



4

Planning Commission Study Session

TO: PLANNING COMMISSION

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MEETING DATE: MAY 3, 2023

SUBJECT: Z23-05 TRAX AT COOLEY STATION

STRATEGIC INITIATIVE: Community Livability

To allow for a Rezoning to accommodate a medium density multi-family development within the mixed-use area of Cooley Station.

REQUEST

Z23-05 TRAX AT COOLEY STATION: Request to amend Ordinance No's 1900 & 2179 to amend the development plan and add new deviations to increase permitted building heights and reduce building and landscape setbacks on Parcel 4 within the Cooley Station-Residential, Office and Shopping Center Planned Area Development (PAD) for approximately 25.12 acres of Multi-Family/Medium (MF/M) zoning district generally located at the southeast corner of Williams Field Rd. and Wade Dr.

RECOMMENDED MOTION

No motion requested, input only

APPLICANT/OWNER

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BACKGROUND/DISCUSSION

History

Date	Description
<i>December 14, 2004</i>	Town Council approved Cooley Station, GP04-12, a major General Plan Amendment for 700 acres in Resolution No. 2547.
<i>December 19, 2006</i>	Town Council adopted Annexation No. A05-03, Ordinance No. 1878 annexing 738 acres at Recker and Williams Field Roads.
<i>March 6, 2007</i>	Town Council adopted Ordinance No. 1900 in case Z06-74 to rezone approximately 302 acres for the Cooley Station – Residential, Office and Shopping Center PAD.
<i>June 24, 2008</i>	Town Council adopted Ordinance No. 2179 in case Z07-117 approving an amendment to approx. 300 acres in the Cooley Station – Residential, Office and Shopping Center 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>February 15, 2018</i>	Town Council approved Cooley Development Agreement in Resolution No. 3955 redefining the Cooley Station Village Center and respective construction and financial obligations.
<i>January 22, 2019</i>	Town Council approved a first Amendment to the Restated Cooley Development Agreement in Resolution No. 4033 updating exhibits in the agreement.

Overview

The applicant is requesting a PAD amendment on Parcel 4 within the existing Cooley Station-Residential, Office and Shopping Center Planned Area Development (PAD) on 25.12 acres located at the southeast corner of Williams Field Rd. and Wade Dr. zoned Multi-Family/Medium (MF/M) zoning district to amend the

existing development plan and add new deviations for building height and setbacks. Frankel Family Trust proposes to develop the site with a multi-family, 4 and 5 story, 568-unit community with a density of 22.31 DU/Acre.

Surrounding Land Use & Zoning Designations:

	Existing Land Use Classification	Existing Zoning	Existing Use
North	Residential>14-25 DU/Acre	Multi-Family/Medium (MF/M)	Williams Field Rd. then The Crossings at Cooley Station Apartments
South	Utility/Transportation Corridor (U/TC)	Public Facility/Institutional (PF/I)	Union Pacific Railroad
East	General Office (GO)	Gateway Business Center (GBC)	Cooley Station Parcel 20 & 21, Vacant Land
West	General Commercial (GC)	General Commercial (GC)	Potato Barn Commercial Development
Site	Residential>14-25 DU/Acre	Multi-Family/Medium (MF/M)	Vacant Land

Discussion

The subject site is located at the southeast corner of Williams Field Rd. and Wade Dr. next to the Cooley Station Village & Business Center within the Gateway Character Area. The area was annexed into the town in 2006 (A05-03) as part of the larger 738-acre Cooley Station area. Over the years, developers and staff have worked to capture the neo-traditional feel of neighborhoods with the ability to walk to amenities, shops, school, work and the future commuter rail transit center at the village center along the railroad to the southeast. The Gateway Area streetscape guidelines and standards have created a walkable streetscape that embodies a more pedestrian friendly, urban feel that will compliment higher density development for the Village & Business Center and areas round about similar to the subject site. The site is also located in the Mesa Gateway Airport Overlay District (Overflight Area 3) and is in the Gateway Village Center Growth Area in the General Plan.

Over the years, most of the streets and infrastructure have been constructed, and the outside edges of Cooley Station have developed with various residential styles. Residential homes now frame the village center.

PAD Amendment request

The applicant is requesting to amend the existing PAD on parcel 4 which is zoned Multi-Family/Medium (MF/M). The amendment intends to modify the existing development plan and increase the maximum building height/stories of 56 ft./4 stories allowed per the Vertical Development Overlay District (VDOD) on the site to 69 ft./5 stories. Per VDOD Area 3 a bonus maximum up to 84 ft./6 stories is permitted within the MF/M zoning district with the adoption of a Planned Area Development. In addition, the applicant is also requesting to reduce the side building setback along the eastern property boundary from 20 ft. to 10 ft. and the landscape setback along from 15 ft. to 10 ft. for the construction of 2 story carriage units.

The proposed PAD Amendment and new deviations are proposed by the applicant to accommodate the multi-family development, which includes 568 units within 4 and 5 story buildings. The proposed density is 22.31 DU/Acre. The subject site which is located within the Cooley Station-Residential, Office and Shopping Center Planned Area Development (PAD) and just outside the Village Center core has been previously zoned Multi-Family/Medium (MF/M).

The conceptual design shown on the Development Plan consists of approximately 10 total residential buildings ranging from two-story carriage unit structures to four and five-story multi-family buildings. A clubhouse/office building and two large amenity areas and associated pedestrian walkways between buildings will be provided on the site.

Access to the development will be taken from Williams Field Rd. with primary full motion access at the north end of the property and a secondary access at the south end of the site located off Somerton Blvd. which is property currently being purchased by the town for its extension to Wade Dr. on the western site of the site out to Williams Field Rd. The overall open space percentage for the development is approximately 48.78% with open space around the site, between the buildings and within all amenity areas.

PAD Request

The applicant is requesting a set of modified development standards as part of the Planned Area Development (PAD) overlay zoning for the proposed development.

As listed in the table below in **bold** the applicant is requesting deviations to modify building heights allowed within the VDOD Area 3 and building setbacks.

Project Data Table (requested modifications are shown in bold)

Site Development Regulations	Required per Ordinance 1900 & 2179	Proposed MF/M PAD
Minimum Net Land Area Per Unit	1,700 Sq. Ft. (*=25 du/acre)	1,639 Sq. Ft.
Maximum Height (ft.)/Stories	56'/4 stories (allowed per base max. VDOD Area 4)	69'/5 stories
Building Stepback	0'	0'
Minimum Building Setbacks (ft.)		
Front (arterials & collectors)	8'	8' (Williams Field Rd.)
Side (arterials & collectors)	10'	18' (Wade Dr.)
Side (Multi-Family or Non-Residential)	20'	10' (Eastern boundary)
Rear (arterials & collectors)	10'	18' (Somerton Blvd.)
Minimum Perimeter Landscape Area (ft.)		
Front (arterials & collectors)	5'	20'
Side (arterials & collectors)	5'	20'
Side (Multi-Family or Non-Residential)	15'	10' (Eastern boundary)
Rear (arterials & collectors)	8'	18' (Somerton Blvd.)
Private Open Space (sq.ft./unit)	60	60
Common Open Space (Min.)	35% of net site if property is: A) Directly across right of way from village park; and B) Abutting one of the village parks; C) within 1/6 of a mile or 880 ft. of one of the village parks	48.78% of net site

Maximum Building Height, Perimeter Building & Landscape Setbacks:

According to the applicant, bonus height, reduced building and landscape setbacks are appropriate for this site because this project demonstrates a use which supports the Cooley Station Village Center, provides high-quality amenities, and provides desired infrastructure improvements to the Town. The project follows the Table 4.5.6.A Development/Bonus Matrix guidelines by providing a new public street along the southern boundary (Somerton Blvd.) with excellent integration between buildings and the public roads, supporting a transit center-oriented design with access to public bus routes and the future transit center site. The project also provides pedestrian-oriented amenities for residents including integration with the Gateway Business Center (GBC) district east of the site. Additionally, the added building height allows for better orientation, grouping and size of the site open space, making it more usable and attractive to residents. Overall, Trax at Cooley Station yields an urban form which adds to this burgeoning area of the Town.

PUBLIC NOTIFICATION AND INPUT

A virtual neighborhood meeting was held on January 5, 2023. No surrounding property owners or residents attended the meeting, however a reporter from the Gilbert Sun News was in attendance and asked general questions concerning the design, phasing, traffic impacts and timing of the project.

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

1. Proposed development plan
2. Requested deviations

Respectfully submitted,



Keith Newman,
Senior Planner

Attachments and Enclosures:

- 1) Aerial Map
- 2) Applicant's Narrative (11 pages)
- 3) Zoning Exhibit
- 4) Development Plan



Aerial Parcel Map

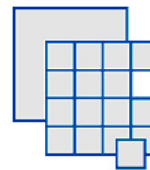


Trax at Cooley Station

SEC Williams Field Road & Wade Drive

PAD Project Narrative

Submitted by:



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On behalf of:
Frankel Family Trust

March 3, 2023

Development Team

Applicant, Legal Representative

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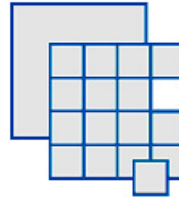
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Contents

I.	Introduction	4
II.	Request	4
III.	Existing Conditions and Compatibility with Surrounding Area	5
IV.	Project Description	6
V.	PAD Rezoning Justification and Description	9
VI.	General Plan Compliance	10
VII.	Gateway Character Area and Cooley Station Compliance	11
VIII.	Conclusion	11

Exhibit List

Figure 1 – Site Aerial

Figure 2 – Existing General Plan Land Use Map

Figure 3 – Existing Zoning Map

Figure 4 – Conceptual Site Plan

Table 1 - Existing and Surrounding Land Uses and Designations

Table 2 – PAD Development Standard Deviations

I. Introduction

Pew & Lake, PLC, on behalf of the Frankel Family Trust, is pleased to submit this narrative for a Planned Area Development (PAD) request applicable to approximately 25.15 gross acres (20.24 net acres) located at the southeast corner of Williams Field Road and Wade Drive in Gilbert (“Subject Property”). The Subject Property is currently identified as parcel number 304-48-017D on the Maricopa County Assessor’s Map.

The 25 gross acre site is currently zoned Multi-Family/Medium (MF/M) and is within the Vertical Development Overlay Zoning District Area 3 (VDOD-3). The existing MF/M zoning district allows a base building height up to 56 feet (4 stories) and VDOD-3 allows a bonus maximum building height up to 84 feet (6 stories), subject to Town Council approval through a PAD overlay.

Thus, we are requesting a PAD Overlay to allow a maximum building height up to 69 feet (5 stories) on the two buildings fronting on Williams Field Road. We are also requesting a single deviation to the minimum side yard building setback for a 10-foot setback on portions of the eastern boundary where 20 feet is required.

Approval of the added height under the VDOD-3 bonus criteria and the singular setback PAD deviation will allow the site to be developed consistent with the current zoning entitlements. If approved, the proposed development will provide for 568 living units with over 48% of the site preserved for high-quality open space and amenities.

We note that as a part of this development, and in accordance with a Development Agreement recently approved by the Town Council on December 13, 2022, the Town of Gilbert is acquiring or has acquired a portion of the gross site acreage along the western and southern borders to extend Somerton Boulevard from Verde Road to Williams Field Road. Installing this new road will reduce the gross and net areas for the residential development to 22.73 and 20.24 acres, respectfully.

II. Request

Our request to the Town of Gilbert is for a Planned Area Development (PAD) overlay to allow 5 stories of building height (69 feet maximum height) under the VDOD-3 bonus criteria. We are also requesting a deviation to the minimum side building setback, requesting a 10-foot setback on a few portions of the eastern boundary where 20 feet is required.

The simple reason for these requests is to allow development of the net acreage in a manner which largely meets the zoning standards and still fits within the framework of the Cooley Station master plan. Developing the site commensurate with the VDOD-3 height allowance and permitting a minor reduction to the side perimeter setback standards, will allow additional open space and amenities to be provided for this site and create an overall better project.

It is important to note that this request will not result in an increase of density above that allowed in the already approved base zoning district and balances the rights of the parties given that the Town of Gilbert acquired a portion of the site to extend Somerton Boulevard.

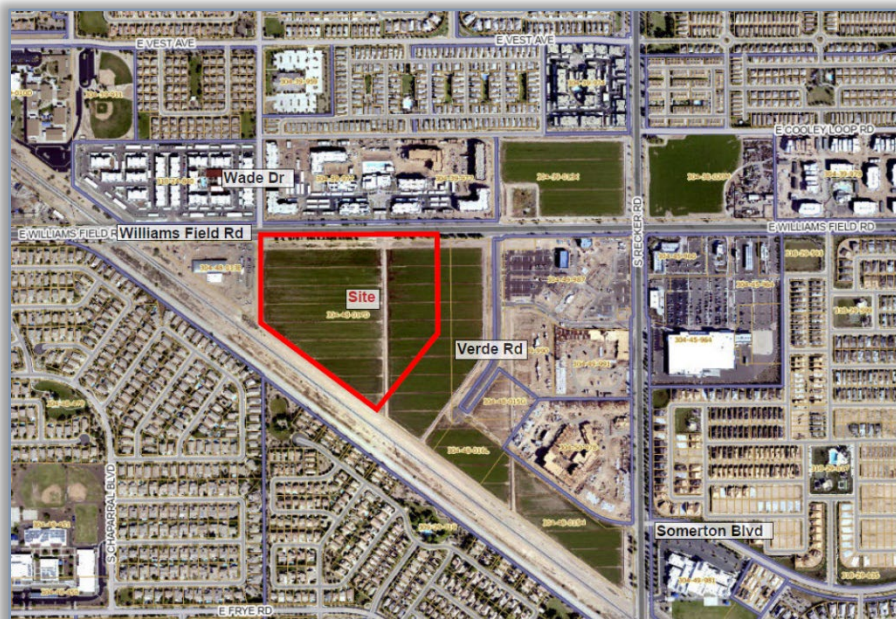
III. Existing Conditions and Compatibility with Surrounding Area

The subject property is currently zoned for multifamily uses and this request is limited to application of the VDOD-3 bonus criteria and a minor setback deviation using the PAD tool. The land is currently vacant with unremarkable topography, having previously been used for farming operations. Table 1 below summarizes the existing land uses and zoning of the subject property and abutting properties. Figure 1, also below, illustrates the site aerial context with the gross acreage outlined in red. The Cooley Station area is encompassed by a dynamic mix of retail, commercial, services, recreational, and residential uses.

Table 1 - Existing and Surrounding Land Uses and Designations

Direction	General Plan	Existing Zoning	Existing Use
Site	R>14-25	MF/M-VDOD-3	Agriculture
North	R>14-25	MF/M-VDOD-3	Crossing at Cooley Station Multi-Family
East	GO	GBC	Proposed Cooley Center Mixed-Use; Verde Drive
South	U/TC	PF/I	Future Somerton Blvd; Union Pacific Railroad
West	GC	GC	Future Somerton Blvd; Vacant land and former Potato Barn building

Figure 1 – Site Aerial



The existing general plan and zoning maps are provided in Figures 2 & 3, respectively, on the next page, with the gross acreage outlined. No changes to these maps are proposed with this request. Please note on the zoning map, the location of the VDOD-3 Overlay is crosshatched in yellow.

Figure 2 – Town of Gilbert General Plan Map

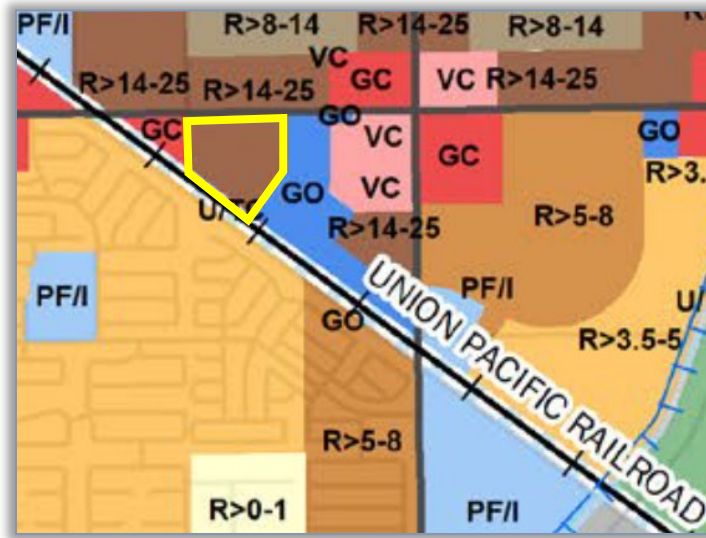
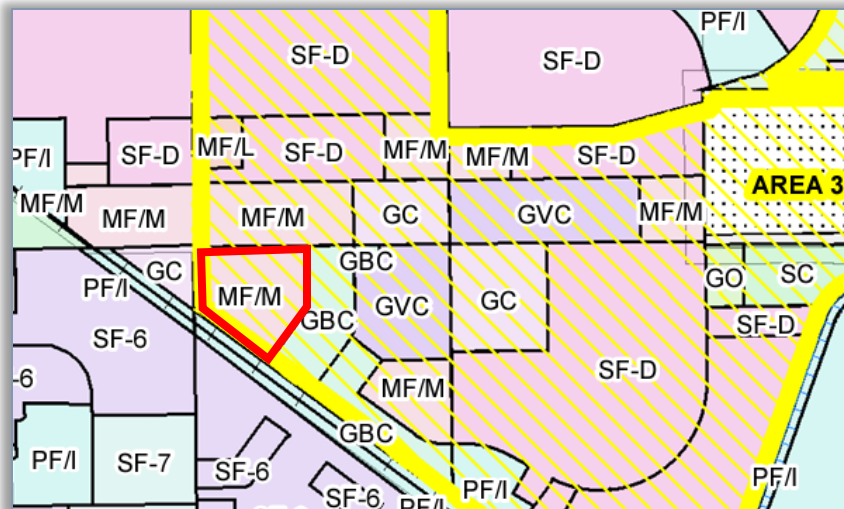


Figure 3 – Town of Gilbert Zoning Map



IV. Project Description

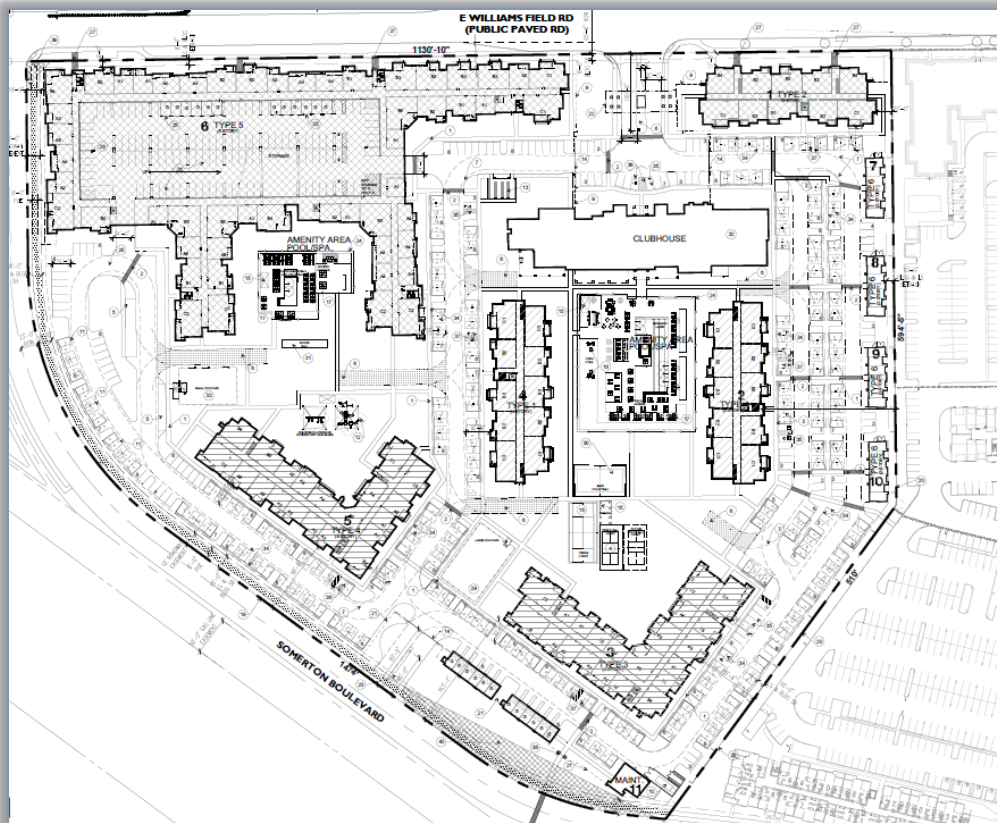
This project contemplates providing for a high-quality multi-family residential development with 568 total units. The overall site is designed with buildings engaging Williams Field Road and two centralized core amenity areas. A primary entrance is provided from Williams Field Road centered onto the large clubhouse building, with internal gated access. An additional resident and emergency access entrance is provided from the future Somerton Boulevard.

Building 6 on the site plan engages the Williams Field and Somerton corner to provide a strong anchor and establish the urban form of Cooley Station. This Building 6 will incorporate an enclosed parking structure which provides convenient parking for residents of the building. The two buildings engaging Williams Field Road are 5 stories and the buildings interior to the site and along the future Somerton Blvd are 4 stories. Enhanced pedestrian

connections are provided from the residential buildings directly to Williams Field with additional connections emphasized on the midline of the east boundary providing access to the retail areas to the east and on the southeast corner of the site providing convenient access to the proposed transit station. The specific design of the buildings will be coordinated during Town of Gilbert Design Review with specific attention to meeting the neo-traditional principles of the Cooley Station area and significant design articulations and details to bring interest to the buildings along Williams Field.

A conceptual site plan for the project is shown in Figure 4 below.

Figure 4 – Conceptual Site Plan



The density of units for the gross site is 22.61 dwelling units per gross acre. After dedication of Somerton Boulevard, the gross density (to ROW centerline) will be 24.9 du/ac, which is within the threshold allowed by the MF/M zoning and General Plan.

The additional building height and reduced eastern perimeter setback will enable the developer and design team the ability to provide increased open space and amenity areas that would shrink in size if the additional height were not granted. Specifically, the open space provided in the MF/M area is 48% whereas 40% is required.

Residential buildings will be designed with massing and architectural arrangements that front onto the arterial public road and the internal open space areas, which will help activate both the street frontages and these unique recreational spaces.

Project amenities are anticipated to include a clubhouse, two pool areas, shaded tot lot, tennis and pickleball courts, a sand volleyball court, a corn hole area, two dog parks, a bocce ball court, bicycle repair areas, and multiple recreational ramadas. The interior clubhouse amenities are anticipated to include a clubroom, cyber lounge, fitness center, pilates studio, basketball court, racquetball court, pickleball court, and rooftop deck.

Access, Circulation and Parking – Pedestrian connectivity is a key component of this project. It has indoor and outdoor pedestrian pathways that connect to the public streets, including to the Williams Field Road bus route on the north and the future contemplated transit station which is southeast of the site. Crossings at vehicular driveways will be denoted with enhanced paving. For the overall circulation and access, vehicular access points on the north and south will provide for efficient and well distributed traffic circulation. Parking design is intuitive with spaces balanced throughout the site. Unlike other apartment projects in Gilbert, residents of Building 6, where the parking garage is enclosed by the luxury apartments, 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 the parking garage. In addition, private garages within the parking garage will be provided. Parking counts will exceed the requirements (1,033 spaces required; 1,093 spaces provided). 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. The streetscape will soften the feel of the project and implement the urban character along the adjacent public 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.

Design Character – Specific architecture for the buildings is currently in the design process and will seek to accomplish the following Cooley Station design principles:

- Buildings will be designed with massing and architectural arrangements that include both traditional and modern trends in the area.
- Buildings will 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.
- Preliminary materials will incorporate various colors/hues, with traditional brick, stone or related accent, glazing, and metal railing-aluminum accents to meet the neo-

traditional design principles of Cooley Station.

- Pedestrian connections will link the residential units to the public system, adjacent bus stops, and the many live-work-play opportunities in the area.

Development Standards & Justification:

Table 2 below lists the requested building height under the VDOD-3 bonus criteria and the minor PAD deviation. Modifications to the base standards are shown in **bold**.

Table 2 – PAD Development Standard Deviations

Development Standard	Gilbert Allowed/Required	Proposed Standard
MF/M-VDOD-3 (Bonus Maximum Building Height/Stories)	84 ft./6	69 ft./5
Minimum Side Building Setback (East side)	20 ft.	10 ft.

Bonus height and reduced setbacks are appropriate for this site because this project demonstrates a use which supports the Cooley Station Village Center, provides high-quality amenities, and provides desired infrastructure improvements to the Town. Additionally, the subject property is well over 200 feet away from the less than 14 DU/Acre residential uses to the southwest.

The project follows the Table 4.5.6.A Development/Bonus Matrix guidelines by providing a new public street with excellent integration between buildings and the public roads, supporting a transit center-oriented design with access to public bus routes and the future transit center site. The project also provides pedestrian-oriented amenities for residents including integration with the GBC district east of the site. Additionally, the added building height allows for better orientation and grouping of the site open space, making it more usable and attractive to residents. Overall, Trax at Cooley Station yields an urban form which adds to this burgeoning area of the Town.

V. PAD Rezoning Justification and Description

This proposal incorporates creativity, flexibility, and consistency with the General Plan objectives and purposes of the Gilbert Land Development Code and Cooley Station streetscape standards. Conceptual plans are provided to guide future development. Actual final plans may vary but must comply with the intent of the PAD and the guidelines herein.

Relative to this request, the proposed application of the PAD satisfies this intent because it yields a product with better-designed and functioning open space and a more unique housing product with greater variety of elevations. The buildings with increased height have direct pedestrian connections to parking, open space and amenity areas, and the public realm. Allowing increased building height, rather than placing more buildings on the site, is simply good site planning and creatively keeps open spaces larger with an appropriate scale and design

VI. General Plan Compliance

The General Plan designations for this project is Residential > 14-25 DU/Acre. No change is proposed to the General Plan designation for this property. Thus, the limited proposal of this request is consistent with the existing General Plan designation. The proposed development will have a positive impact on the surrounding area and on Gilbert as a whole. It will benefit the community by increasing housing options to support Cooley Station businesses and employers. New households at the proposed scale will have a marked benefit to local professional offices, employers, commercial, and retailers by increasing the job base, available consumer spending, and demand for services.

The proposed housing offers a highly demanded lifestyle choice for new residents in the area. The proposed project has internal amenities that will create a healthy lifestyle for these future Gilbert residents.

This PAD request is supported by the following goals and polices of the General Plan:

Policy 3: Support placement of compatible commercial uses and community services that integrate access to daily needs into residential neighborhoods. (Community Goals 5.B)

Answer: This proposal relies on a form-based approach to zoning. Compatibility between various nearby zoning districts is better achieved by aligning the building forms in this area. The proposed height increase will allow this multi-family development to flourish and support commercial and business development in this area of the Town.

Policy 6: Support the provision of appropriate transitions between sites having distinct changes in types or intensities of land uses. (Community Goals 1 & 4)

Answer: The increased building height conforms with the adjacent and nearby GBC & GVC zoning districts which allow by-right height up to 90 feet by reason of their inclusion within the VDOD-3 area (with bonus heights up to 150'). The limited height request in this PAD, to 84 feet or 5 stories, will allow for an appropriate height transition within the VDOD-3 area.

Community Implementation Actions (CM-1): Encourage a Balanced Land Use Framework.

Answer: The proposed residential use is supported by market demand. The Multi-family use category in the Gilbert-Chandler market area has the highest occupancy and highest demand of the various categories, having the lowest vacancy rates of 4.4% and highest absorption of the market areas in the Metro-Phoenix Area (Cushman & Wakefield, Multi-family data, 2022). Data indicates that demand is outpacing the availability of new residential units.

Colliers and CBRE’s 2022 research suggests that the growth in multi-family housing demand is attributable to: (1) the aftermath of pent-up COVID housing demand, (2) the growth in industry and jobs, and (3) the changes in demographic trends and housing preferences. Demographics have changed owing to baby boomers retiring in large numbers, many of them downsizing and millennials that are aging into their professions with higher preferences toward living in multi-family, mixed use developments, nearby work and commercial uses. Demand for housing with high quality amenities such as those proposed at Trax, is causing new residential units to fill up quickly.

VII. Gateway Character Area and Cooley Station Compliance

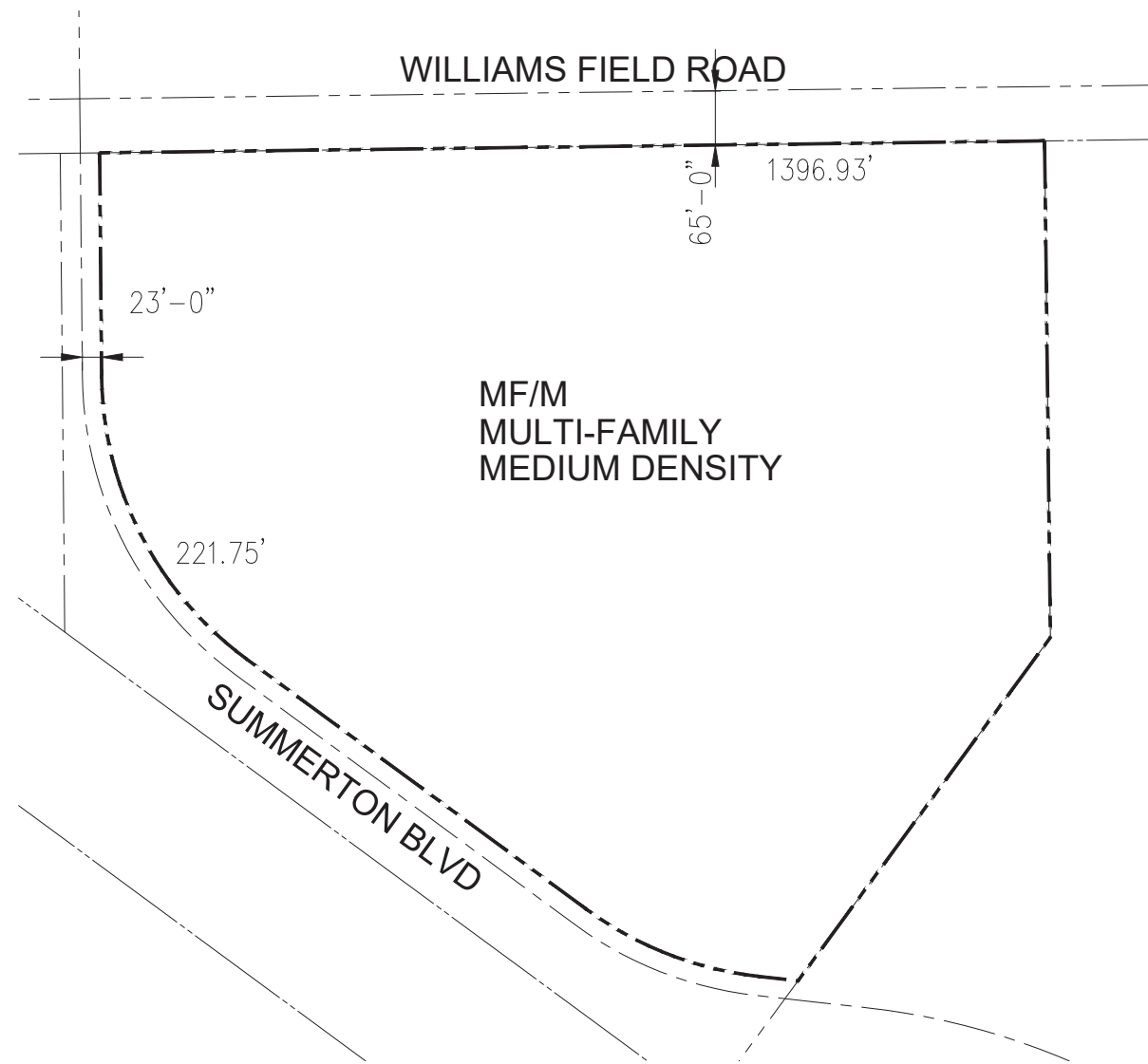
Trax is located in the Gateway Character Area, also known as Cooley Station. Like the above growth area, the Gateway Character Area goals and policies go hand-in-hand with the directive to promote urban style developments and quality uses that are harmonious with the character of the Cooley Station Village Center. To date, the proposed wrap around residential/garage product has not been widely used yet in Gilbert to create a true urban style development. This proposed development will implement the key Character Area objectives on an appropriately located parcel.

Trax addresses the tenets of the General Plan concerning the Gateway Character Area. The purpose of the Gateway Character Area is to encourage development of traditional neighborhoods with a village center. As outlined in the General Plan, the core of the Village center, east of the site, is envisioned for commercial shops and offices. The residential density on this site supports the nearby large scale malls and regional centers.

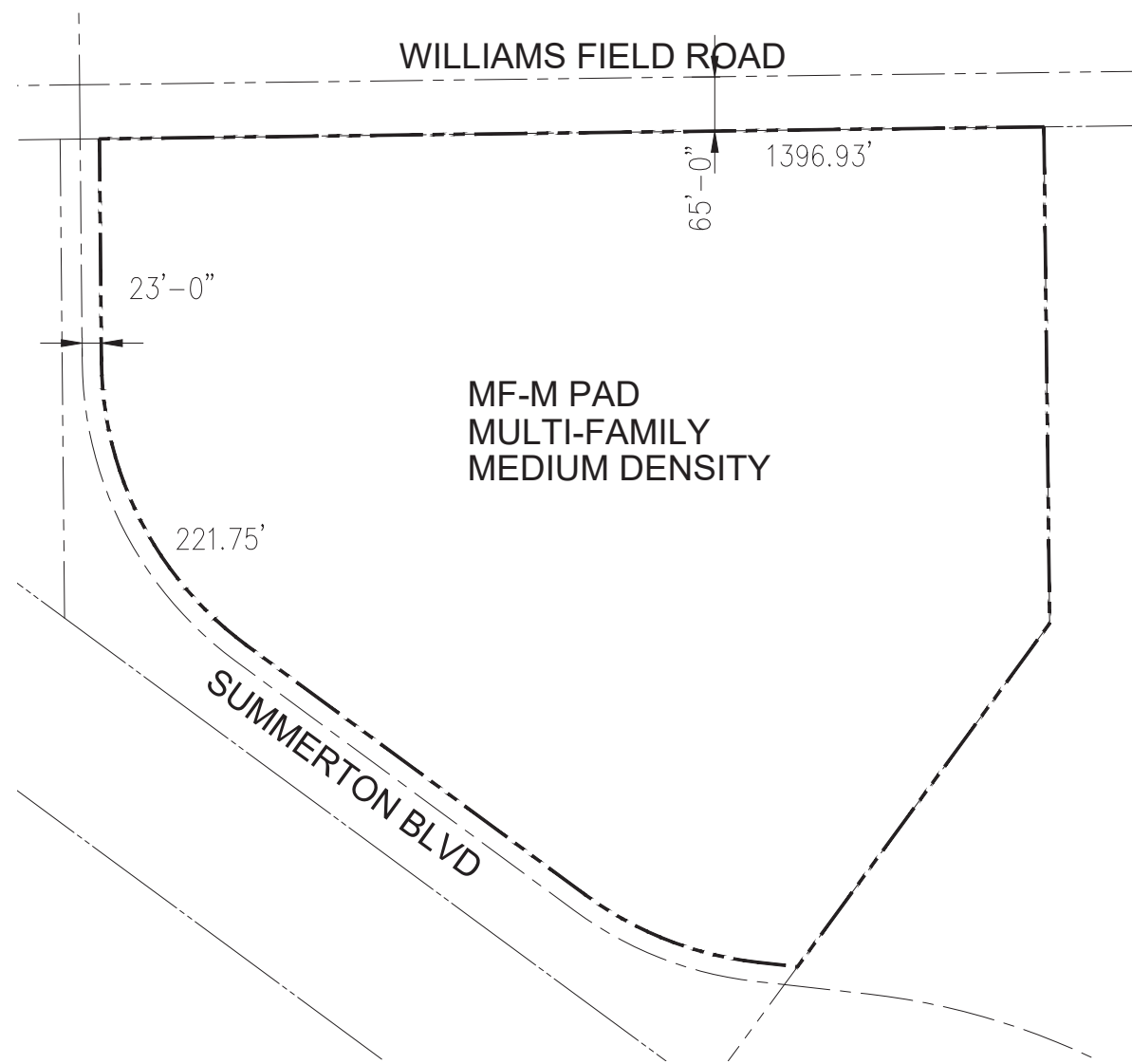
Located near the center of Cooley Station, this proposal furthers the vision for the Gateway Area by promoting pedestrian, bicycle, and transit-oriented design. The project’s pedestrian connections, internal and external pathways, building proximity to the sidewalk, and amenities, encourages pedestrian movement. Residents of Trax at Cooley Station will have direct access to the streets via convenient pedestrian access points, which is a popular feature for residents seeking to work from home and enjoy convenient access to their home and surrounding live-work-play locations. The subject site is strategically located proximate to bus transit that leads to the Phoenix-Mesa Gateway Airport and the ASU Polytechnic campus.

VIII. Conclusion

This proposed urban style development carries out the intent of the Gateway Character Area and Cooley Station. As envisioned in the General Plan and Zoning Code, Trax at Cooley Station creates luxury residential housing that will support and interact with the adjacent commercial uses to the east of the site and within the Town generally. Buildings will make an impactful architectural statement appropriate to this neighborhood and create an active street scene. 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.



EXISTING ZONING DISTRICT
SCALE: 1" = 150'-0"

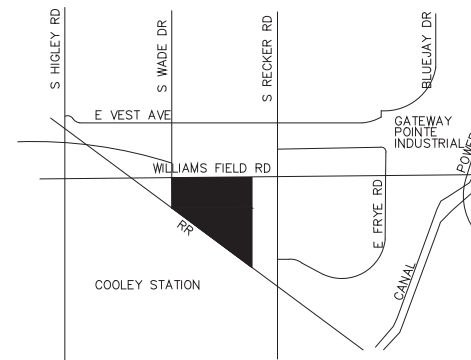


PROPOSED ZONING DISTRICT
SCALE: 1" = 150'-0"

PROPOSED ZONING:
APN 304-48-017D MULTI-FAMILY W/ VERT OVERLAY DISTRICT

PROJECT SUMMARY

	EXISTING ZONING	PROPOSED ZONING	GROSS ACRES
MULTI-FAMILY MEDIUM (MF-M)	MF-M	MF-M PAD	25.12 ACRES



VICINITY MAP



OWNER:
FRANKEL FAMILY TRUST
1800 E DEERE AVE
SANTA ANA, CA 92705

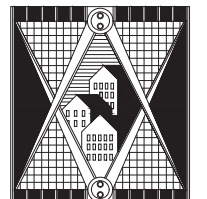
ARCHITECT:
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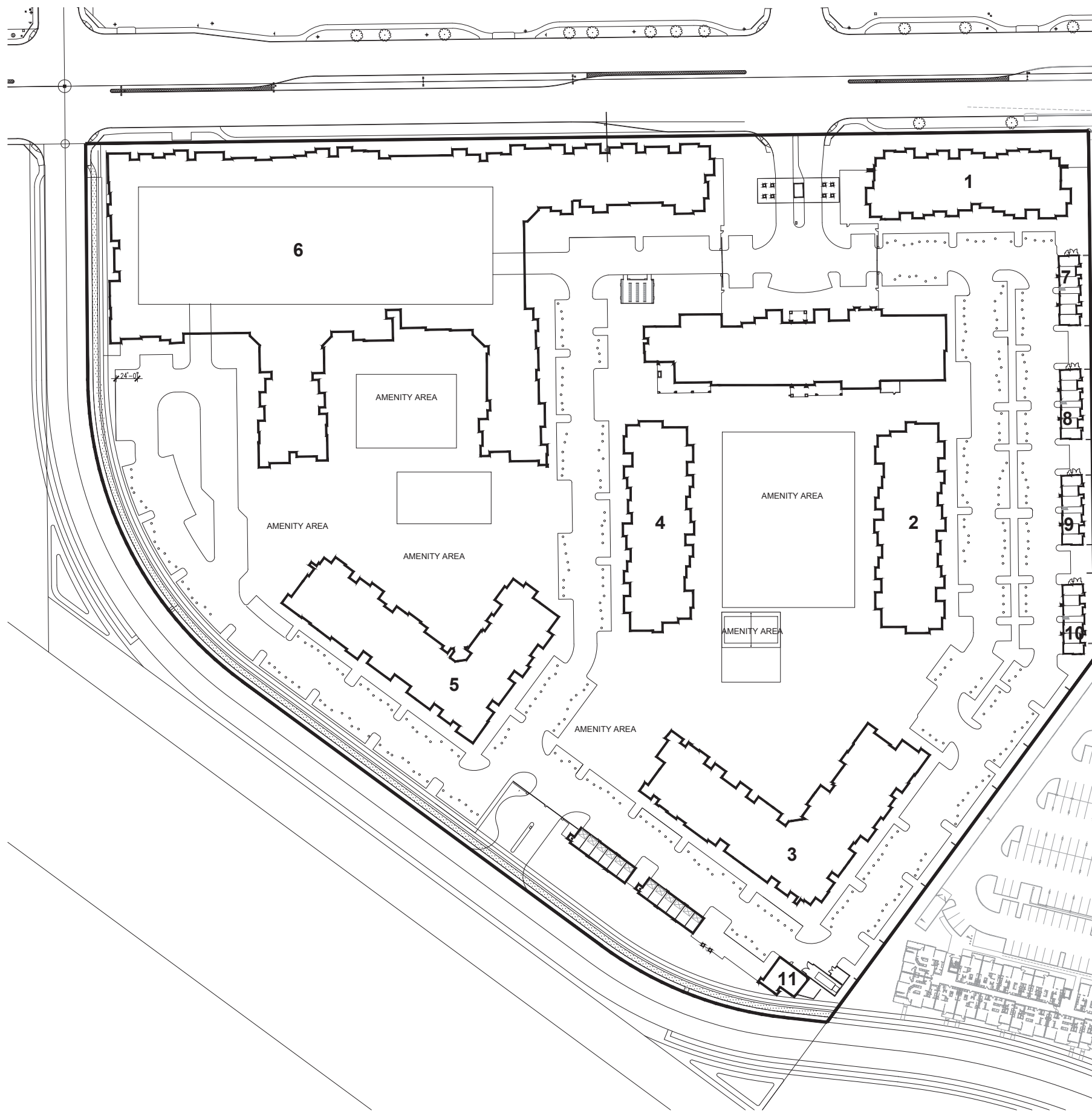
**TRAX AT
COOLEY STATION**
EAST WILLIAMS FIELD ROAD
GILBERT, ARIZONA



WHITNEYBELL PERRY INC
1102 East Missouri Avenue
Phoenix, Arizona 85014
575 W Chandler Blvd, Suite 123
Chandler, Arizona 85224
(602) 265-1891



ARCHITECTURE AND PLANNING



PROJECT INFORMATION :

CURRENT ZONING: MF-M

PROPOSED ZONING: MF-M PAD

MULTI-FAMILY MEDIUM (MF-M) W/ PAD
 = 25.12 ACRES (+/- 1,094,227 SF)

DENSITY: 568/25.12 = 22.61 DU/AC

**TRAX AT
 COOLEY STATION**

EAST WILLIAMS FIELD ROAD
 GILBERT, ARIZONA

OWNER:

FRANKEL FAMILY TRUST
 1800 E DEERE AVE
 SANTA ANA, CA 92705

DEVELOPMENT MANAGER:

FOURSITE
 4650 E COTTON CENTER BLVD
 SUITE 250
 PHOENIX, AZ 85040
 CONTACT: JOSE POMBO
 PHONE: (602) 393-9364

ARCHITECT:

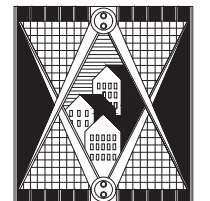
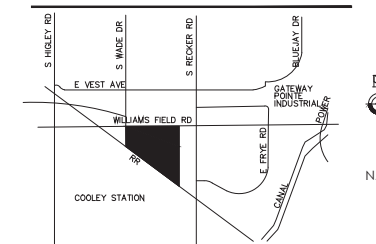
WHITNEYBELL PERRY INC
 575 W. CHANDLER BLVD, SUITE 123
 CHANDLER, AZ 85225
 CONTACT: LISA SHEA
 PHONE: (480) 781-0580



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VICINITY MAP



ARCHITECTURE AND PLANNING

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 2 Mar 2023

**DEVELOPMENT PLAN
 PRELIMINARY**

DEVELOPMENT PLAN

SCALE: 1" = 60'-0"

