create efficiencies and reduce costs per capita for capital improvements and maintenance of private and public services. The developer will construct the required right-of-way improvements adjacent to the property (OP-4, *Infrastructure*, Policies 63-64).

### Gateway Character Area Compliance

This mixed use development is tailored to serve the urban center of Cooley Station and is compatible with the Gateway Character Area policies that are encouraged in the General Plan. The Property is located in the heart of the Gateway Character Area, also known as Cooley Station – see the attached Exhibit 8 (General Plan, p. 41). Like the Growth Area, the Gateway Character Area goals and policies go hand-in-hand with the directive to promote mixed uses and quality developments that are harmonious with the urban character of the Village Center. This area contemplates the development of a pedestrian friendly center, with commercial and residential uses at the village core. Many times, residential uses are specified in the character area plan as an anticipated use at the project location:

Exhibit 6 includes a detailed list of the project attributes that address the additional District at Cooley Station Village Center policies.

## IX. Conclusion

This proposed mixed use urban style development provides the missing piece in the heart of the Gateway Character Area and Cooley Station. As envisioned in the General Plan and Zoning Code, DISTRICT AT COOLEY STATION development offers a mix of commercial and residential uses on the same site plan that will support and interact with the adjacent commercial uses south of



Williams Field Road. Buildings will make an impactful architectural statement appropriate to this neighborhood create an active street scene. Public access to the project via a paseo leading to the corner commercial is an enhanced element. The proposed development will integrate all the elements of a distinctive project that will enhance the area and create a viable and sustainable place in which to live.



## CUP Exhibits

*Exhibit 1 – Site Aerial*



*Existing and Surrounding Land Uses and Designations Table*

Direction	General Plan	Existing Zoning	Existing Use
Site	GC	GC	Vacant
North	R<14-25, R<8-14	MF/M, SF-D	Haskell St., multi-family residential
South	VC, GO	GVC, GBC	Williams Field Road, retail, office (under construction)
East	VC	GVC	Recker Road, vacant
SE	GC	GC	Retail/Commercial
West	R<14-25	MF/M	Verde Dr., Multi-family residential

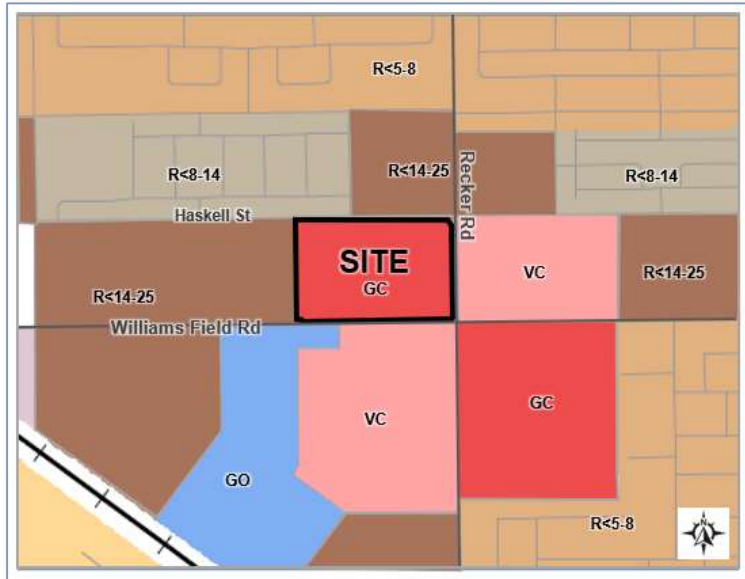




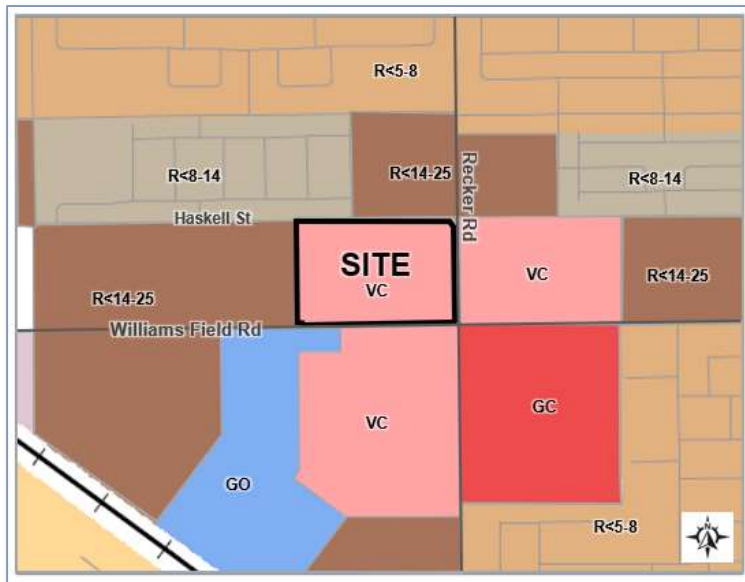
# CUP Exhibits

## Exhibit 2 – General Plan Land Use Maps (Concurrent Application)

### Existing



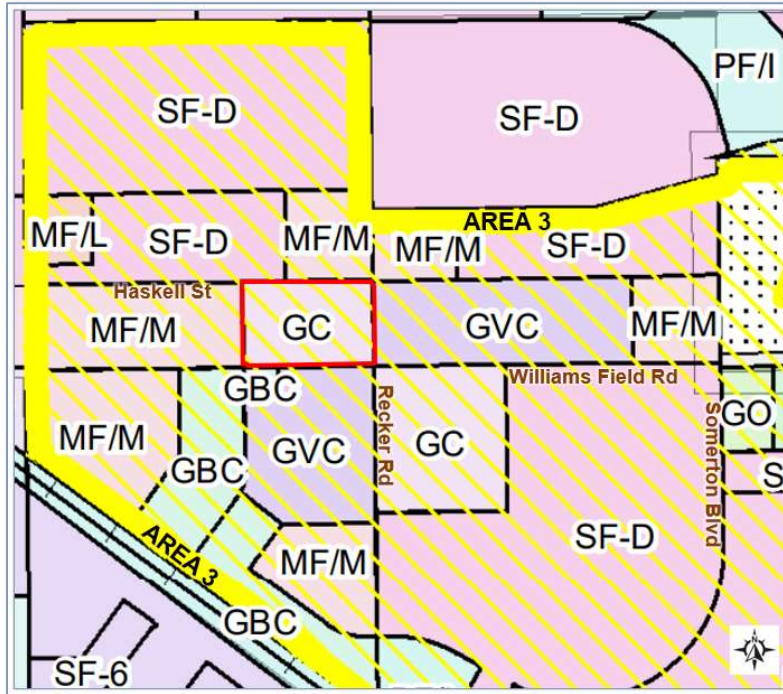
### Proposed



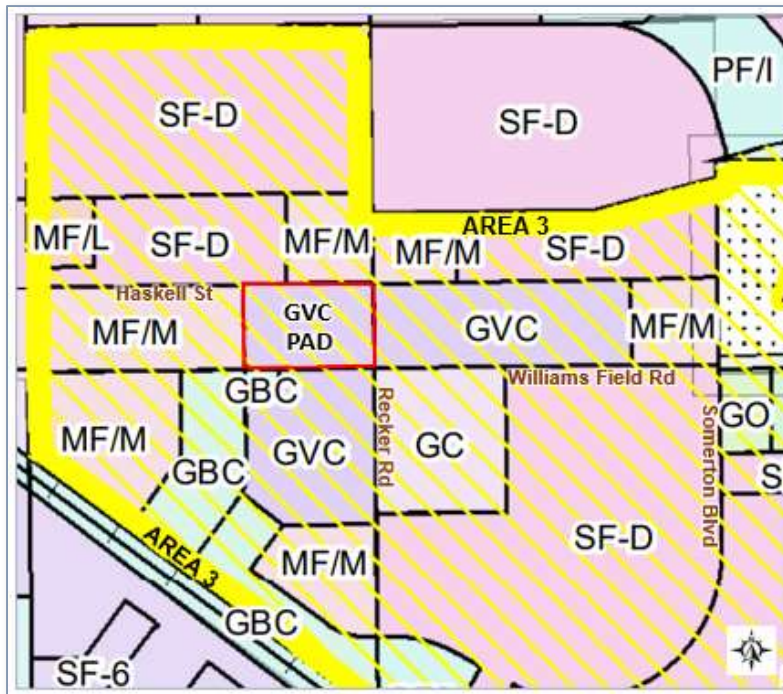


# CUP Exhibits

*Exhibit 3 – Zoning Maps  
(Concurrent application)  
Exiting*



*Proposed*





## CUP Exhibits

### Exhibit 4 – Valley Metro Bus Routes

Williams Field Road Bus Route 156 is one of the only 2 complete east-west Routes in Gilbert and extends from Chandler to the Airport



Source: Valleymetro.org



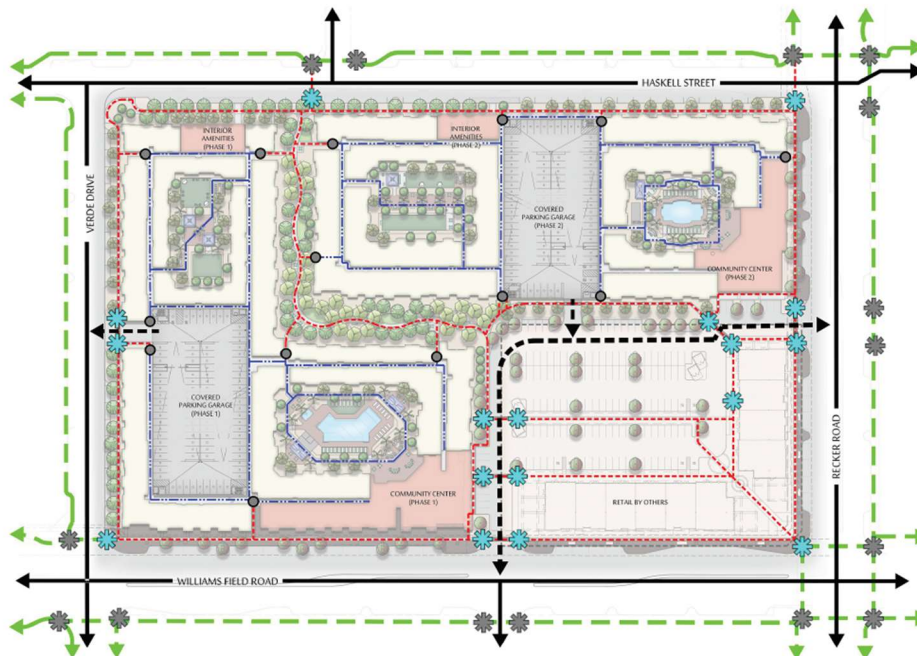
### 1. Introduction

This project description and guidelines exhibit supplement the Zoning/PAD for DISTRICT AT COOLEY STATION. The submitted character imagery, policies in this PAD, and these guidelines demonstrate how the requested zoning could be implemented consistent with the area’s themes and character. The intent is to also ensure that all buildings, landscaping, streetscape, and hardscape on the development plan will be consistent with one another. Each business may have its unique feel for artistic and sustainable business purposes, but the overall design should create a holistic development plan. Final plans are required to substantially comply with the character and design themes in these documents. During permitting the throughout life of each phase, other solutions that are consistent with the quality in this PAD and guidelines will also be acceptable. Detailed plans may vary based on progression of development trends if they respect to equivalent type and quality of project colors, materials, and design character in this case, subject to implementing the goals and purposes of the PAD and Town standards.

### 2. Access, Circulation, and Parking

Circulation for the residential portion of DISTRICT AT COOLEY STATION includes vehicular access to internal parking garages at Verde Drive to the west and Haskell Street to the north. The dimensions, location, and layout will comply with traffic engineering and zoning standards. Access for the corner commercial phase will be on Williams Field Road and Recker Road. The Preliminary Circulation Exhibit below illustrates the organization of the vehicular and pedestrian circulation. Black lines indicate vehicular circulation.

Preliminary Circulation Plan



PEDESTRIAN CIRCULATION LEGEND

- EXISTING PUBLIC PEDESTRIAN CIRCULATION
- NEW PUBLIC PEDESTRIAN CIRCULATION
- PRIVATE PEDESTRIAN CIRCULATION
- EXISTING A.D.A. ACCESSIBLE RAMP

- PROPOSED A.D.A. ACCESSIBLE RAMP
- PRIVATE/PUBLIC TRANSITION

VEHICULAR CIRCULATION LEGEND

- EXISTING ROADWAYS
- PROPOSED VEHICULAR ACCESS

Onsite parking facilities shown on the site plan will meet or exceed with standards for parking. On preliminary plans, both the residential and commercial portions exceeds standards, and the retail corner exceeds parking standards. That data does not include the additional public parking provided along Recker Road and Verde Drive that will be provided with this project.

### 3. Pedestrian Circulation

As required by the Code, this site has a pedestrian-friendly environment and enhanced pedestrian circulation compared to traditional developments. This project places pedestrian-scale spaces at high priority with the proposed paseo that runs north-south through the project toward the commercial corner. Street frontages comply with Cooley Station's streetscapes on all 4 sides.

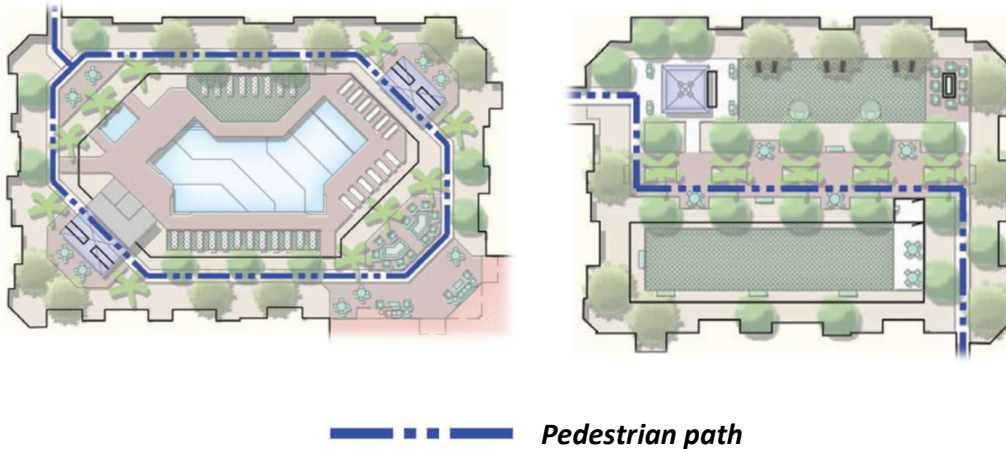
#### *Conceptual Landscape Paseo Plan*



The pedestrian paseo will be designed for not only private, but public use, offering a courtesy amenity for any residents to the north seeking pedestrian or bicycle access to the commercial shops on at the corner. Public sidewalks access the street front spaces. Benches and sitting areas accessorize the paseo, creating opportunities for recreation or outdoor live-work amenities.

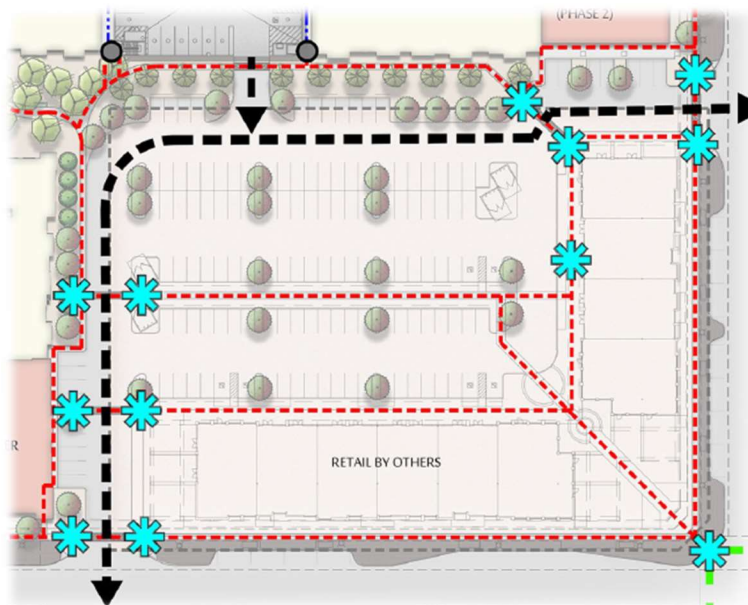
To address pedestrian connectivity, buildings front onto the open space areas to create direct access to the outdoor amenities. Internal hallways and internal amenity areas shield the residents from the weather until they leave the buildings. Along the perimeter, buildings will have direct access to the public sidewalks on all 4 sides of the project.

### *Direct access to open space*



Connectivity is also provided to the commercial uses. Ground level commercial spaces in the loft residential buildings will have no separation to the residential uses facilitating easy access. The corner commercial buildings are only one crosswalk away, which is much less than the typical 1/4 mile to 1/3 mile walkable distance.

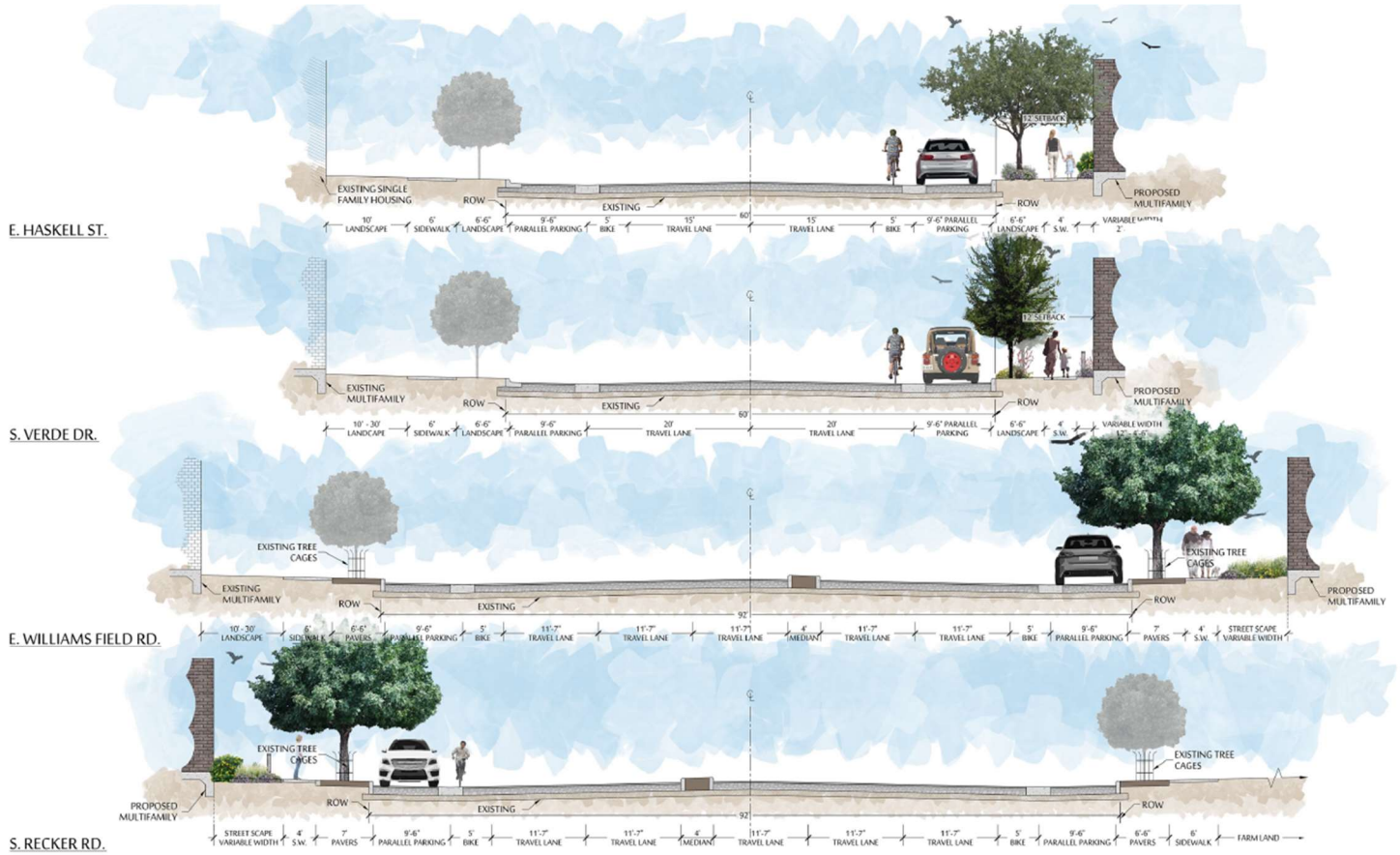
### *Pedestrian Connections to Retail*



As shown above, major pedestrian connections are provided in every direction from the residential buildings, which is enhanced considering the scale of the buildings. Pedestrian paths and connections are minimum 2 in the east-west direction and minimum 2 paths that are north-south, which provide linkages to the commercial buildings. Crossings at vehicular driveways will be denoted with enhanced paving. All phases of the project link to the public sidewalks and bus route.

Cooley Station requires shaded pathways and streetscapes that are urban character. DISTRICT AT COOLEY STATION provides tree lined paths not only on Recker and Williams Field, but on all 4 sides of the project that are designed sensitive to required easements and right-of-way requirements.

### Conceptual Streetscape Typical Plan



## 4. Landscaping and Open Space

DISTRICT AT COOLEY STATION offers a vibrant streetscape that softens the feel along the public streets. The above-mentioned tree-lined sidewalks and streetscape will be consistent with the Cooley Station streetscapes, thus creating a quality aesthetic along the boundaries. Also, the paseo creates a buffer between phases 1 and 2 and will be built with phase 1.

Internal to the project are themed open space areas with more than the usual 1-2 primary amenity.

In this project are 4 open space park amenities and the paseo of equivalent quality to the enlargement plans in this application. A generous amenity list with indoor and outdoor active and passive recreational features exceed typical expectations for multi-family housing. The illustrations on the next page exhibit the typical quality of outdoor open spaces. Each area is programmed with different themes that play to different interests of prospective residents, such as pet friendly spaces, active lifestyle amenities, or more peaceful options. In addition to outdoor amenities are more expensive, conditioned interior spaces with recreational amenities. As requested by staff, each phase offers indoor and outdoor amenities accessible to all residents.

**Conceptual Open Space Amenity Area**



Beside the exhibit below is a list of some of the kinds of amenities proposed in DISTRICT AT COOLEY STATION.

**Sample Open Space Amenity Area**



**Sample Outdoor Amenities**

- ✓ 4 primary amenity areas
- ✓ 2 Resort style pools and spas
- ✓ Lounge seating
- ✓ Shaded outdoor dining
- ✓ Outdoor kitchenette/BBQ
- ✓ Game lawns and turf areas
- ✓ Fire pit
- ✓ Paseo with seating
- ✓ Multiple dog park areas
- ✓ Outdoor kitchen
- ✓ Game areas
- ✓ Roof decks
- ✓ Secure bike storage areas

**Sample Indoor-Misc. Amenities**

- ✓ Fitness Center
- ✓ Conference room
- ✓ We/Work space
- ✓ Clubhouse
- ✓ Pet spas
- ✓ Wi-Fi in Common Areas
- ✓ On-Site Maintenance
- ✓ On-Site Management Team
- ✓ Package Delivery Service
- ✓ Valet trash service
- ✓ 2 bike maintenance facilities
- ✓ Upper level clubroom with kitchenette and deck



The urban style of DISTRICT AT COOLEY STATION is consistent with the surrounding Village Center. The resort lifestyle opportunities will attract residents who will expect a certain level of activity in the surrounding area and proximity to employment and commercial destinations.

## 5. Design Character

The proposed design and character will celebrate the heritage inherent to Gilbert and its Cooley Station area. Its heritage is epitomized by a sense of pride in its traditions and values centering on its recreational amenities, quality neighborhoods, and family-oriented communities. The proposed design themes and character of this PAD will extend this experience into the project design through a combination of landscaping, colors, textures, and building materials consistent with the General Plan and zoning standards.

DISTRICT AT COOLEY STATION has been designed by a nationally recognized design team, which envisions designing a rich design character in the project that provides elements of the traditional design elements while at the same time providing contemporary features that offer a nice, contemporary aesthetic. The community components will be holistically designed and applied to the exterior elevations, signage, open space walls and hardscape, streetscape, landscaping, amenities, and overall design.

Details regarding design will be addressed in the drawings in the Design Review application. The PAD Guidelines indicate the quality of this development and holistic design themes that will evoke a unique sense of place for this unique project. The goal is to allow for separate development of the future commercial parcels and sufficient flexibility to allow for creativity and free expression of the built form, but also provide some guidance to help unify the various landscape and common elements for the mixed-use concept.

For this PAD, the imagery below indicates the kind of architecture on the preliminary plans.

### ***Conceptual Architectural Character***



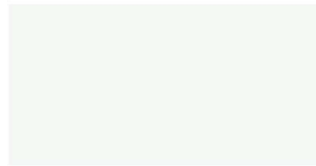


The following themes provide guidance for the site landscaping and design for any development in this PAD:

- Buildings will be designed with massing and architectural arrangements that include both traditional and modern trends in the area.
- Buildings are required to be built to the streetscape level.
- Site amenities will be holistically designed into the project's architectural themes and a pedestrian friendly environment that embraces multi-modes of transit to the various commercial centers and services in the surrounding area.
- Architectural design will include upscale, architectural details features with sophisticated building form. The overall architectural design will provide for enhanced visual interest, environmental comfort, and design creativity.
- Exterior elevations will be designed with a tasteful balance of design materials, details, and colors harmonious with recent trends and the intent to provide a successful and attractive mixed-use development at a key intersection in the Town.
- Preliminary materials will incorporate minimum 5-6 colors/hues, with traditional brick, stone or related accent, glazing, and metal railing-aluminum storefront accents.
- The proposed colors and materials in this request are shown in the submitted board, as depicted below (next page). The color palette exhibits a blend of warm colors with some cooler accent colors, and utilizes generous amount of the rustic brick accent, especially on the corner architectural feature. The brick color is typical for Cooley Station and in appropriate amounts for this vertical type of project. The overall appearance is consistent with the proposed residential use with glazing on the first floor commercial uses.



### **Preliminary Colors and Materials**



Body Color 1 & Doors - BM 2123-70 Ice Mist



Body Color 2 - DE 6206 Desert Suede



Body Color 3 - BM CSP-80 Gothic Arch



Trim - BM CSP-60 City Shadow



Railing - DEA187 Black



Brick Veneer - Summit Face 601TBL Lexington



Stone Veneer - Arriscraft - Arristile - Limestone - Smooth



Accent Color - BM 2102-30 Pueblo Brown



11460 north cave creek road . suite 11  
phoenix . arizona . 85020  
phone 602.285.9200 . fax 602.285.9229

- Landscaping and hardscape themes along the streets and publicly visible areas will be of consistent design throughout the project. This applies to the streetscape themes, paseo, and landscape design of outdoor parking areas.
- Pedestrian connections will link the residential units to the public system, adjacent bus stops, and the many live-work-play opportunities in the area (see Exhibit 6 – Bus Routes).
- Landscaping will facilitate a holistic design and transition between the residential and commercial portions of the overall site.



*Exhibit 6 – Gateway Character Area Map and Compliance*



General Plan, pp. 43

“Develop a Village Center at **Williams Field Road and Recker Road** to include a mix of retail shops, restaurants, offices, hotels, entertainment and residential units, all fostering pedestrian interaction.”  
(General Plan, p. 131)



District at Cooley Station addresses the goals and policies of the General Plan Gateway Character Area, as follows:

Village Center (General Plan, Gateway, pp. 127):

1. Provides a classic look of a mixed-use development because of the use of the red brick heritage look and feel along the exterior elevations of the building. Four stories along a wide pedestrian walkway is also a traditional massing that promotes quality perspective from the pedestrian's angle. Colors and materials of the building offer an enhanced, classic look. The wrap around type of housing product has a traditional, urban center look as has been desired for the Cooley Station village center.
2. Architectural plans provide articulated and interesting building facades with ground floor non-residential space and upper floor residential along the arterial streets where nonresidential uses would be used for the visibility available. Defined corner main entries and varied roof lines offer a more quality look to the classic style. The multiple building materials and different kinds of brick create an elegant and distinctive look that meets the intent of the General Plan.
3. Auto-oriented drive-through facilities are discouraged with the present site design. The type of commercial proposed on the corner compared to those across the street at Verde and Fry's.
4. A Main Street, pedestrian, transit-oriented theme is provided as intended along Williams Field Road and Recker Road. The project provides the street cross-sections that provide for the desired village center look with buildings fronting the streets and activating the public realm with multiple access points into the building along the street.
5. Parking structures are encouraged, and surface parking are recommended to be located to the side of and behind buildings, not in front. These goals are accomplished in the project by screening from view the parking garages and placing the corner commercial buildings at the sidewalk-streetscape as was planned for this part of the Gateway Village Center. Shared parking occurs because residents will be able use their residential parking and then walk to bike to nearby commercial uses.
6. On-street parking is promoted in the General Plan for the Gateway Area and carried out in this development plan, which parking spaces will be open to the public and not counted in the project's parking requirements.
7. A bus pull-out is proposed, and pull-outs for shared parking are possible in the parking structures and surface parking area.
8. Pedestrian-friendly hardscape lines the entire frontage along both Williams Field Road and Recker Road, also the north and west frontages. In the middle of the project, a pedestrian paseo that will be open to the public will connect from the north to south, offering a valuable community asset with landscape amenities along the shaded paths.



9. The residential portion of the project incorporates amenities such as swimming pools, clubhouse, and other recreational facilities. Internal parks provide different kinds of amenities for the residents to enjoy. They form focal points in the architecture and attractive view corridors for upper level housing units.
10. Attractive, urban oriented signage that projects from the building is proposed. Details will be provided during the sign permit, and any required comprehensive sign plan.

Village Center Residential (General Plan, Gateway, pp. 127):

1. This project provides a high quality residential environment in the Village Center and includes lofts, and multi-family urban apartments with luxury living amenities.
- 2, 5. As noted above, on-site amenities are provided, including multiple swimming pools, clubhouse, and other services. Covered, private outdoor spaces are provided for all units, where applicable. Some of the units will have rooftop patios as well.
3. Patios and balconies are part of the project design.
4. Designed into the architecture are visual relief, detail, and horizontal and vertical interest to fulfill the Town's high quality architectural expectations in the Cooley Station Village Center.
6. Parking structures are proposed, which are screened from view to the exterior. Service areas are in the structure for trash collection and compacting.
7. As noted previously, proposed is a safe and attractive open space system. Also proposed are pedestrian/bicycle amenities in the form of pathways, bicycle parking and storage, and bike repair facilities.
8. The proposed density below 50 du/acre as recommended in the General Plan. The development form complies with the intent to provide for urban housing opportunities and building form in the zoning vertical overlay. The amount of commercial space proposed meets the expectations of the Development Agreement that set forth the minimum balance of commercial space for the Cooley Station area.

Open Space and Parks (General Plan, Gateway, p. 128)

1. A variety of facilities are proposed in the open space park areas to meet the required recreational and cultural needs of the project.
2. Public pathways, nodes, and a paseo are provided. Also, commercial uses will provide services that are open to the public. The public paseo is a large amount of public amenity considering the small size of the parcel in question.
3. Safe and attractive pedestrian ways, bike paths, and the existing Cooley Station streetscape improvements are preserved and enhanced with this request.



Transit (General Plan, Gateway, p. 129)

1. The project is design in the transit-oriented format with the traditional 4-story urban project with on-street parking, but pullout, and seating.
2. As noted above, pedestrian connections are provided at multiple points throughout the site. The pedestrian paseo will allow neighbors from the north to access the bus line to the south.
3. Bicycle parking and storage facilities are proposed in the project. The proximity of this project to the many commercial establishments in the area will encourage bicycle travel and reduce dependency on the automobile, taking some cars off the streets.

Williams Field and Recker Road (General Plan, Gateway, p. 130, 135)

1. Along Williams Field Road, a cross-section is proposed that maintains the existing Cooley Station streetscape, with 4-travel lanes, landscaped medians, and bike lanes as designed and already implemented in the Town's transportation network.
2. Min. 15 ft. of sidewalks and paver paths are provided along Williams Field Road and Recker Road, and sidewalks, which have been built and will be maintained consistent with other sidewalks in the area. Existing trees and those approved will be planted between the sidewalk and the street.
3. The Gateway Area Right-of-Way improvement Standards and Streetscape Design Guidelines for Recker Road and Williams Field Road, as updated by Cooley Station PAD cross-sections, will be designed, improved, and maintained in perpetuity alongside this proposal.
4. Street lighting along sidewalks will be maintained. Any required right-of-way improvements to traffic signals, signage, and special paving at key intersections will be provided as necessary.

Village Center (General Plan, Gateway, p. 131)

1. Proposed is a Village Center at Williams field Road and Recker Road that includes a mix of retail shops, restaurants, offices, and residential units, all fostering pedestrian interaction. As noted before, these uses are combined into a single, mixed use site plan. Looking more broadly, this request fits into the mix of uses with residential character north of Williams Field Road and a commercial character on the south side of Williams Field Road.
2. Commercial and non-residential uses are focused on the first floor of the buildings fronting onto Williams Field and Recker Roads.
3. Parking areas are located behind buildings and internal to the parking garages. Retail shops are proposed, not standard drive-throughs.



4. A minimum 0.75 FAR is suggested in the General Plan and approximately 0.1 FAR suggested in the first phase. Not accounting for the phases of the Village Center on the other sides of the intersection, this proposal complies with the minimum 0.75 FAR on this Property with a total, approximately 1.03 FAR proposed.
5. The General Plan promotes the development of mid-rise buildings to accommodate mixed-use development in accordance with the standards of the Vertical Development Overlay Area 3 and limit the height the single-story buildings with arterial frontage to 25% of the streetscape.

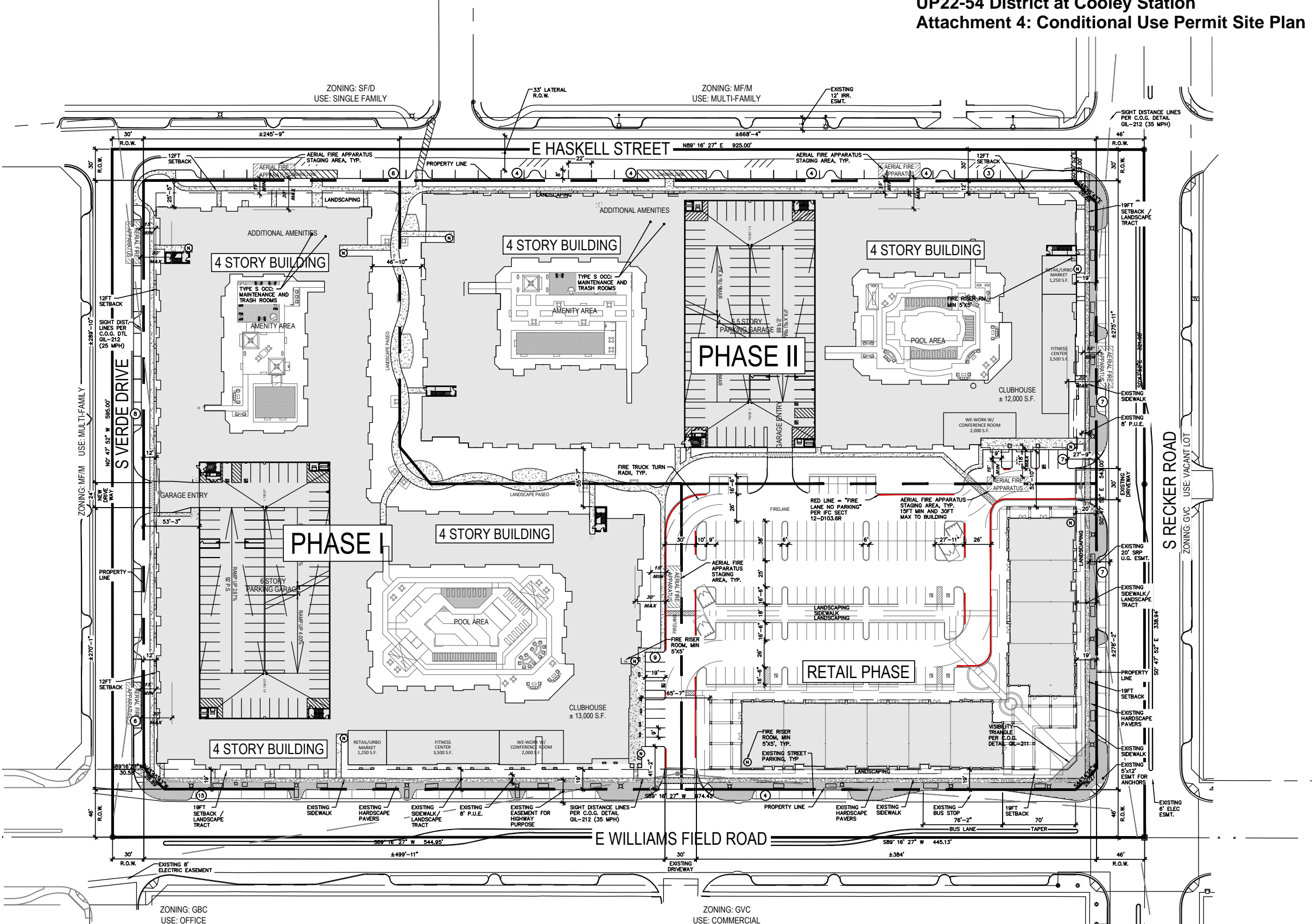
This proposal adheres to the intent of the Vertical Overlay, which stated purpose for this district is to permit mid-rise buildings and to facilitate mixed use residential and commercial projects. The vertical overlay allows mixed use buildings by right at a base maximum building height of 90 feet (comparable to 8-stories). The GVC zoning with a PAD Overlay is requested because it implements the vertical overlay's stated purpose and is a suitable fit for the type of mixed use project.

Like Verde to the south, 1-4 story buildings are proposed along the Williams Field Road Frontage. The Zoning Ordinance has a minimum 15 ft. height limit, and the proposed 28-foot tall buildings on the retail corner are 2-story height that exceed that minimum requirement.

6. As noted previously, pedestrian-oriented design is proposed as noted above under Village Center item 8.
7. On-street parking has been constructed along Williams Field and Recker Roads, which will be maintained and enhanced as approved in this application.



UP22-54 District at Cooley Station  
Attachment 4: Conditional Use Permit Site Plan



**PROJECT DATA**

**OVERALL SITE DATA:**

SITE AREA: ±12.24 NET ACRES / 15.0 GROSS ACRES  
RESIDENTIAL: 11.54 GROSS ACRES  
COMMERCIAL: 3.46 GROSS ACRES

ZONING: GBC  
EXISTING: GVC PAD  
PROPOSED: 304-39-013K

APN NO'S.: 304-39-013K

PROPOSED USE: RETAIL/MULTI-FAMILY

PROPOSED DENSITY: 46.13 DU/GROSS AC (OVERALL)

MAXIMUM BUILDING HEIGHT: TBD  
PROPOSED BUILDING HEIGHT: 50 FEET(4 STORIES).

**RETAIL DATA:**

SITE AREA / LOT COVERAGE: ±2.7 NET ACRES / 12.9%

SHOPS "A": ±15,500 S.F.  
SHOPS "B": ±10,500 S.F.  
TOTAL: ±26,000 S.F.

**PARKING:**

REQUIRED: (1 SPACE PER 250 S.F.)  
PROVIDED: 99 P.S.

ACCESSIBLE PARKING (5 REQUIRED) PROVIDED: 4 / 1 VAN

**MULTI-FAMILY DATA (PHASE 1):**

SITE AREA / LOT COVERAGE: ±5.1 NET ACRES / 60.9%

**TOTAL UNIT MIX:**

ONE BEDROOM UNITS: 167 (52%)  
TWO BEDROOM UNITS: 156 (48%)  
TOTAL: 323 D.U.

UNIT TYPE	GROSS AREA	UNITS	GROSS AREA
UNIT A1	1 BED/1 BA 655 S.F.	34	22,270 S.F.
UNIT A1 RD	1 BED/1 BA 742 S.F.	3	2,226 S.F.
UNIT A2	1 BED/1 BA 730 S.F.	22	16,060 S.F.
UNIT A2 RD	1 BED/1 BA 826 S.F.	2	1,652 S.F.
UNIT A3	1 BED/1 BA 784 S.F.	27	21,168 S.F.
UNIT A3 RD	1 BED/1 BA 913 S.F.	3	2,739 S.F.
UNIT A4	1 BED/1 BA 866 S.F.	21	18,186 S.F.
UNIT A4 RD	1 BED/1 BA 989 S.F.	2	1,978 S.F.
UNIT A5	1 BED/1 BA 755 S.F.	21	15,855 S.F.
UNIT A6	1 BED/1 BA 766 S.F.	12	9,192 S.F.
UNIT A7	1 BED/1 BA 973 S.F.	20	19,460 S.F.
UNIT B1	2 BED/2 BA 1,111 S.F.	53	58,883 S.F.
UNIT B1 RD	2 BED/2 BA 1,174 S.F.	3	3,522 S.F.
UNIT B2	2 BED/2 BA 1,173 S.F.	26	30,498 S.F.
UNIT B2 RD	2 BED/2 BA 1,215 S.F.	2	2,430 S.F.
UNIT B3	2 BED/2 BA 1,103 S.F.	44	48,532 S.F.
UNIT B4	2 BED/2 BA 1,221 S.F.	13	15,873 S.F.
UNIT B4 RD	2 BED/2 BA 1,394 S.F.	5	6,970 S.F.
UNIT B5	2 BED/2 BA 1,131 S.F.	10	11,310 S.F.
TOTAL:		323 D.U.	308,804 S.F.
AVG. S.F.			956 S.F.

**TOTAL PARKING:**

PROVIDED: GARAGE PARKING 572 P.S.  
OPEN PARKING 9 P.S.  
TOTAL PROVIDED: 581 P.S.

REQUIRED: 1.8 SPACE PER UNIT

ONE BEDROOM (1 SP PER UNIT): (167 UNITS x 1) = 167 P.S.  
TWO BEDROOM (2 SP PER UNIT): (156 UNITS x 2) = 312 P.S.  
GUEST (0.25 SP PER UNIT): (323 UNITS x 0.25) = 81 P.S.  
TOTAL PROVIDED: 560 P.S.

**ACCESSIBLE PARKING (2% REQUIRED=12)** PROVIDED: 10 / 2 VAN

**MULTI-FAMILY DATA: PHASE 2**

SITE AREA: ±4.4 NET ACRES  
LOT COVERAGE: 62.2%

**TOTAL UNIT MIX: PHASE 2**

ONE BEDROOM UNITS: 163 (56%)  
TWO BEDROOM UNITS: 126 (44%)  
TOTAL: 289 D.U.

UNIT TYPE	GROSS AREA	UNITS	GROSS AREA
UNIT A1	1 BED/1 BA 655 S.F.	25	16,375 S.F.
UNIT A1 RD	1 BED/1 BA 742 S.F.	3	2,226 S.F.
UNIT A2	1 BED/1 BA 730 S.F.	16	11,680 S.F.
UNIT A2 RD	1 BED/1 BA 826 S.F.	1	826 S.F.
UNIT A3	1 BED/1 BA 784 S.F.	15	11,760 S.F.
UNIT A3 RD	1 BED/1 BA 913 S.F.	5	4,565 S.F.
UNIT A4	1 BED/1 BA 866 S.F.	23	19,918 S.F.
UNIT A4 RD	1 BED/1 BA 989 S.F.	1	989 S.F.
UNIT A5	1 BED/1 BA 755 S.F.	52	39,260 S.F.
UNIT A6	1 BED/1 BA 766 S.F.	22	16,852 S.F.
UNIT A7	1 BED/1 BA 973 S.F.	0	0 S.F.
UNIT B1	2 BED/2 BA 1,111 S.F.	59	65,549 S.F.
UNIT B1 RD	2 BED/2 BA 1,174 S.F.	4	4,696 S.F.
UNIT B2	2 BED/2 BA 1,173 S.F.	39	45,747 S.F.
UNIT B2 RD	2 BED/2 BA 1,215 S.F.	2	2,430 S.F.
UNIT B3	2 BED/2 BA 1,103 S.F.	0	0 S.F.
UNIT B4	2 BED/2 BA 1,221 S.F.	10	12,210 S.F.
UNIT B4 RD	2 BED/2 BA 1,394 S.F.	4	5,576 S.F.
UNIT B5	2 BED/2 BA 1,131 S.F.	8	9,048 S.F.
TOTAL:		289 D.U.	269,707 S.F.
AVG. S.F.			933 S.F.

**TOTAL PARKING:**

PROVIDED: GARAGE PARKING 513 P.S.  
OPEN PARKING 7 P.S.  
TOTAL PROVIDED: 520 P.S.

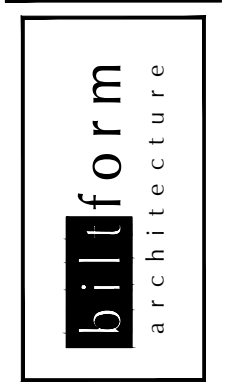
REQUIRED: 1.8 SPACE PER UNIT

ONE BEDROOM (1 SP PER UNIT): (163 UNITS x 1) = 163 P.S.  
TWO BEDROOM (2 SP PER UNIT): (126 UNITS x 2) = 252 P.S.  
GUEST (0.25 SP PER UNIT): (291 UNITS x 0.25) = 73 P.S.  
TOTAL PROVIDED: 488 P.S.

**ACCESSIBLE PARKING (2% REQUIRED=10)** PROVIDED: 8 / 2 VAN

**STREET PARKING:**

EXISTING (WILLIAMS FIELD AND RECKER): 14 P.S.  
NEW (VERDE AND HASKELL): 38 P.S.  
TOTAL PROVIDED: 50 P.S.



biltform architecture group, inc.  
11460 north cave creek road, suite 11  
phoenix, arizona 85020  
Phone 602.285.9200 Fax 602.285.9229

PRELIMINARY  
NOT FOR  
CONSTRUCTION

EXPIRES 9/30/25

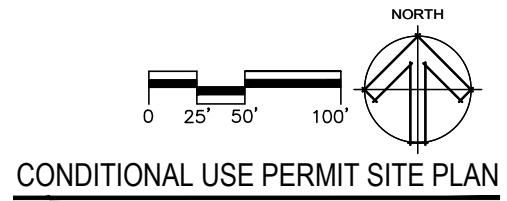
**DISTRICT at COOLEY STATION**  
MIXED USE DEVELOPMENT  
3800 EAST WILLIAMS FIELD ROAD  
**KAPLAN ACQUISITIONS, LLC**  
7150 E. CAMELBACK ROAD, SUITE 444 SCOTTSDALE, AZ 85251

REVISIONS:

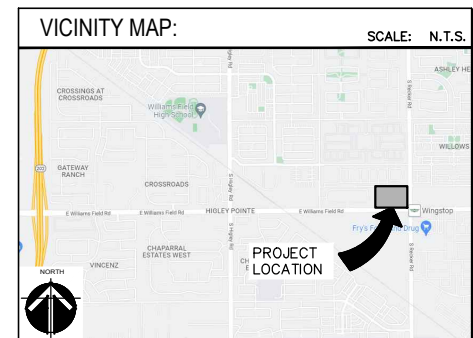
JOB NO: 21-053  
DATE: JULY 10, 2022  
SCALE: 1" = 100'  
SHEET NO:

**EXHIBIT 6**

© BILTFORM ARCHITECTURE GROUP, INC.



CONDITIONAL USE PERMIT SITE PLAN



© BILTFORM ARCHITECTURE GROUP, INC.

Vice-Chair Mundt asked if the garages are in lieu of the commercial, or if it is on the rear sides in areas where there is commercial. Planner Keith Neman responded that the garages would remain regardless. Vice-Chair Mundt agreed that the elevations are monotonous. The colors match the area. He encouraged the applicant to heed the advice of staff, as they have put a lot of work into the vision of this area. Planner Keith Neman noted that the commercial and office could include services like medical offices.

- 3. GP22-14: District at Cooley Station: Request for Minor General Plan Amendment to change the land use classification of approximately 13.26 acres generally located at the northwest corner of Williams Field Road and Recker Road from General Commercial (GC) to Village Center (VC) Land Use Classification.**

**Z22-14: District at Cooley Station: Request to rezone approximately 13.26 acres generally located at the northwest corner of Williams Field Road and Recker Road from General Commercial (GC) to Gateway Village Center (VC) with a Planned Area Development (PAD) overlay.**

**UP22-54 District at Cooley Station: Request to approve a Conditional Use Permit for approximately 13.26 acres located at the northwest corner of Williams Field Road and Recker Road to allow residential on the ground floor on the site pending rezoning to Gateway Village Center (GVC) zoning district with a Planned Area Development (PAD) overlay. Keith Newman (480) 503-6812.**

Planner Keith Newman stated that the site is currently zoned General Commercial (GC) and there are two requests to create ground-floor residential: a general plan amendment and proposed PAD rezone and deviations. The site is 10.58 net acres. The site consists predominately of multi-family residential. There are three four-story buildings, with 612 total units, at 30 dwelling units per acre. Village Center (VC) allows for 50 dwelling units per acre. There are two main site accesses: one off of Wrecker Road and one off of Williams Field Road. Each building has a pool and open space amenities. The applicant is requesting deviations for the building transparency percentage.

#### **COMMISSION QUESTIONS/COMMENTS**

Commissioner Blaser asked if there will be access into the residential units from the street along the roads where they are looking for a reduction of glass and doors. Planner Keith Newman responded that the ground floor of the two residential buildings have clubhouse spaces and the potential for a grocery store. There will be entrances to the public sidewalk along the frontages of Williams Field and Wrecker for the residential buildings. Commissioner Blaser stated that, with so much frontage being clubhouse, they should probably be able to meet the glass requirement. For the residential units, the function must drive the design. Commissioner Blaser stated that he likes the project and that there is a return to the original intent of the building.

Commissioner Johnson asked how many total residential units there are and what the distribution of bedroom types is. Planner Keith Newman responded that there are 612 residential units, with one-, two-, and three-bedroom units. Commissioner Johnson asked if there would be any impact on schools in relation to capacity. Planner Keith Newman responded that staff reached out to the school district and there was no feedback.

Commissioner Davis asked if the amount of glass where the deviation is requested applies to the retail. Planner Keith Newman responded affirmatively. Commissioner Davis stated that she can see the glass being reduced and that the buildings shouldn't turn their backs to the street.

Commissioner Bianchi stated that this is a substantial proposal. He would want to see a case made for why more multi family is of benefit to the Town with over the loss of the general commercial which could potentially serve the area that is already dominated by higher density around it. It would be a loss of general commercial in a key area.

Commissioner Johnson stated that he agrees with Commissioner Bianchi on the amount of units going in as opposed to commercial.

Vice-Chair Mundt stated that the proposal states that windows have to be 0' to 8', but 0' would be no windows. The code should perhaps be reviewed to this effect. He would like to understand the business case for the density and loss of general commercial. He would like to understand why they need less glass.

#### **4. DISCUSSION OF REGULAR MEETING AGENDA**

Item 8 DR-22-61 The Gilmore was moved from the Consent Agenda to the Non-Consent Agenda. Item 11 DR22-40 Gravity Energy & PAD B, Item 16 DR22-64 BBQ Island, and Item 20 UP22-48 Dogtopia were moved from the Non-Consent Agenda to the Consent Agenda. Item 13 S22-02 Arboreta Estates, Item 18 GP22-12 Aldi, and Item 19 Z22-11 Aldi were continued to December 7, 2022.

#### **ADJOURN STUDY SESSION**

Vice-Chair Noah Mundt adjourned the Study Session at 5:53 p.m.

#### **CALL TO ORDER OF REGULAR MEETING**

Vice-Chair Noah Mundt called the November 2, 2022, Regular Meeting of the Planning Commission to order at 6:05 p.m.

#### **PLEDGE OF ALLEGIANCE**

Vice-Chair Noah Mundt led the Pledge of Allegiance.

#### **ROLL CALL**

Planning Manager Eva Cutro called roll and determined that a quorum was present.

#### **5. APPROVAL OF AGENDA**

Vice-Chair Noah Mundt called for a motion to approve the agenda.

**MOTION:** On a motion made by Commissioner Bianchi and seconded by Commissioner Johnson, it was moved to approve the agenda, as amended. **Motion passed 7-0.**

#### **COMMUNICATIONS**

#### **6. COMMUNICATIONS FROM CITIZENS**

At this time, members of the public may comment on matters within the Town's jurisdiction but not on the agenda. Therefore, the Commission's response is limited to responding to