



11

## Planning Commission Public Hearing

**TO:** PLANNING COMMISSION

**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:** OCTOBER 4, 2023

**SUBJECT:** 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 WEST OF THE SOUTHWEST CORNER OF WILLIAMS FIELD RD. AND VERDE DR.

**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.

### RECOMMENDED MOTION

For the reasons set forth in this staff report, move to recommend approval to the Town Council for Z23-05 Trax at Cooley Station, as requested, subject to the conditions.

## APPLICANT/OWNER

Company: Pew & Lake PLC

Name: Reese Anderson

Address: 1744 S Val Vista Dr., Unit. 217  
Mesa, AZ 85204

Phone: (480) 461-4670

Email: reese.anderson@pewandlake.com

Company: Cooley Black Canyon, LLC.

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Phone: N/A

## 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.
<i>May 3, 2023</i>	Planning Commission reviewed Z23-05, Trax at Cooley Station PAD Rezone case as a study Session Item.

### 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 west of the southwest corner of Williams Field Rd. and Verde 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:**

	<b>Existing Land Use Classification</b>	<b>Existing Zoning</b>	<b>Existing Use</b>
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 west of the southwest corner of Williams Field Rd. and Verde 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 in proximity 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 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	Standard per Ordinance 1900 & 2179	Proposed MF/M PAD
Minimum Net Land Area Per Unit	1,700 Sq. Ft. (*=25 du/acre)	<b>1,639 Sq. Ft.</b>
Maximum Height (ft.)/Stories	56'/4 stories (allowed per base max. VDOD Area 3)	<b>69'/5 stories</b>
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'	<b>10' (Eastern boundary)</b>
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'	<b>10' (Eastern boundary)</b>
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% of net site area

***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.”*

Staff supports the requests as this will allow the site to further comply with the original neo-traditional vision of the Cooley Station master plan which consisted of even more density in the area than what has been constructed to date. Taller buildings along the Williams Field Rd. street frontage will allow the subject site to continue the similar neo-traditional development pattern that is being established to the east along the south side of the road which consists of multiple story building pulled right up to the street creating a more urban pedestrian friendly environment.

**Planning Commission Study Session, May 3, 2023**

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

- Vice-Chair Mundt asked if the road improvements have been completed. Planner Keith Newman responded that they have not and are expected to start construction close to the same time as the apartment complex if it is approved.
- Commissioner Blaser asked if there will be a screen wall where the landscape setback reduction is. Planner Keith Newman responded that this will be known during the design review case, but a wall is anticipated.
- Commissioner Andersen stated that the deviations seem miniscule, and the building height is allowed through the overall PAD as long as process is followed.

## WATER IMPACTS

This proposed PAD rezone will have minimal impact on water resources demand.

## 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.

To date, no public comment has been received.

## 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

For the following reasons: the development proposal conforms to the intent of the General Plan and can be appropriately coordinated with existing and planned development of the surrounding areas, and all required public notice and meetings have been held, the Planning Commission moves to recommend approval of 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 west of the southwest corner of Williams Field Rd. and Verde Dr. subject to conditions:

1. Dedication to Gilbert for Williams Field Road right-of-way that are adjacent to the Property shall be completed prior to or at the time of recordation of the final plat or sooner as required by the Town Engineer.
2. Construction of off-site improvements to Williams Field Road, Wade Drive and Somerton Boulevard adjacent to the Property shall be completed prior to issuance of a certificate of occupancy or final approval of any building constructed on the Property or at the time requested by Gilbert, whichever is earlier. Unless agreed to in writing by both parties, Developer shall comply

with the terms of Resolution 4347 with respect to improvements required on Wade Drive and Somerton Boulevard, including any required traffic signal and/or intersection improvements at Wade Drive and Williams Field Road.

3. Developer shall construct, at the Developer's expense, dedicated right turn lane(s) and any associated improvements at constructed access points on Williams Field Road into the site. The minimum geometry of the dedicated right turn lane(s) shall be 80 feet storage, 85 feet taper, and 12 feet wide or as described in the approved traffic study.
4. At the written request of Gilbert, Developer shall dedicate all necessary easements for the roadway improvements, including easements for drainage and retention and temporary construction easements. Failure to dedicate said easements within thirty (30) days after the date of Gilbert's written request may result in the reversion of the zoning of the Property to the prior zoning classification.
5. Should the property be subdivided with multiple owners Developer shall create a Property Owner's Association (POA) for the ownership, maintenance, landscaping, improvements and preservation of said areas as required by the Town of Gilbert Land Development Code.
6. The Project shall be developed in conformance with Gilbert's zoning requirements for the zoning districts and all development shall comply with the Town of Gilbert Land Development Code, except as modified by the following:

Site Development Regulations	Standards per Ordinance No's 1900 & 2179	Proposed Trax at Cooley Station Standards
Minimum Net Land Area Per Unit	1,700 Sq. Ft. (*=25 du/acre)	<b>1,639 Sq. Ft.</b>
Maximum Height (ft.)/Stories	56'/4 stories (allowed per base max. VDOD Area 3)	<b>69'/5 stories</b>
Minimum Building Setbacks (ft.)		
Side (Multi-Family or Non-Residential)	20'	<b>10' (Eastern boundary)</b>
Minimum Perimeter Landscape Area (ft.)		



Side (Multi-Family or Non-Residential)	15'	10' (Eastern boundary)
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7. The maximum number of dwelling units shall be limited to the maximum allowed under the Gilbert General Plan.
8. All ground level multi-family units with frontage along Williams Field Road must have stoops with patios and provide direct pedestrian access to the adjacent sidewalk.
9. A minimum of 48% common open space shall be provided within the development.
10. The following fair disclosure agreement and covenant, which would include the following disclosure, shall be recorded as a condition of development approval: "This property, due to its proximity to Phoenix-Mesa Gateway Airport, will experience aircraft overflights, which are expected to generate noise levels that may be of concern to some individuals. The mix of aviation activities and types of aircraft expected to be located and operate at the Airport now and in the future include: scheduled and unscheduled commercial charters, commercial air carriers and commercial air cargo operations, all of which are expected to use large commercial aircraft; general aviation activity using corporate and executive jets, helicopters, and propeller aircraft; aviation flight training schools using training aircraft; and military activity using high performance military jets. The size of aircraft and frequency of use of such aircraft may change over time depending on market and technology changes."
11. Any proposed permanent, or temporary, structure is subject to an FAA filing for review in conformance with CFR Title 14 Part 77 (Form 7460) to determine any effect to navigable airspace and air navigation facilities.

Respectfully submitted,

Keith Newman,  
Senior Planner

**Attachments and Enclosures:**

- 1) Notice of Public Hearing
- 2) Aerial Map
- 3) Applicant's Narrative (14 pages)
- 4) Zoning Exhibit
- 5) Development Plan
- 6) Planning Commission Study Session Minutes (May 3, 2023)

# Notice of Public Hearing

Z23-05 Trax at Cooley Station  
Attachment 1: Notice of Public Hearing

**PLANNING COMMISSION DATE:**  
**LOCATION:** Municipal Building I - Council Chambers  
50 East Civic Center Drive

Wednesday, October 4, 2023\* TIME: 6:00 PM

**TOWN COUNCIL DATE:**  
**LOCATION:** Council Chambers  
50 East Civic Center Dr

Tuesday November 14, 2023\* TIME: 6:30 PM

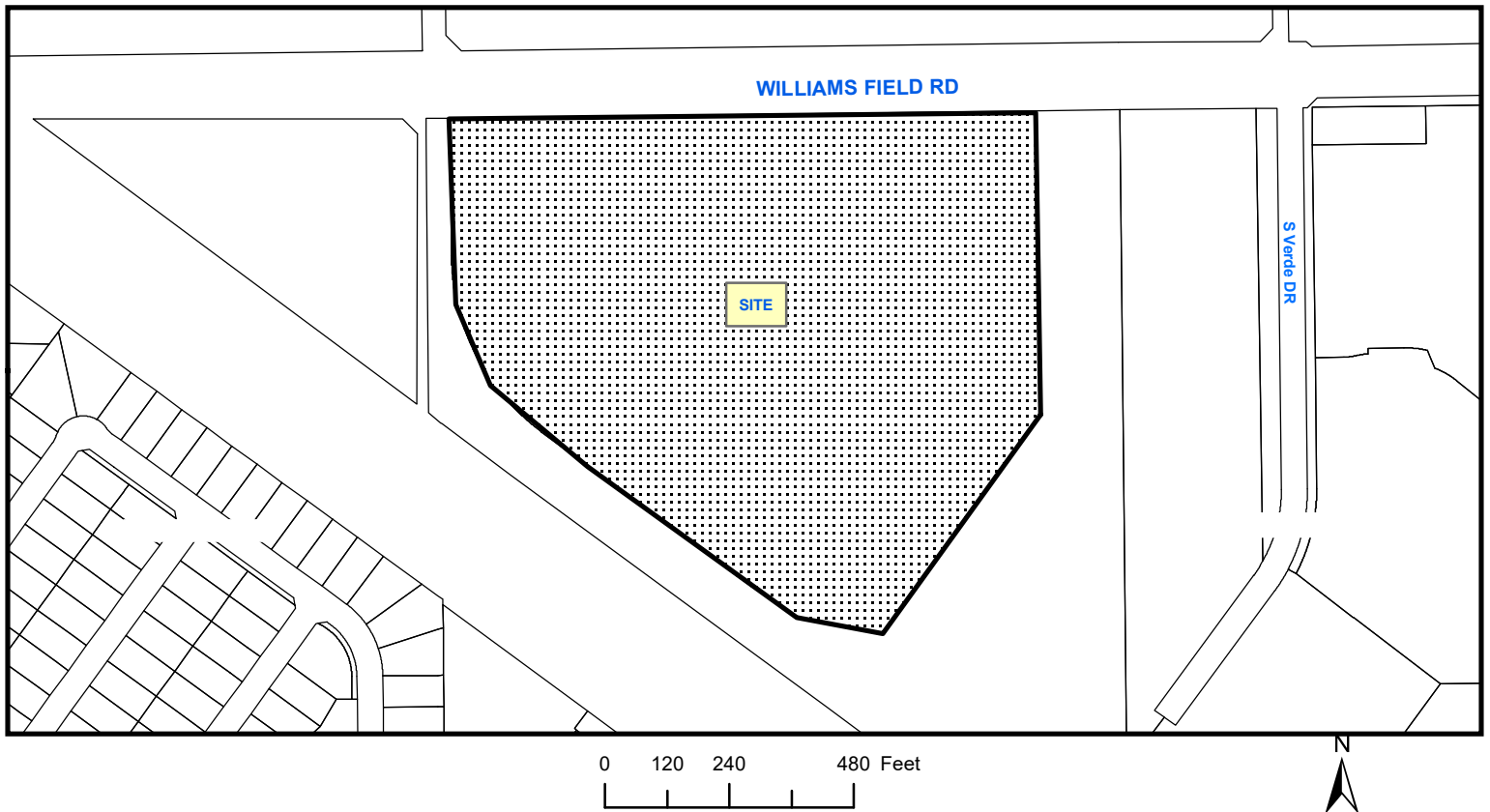
\*Call Planning Division to verify date and time: (480) 503-6812

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:

**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 west of the southwest corner of Williams Field Rd. and Verde Dr.

## SITE LOCATION:



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

**TELEPHONE:** (480) 461-4670  
**E-MAIL:** [reese.anderson@pewandlake.com](mailto:reese.anderson@pewandlake.com)

# Aerial Map



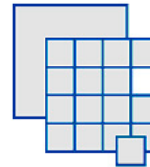
# Trax at Cooley Station

SEC Williams Field Road & Wade Drive

## PAD Project Narrative

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*Submitted by:*



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

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Jon Gillespie  
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(480) 461-4670  
Reese.Anderson@pewandlake.com  
Jon.Gillespie@pewandlake.com

*On behalf of:*  
Frankel Family Trust

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June 16, 2023

## Development Team

*Applicant, Legal Representative*

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

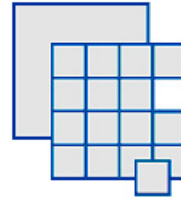
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*Architect*

**WhitneyBell Perry Inc.**

Mike Perry

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Chandler, AZ 85225

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**WHITNEYBELL PERRY INC**  
ARCHITECTURE & PLANNING

## Contents

I.	Introduction & Background.....	4
II.	Request.....	5
III.	Existing Conditions and Compatibility with Surrounding Area.....	5
IV.	Project Description.....	7
V.	PAD Rezoning Justification and Description .....	11
VI.	General Plan Compliance .....	11
VII.	Gateway Character Area and Cooley Station Compliance.....	12
VIII.	Conclusion .....	14

## 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 & Background

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 22.73 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 304-48-017E on the Maricopa County Assessor’s Map.

The subject parcel is within the Cooley Center/Cooley Station Development Area identified as Parcel 4 of the Cooley Station Development Plan. The Frankel Family Trust purchased the subject property from the Cooley family in January 2023. The Frankel Family Trust group is the developer of multiple projects in the Town including The Crossing at Cooley Station across the street from the subject site and Tuscany at Gabriella Pointe.

The site is currently zoned Multi-Family/Medium (MF/M) within the Cooley Station area and is also located 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. 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.

Thus, we are requesting a PAD Overlay to allow a maximum building height up to 69 feet (5 stories) on the two (2) buildings fronting onto Williams Field Road. We are also requesting a deviation to the minimum side yard building and landscape setback for a 10-foot setback on portions of the eastern boundary where 20-foot building and 15-foot landscape setbacks are 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 not only consistent with the current zoning entitlements but will also balance the rights of the property owner as set forth in the Development Agreement for this property recorded as Instrument No. 2023-0091103 (the “Development Agreement”), which was recently approved by the Town Council on December 13, 2022.

As additional background on the Development Agreement, the Town previously determined that it was necessary, for the public’s benefit, to extend Somerton Boulevard from Verde Road to Williams Field Road, which determination was independent of this project. To accomplish this roadway extension, a Development Agreement was entered into where the property owner sold to Gilbert the necessary right of way and the Town recognized the rights of the owner to develop this property and construct Somerton Blvd. and receive reimbursement from Gilbert for doing such work, all subject to additional terms set forth in the Development Agreement.



So, in accordance with the Development Agreement, the Town of Gilbert has now acquired the Somerton Blvd. acreage along the western and southern borders which will allow the extension of Somerton Boulevard from Verde Road to Williams Field Road. Because of this new right-of-way, the gross acreage was reduced from 25.12 to 22.73 acres. Thus, language was included in the Development Agreement to address the use of the PAD tool for the proposed building height and density. Also, the Development Agreement requires Gilbert to include the Somerton Boulevard ROW in the Town's Capital Improvement Plan as soon as reasonably possible with the Frankel Family Trust eligible to construct the road sooner and be reimbursed.

## **II. Request**

Our request to the Town of Gilbert is for a Planned Area Development (PAD) overlay to allow five (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, minor portions of the eastern boundary where 20 feet is required.

The simple reason for these requests is to allow development of the remaining 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, useable 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, which is discussed in more detail above in Section I.

## **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, on the next page, summarizes the existing land uses and zoning of the subject property and abutting properties. Figure 1, also on the next page, 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**

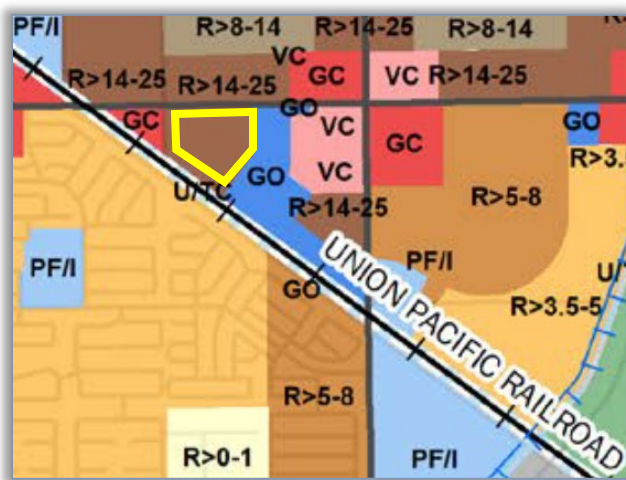
Direction	General Plan	Existing Zoning	Existing Use
Site	R>14-25	MF/M-VDOD-3	Agriculture
North	R>14-25	MF/M-VDOD-3	Crossing at Cooley Station Multi-Family
East	GO	GBC	Proposed Cooley Center Mixed-Use; Verde Drive
South	U/TC	PF/I	Future Somerton Blvd; Union Pacific Railroad
West	GC	GC	Future Somerton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

**Figure 1 – Site Aerial**

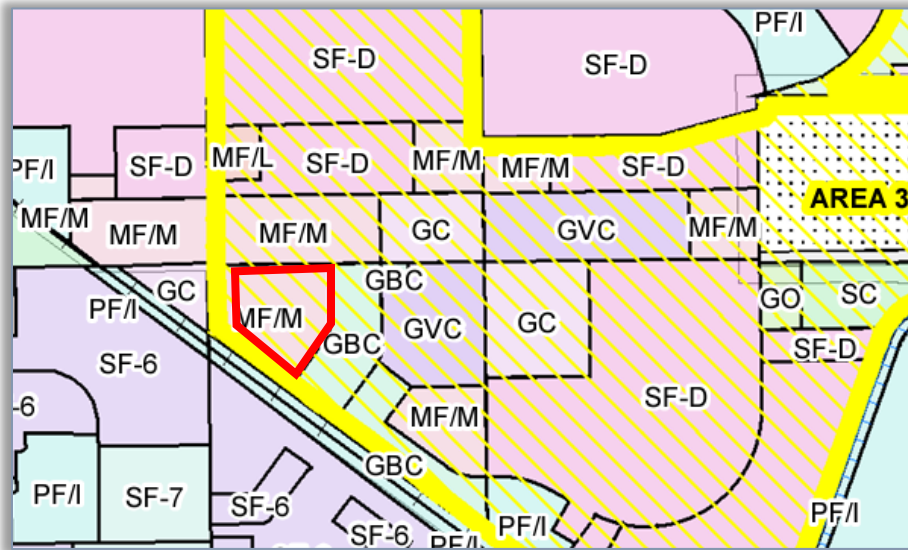


The existing general plan and zoning maps are provided in Figures 2 & 3, respectively, on the next page, with the gross acreage outlined. No changes to these maps are proposed with this request. Please note on the zoning map, the location of the VDOD-3 Overlay is crosshatched in yellow.

**Figure 2 – Town of Gilbert General Plan Map**



**Figure 3 – Town of Gilbert Zoning Map**



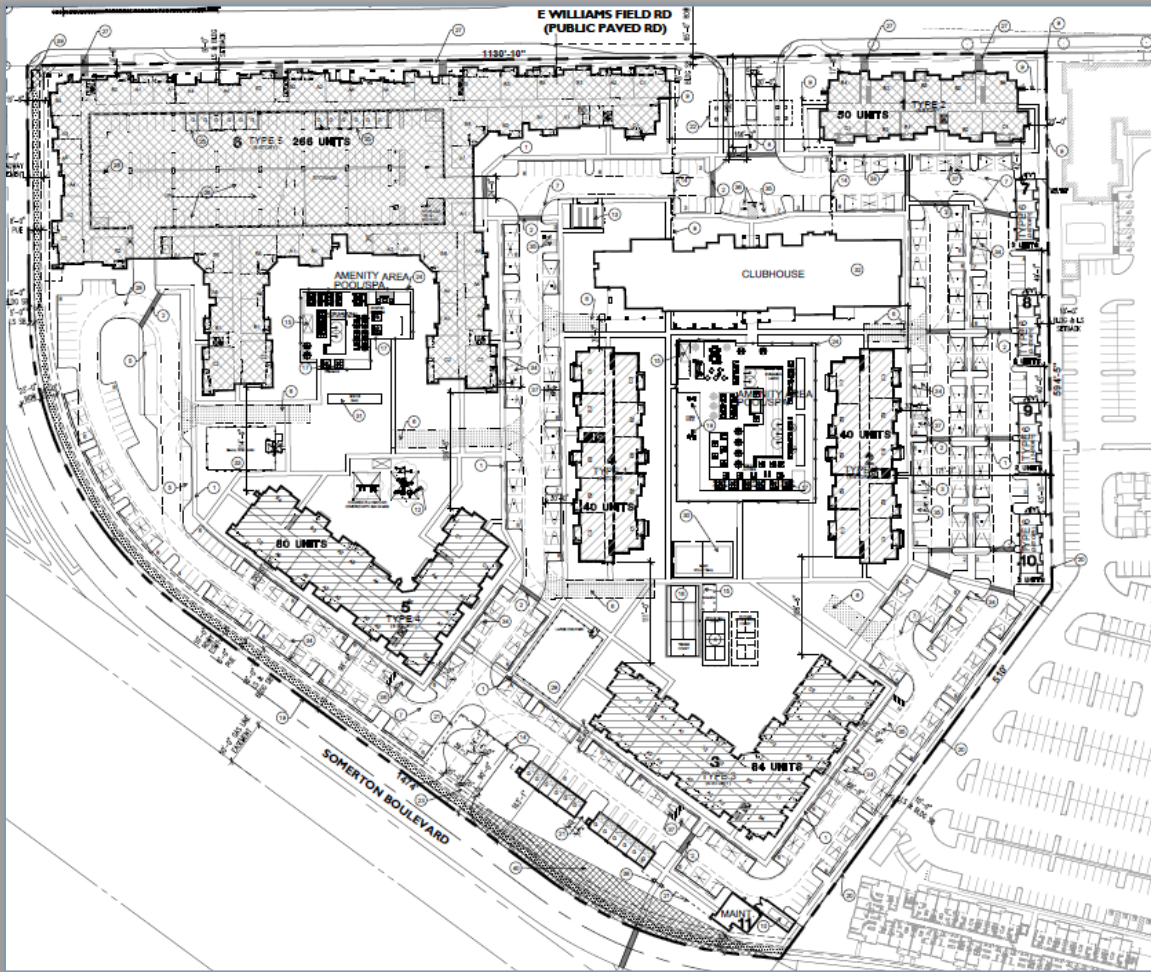
#### **IV. Project Description**

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-only and emergency access entrance is provided from the future Somerton Boulevard, that will be constructed at the same time as the project by the property owner pursuant to the Development Agreement, if not sooner constructed by the Town.

Building 6, as shown on the site plan, engages the Williams Field and Somerton Blvd. corner to provide a strong anchor and establish the urban form expected as part of Cooley Station. This Building 6 will incorporate an enclosed parking structure which provides convenient parking for residents of this building. The two (2) buildings engaging Williams Field Road are 5-stories in height, while the other buildings, interior to the site, and along the future Somerton Blvd. are 4-stories and the carriage units along the eastern boundary are 2-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, on the next page.

**Figure 4 – Conceptual Site Plan**



The density of units for the gross site is 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 to provide increased, useable 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:

- Neo-traditional architectural style with entry statements, changes in plane and articulated architectural features enhanced with the use of rich and varied materials.
- 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	<b>69 ft./5</b>
Minimum Side Building Setback (East side)	20 ft.	<b>10 ft.</b>
Minimum Side Landscape Setback (East side)	15 ft.	<b>10 ft.</b>
Minimum Net Land Area Per Unit	1,700 sq. ft. (*=25 DU/Acre)	<b>1,552 sq. ft.</b>

### ***MF/M-VDOD-3 (Bonus Maximum Building Height/Stories)***

Bonus height is 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 added building height allows for better orientation and grouping of the site open space, making it more usable and attractive to residents.

### ***Minimum Side Building Setback (East side)***

A reduced building setback is appropriate for the two-story buildings on the eastern edge of site based on the mixture of uses proposed to the east of the site which include higher intensity multi-family and commercial uses. The project provides pedestrian-oriented amenities for residents including integration with the GBC district east of the site. Additionally, the reduced perimeter setback allows for better orientation and grouping of the site open space, making it more usable and attractive to residents. It should also be noted that the 2-story carriage unit buildings at issue here have a lot of movement and articulation in them; meaning that the point of measurement is at the closest location and is only for a short distance.

### ***Minimum Side Landscape Setback (East side)***

For similar reasons stated above, a reduced landscape setback is appropriate along the eastern edge of site based on the mixture of uses proposed to the east of the site which include higher intensity multi-family and commercial uses. The project provides pedestrian-oriented amenities for residents including integration with the GBC district east of the site. Additionally, the reduced perimeter setback 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.

### ***Minimum Net Land Area Per Unit***

This deviation is technical in nature and related to the unique circumstances of this case where the net acreage of the site is being reduced as a result of the full Somerton Boulevard ROW being transferred to the Town under the Development Agreement. Importantly, this project still offers an abundant open space package with 48% open space.

## **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. 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, encourage 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.

This request will comply with the Neighborhood Residential design policies for the Town of Gilbert General Plan Gateway Character Area in the following ways:

1. Design high quality residential neighborhoods that utilize the neo-traditional (contemporary architecture and design that borrows from the past and includes compact development aimed at pedestrian movements) concept and principles. Provide for safe and convenient circulation, open space and recreational opportunities and a pedestrian network in the residential neighborhoods. Include adequate open space that will be linked to schools, commercial and employment services, parks and neighborhoods by safe and attractive pedestrian ways, bicycle paths, trail systems and residential scale streets. Provide a residential lot layout and home architecture that provides street character and various housing styles consistent with the neo-traditional concept.

*Answer: The development will adhere to a neo-traditional architectural style with entry statements, changes in plane and articulated architectural features enhanced with the use of rich and varied materials. The proposal includes meaningful open spaces interconnected with pedestrian circulation that connects to the Public ROW, adjacent development, and the future transit site.*

2. Encourage and design neighborhood parks adjacent to high-density residential developments.

*Answer: This planning consideration is primarily a consideration for the Town's public land but we note that the 48% open space provided with this development proposal includes large common open space areas for community gathering and yields high-quality standards of living for Gilbert residents.*

3. Design varied and human-scale house facades to make neighborhoods pedestrian-friendly.

*Answer: Specific attention will be made in the Design Review process to ensure that the pedestrian level experience is emphasized along the adjacent public right-of-way and throughout the site.*

4. Enhance visual interest and provide a sense of security along the streets. Incorporate visual relief, detail and interest along all sides of structures.

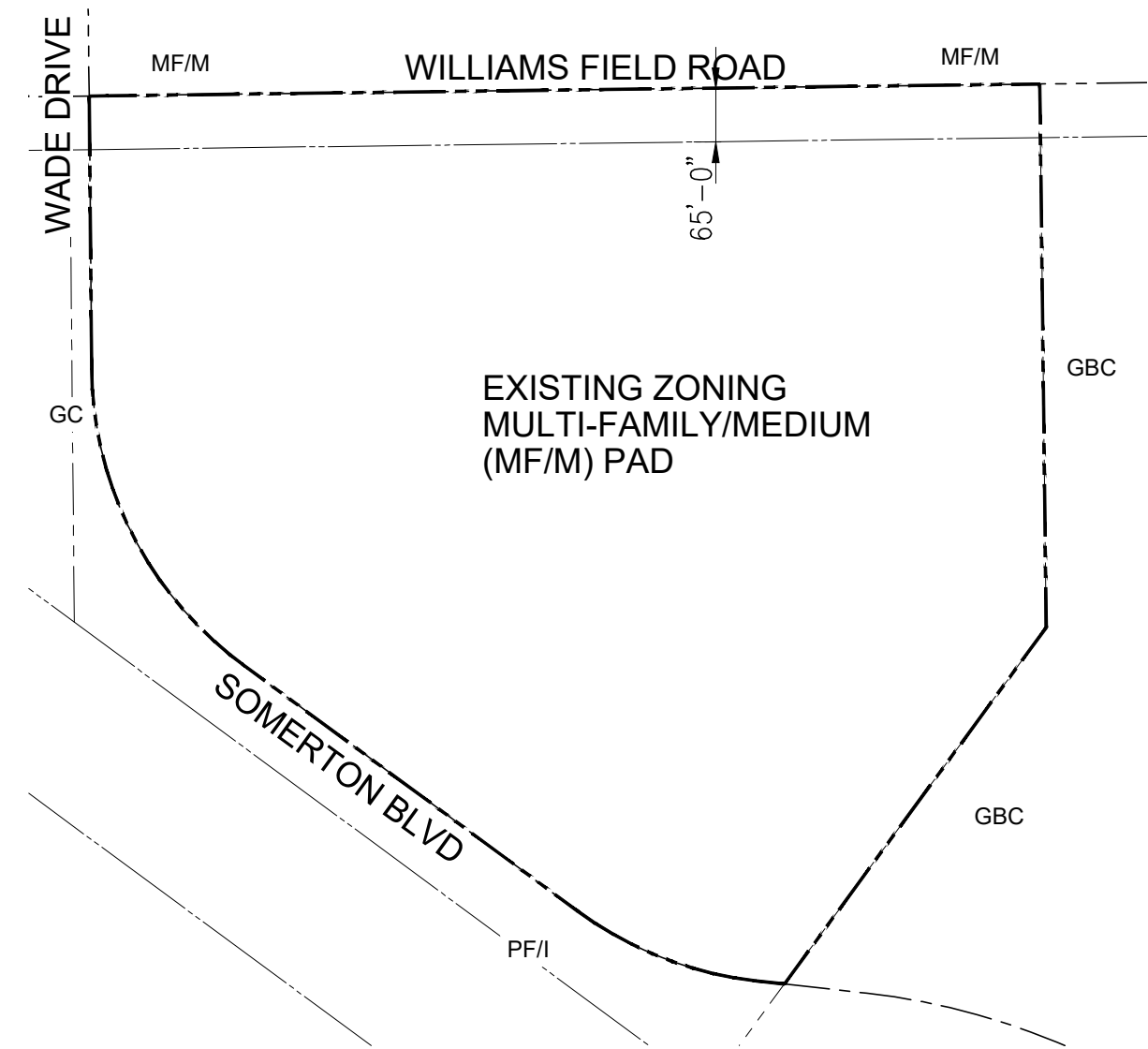
*Answer: Excellent "four-sided" architecture will be provided with this development.*

8. Minimize the amount of fencing to create a more open feel in the neighborhoods. Encourage low profile, attractive, open fencing adjacent to local and collector streets. A combination of solid view walls and landscaping is encouraged along arterials.

*Answer: The building architecture along the public right-of-way is highly articulated with appropriate pedestrian connections interspersed with a combination of solid view walls and landscaping.*

## **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.



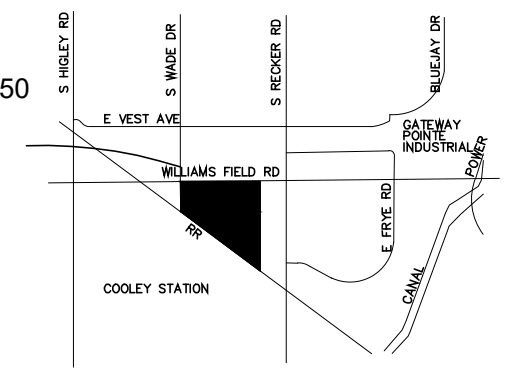
**EXISTING ZONING DISTRICT**  
SCALE: 1" = 150'-0"

PROJECT SUMMARY	
GROSS ACREAGE:	22.73 ACRE OR 990,264.59 SF
NET ACREAGE:	20.24 OR 881,935 SF
DENSITY (BASED ON GROSS)	568/22.73 = 24.98 UNIT/GROSS ACRE
CURRENT ZONING DISTRICT	MULTI-FAMILY/MEDIUM
CURRENT GENERAL PLAN CLASSIFICATION	RESIDENTIAL > 14-25 DU/AC

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

**APPLICANT:**  
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

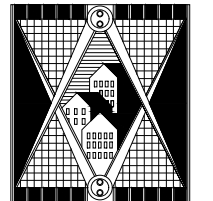


**VICINITY MAP**

**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**



N.T.S.

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**PROJECT INFORMATION :**

CURRENT ZONING: MF-M

GROSS ACREAGE = 22.73 ACRES (990,264.59 SF)

NET ACREAGE = 20.24 ACRES (881,935 SF)

DENSITY: 568/22.73 = 24.98 UNIT/GROSS ACRE

OPEN SPACE CALC

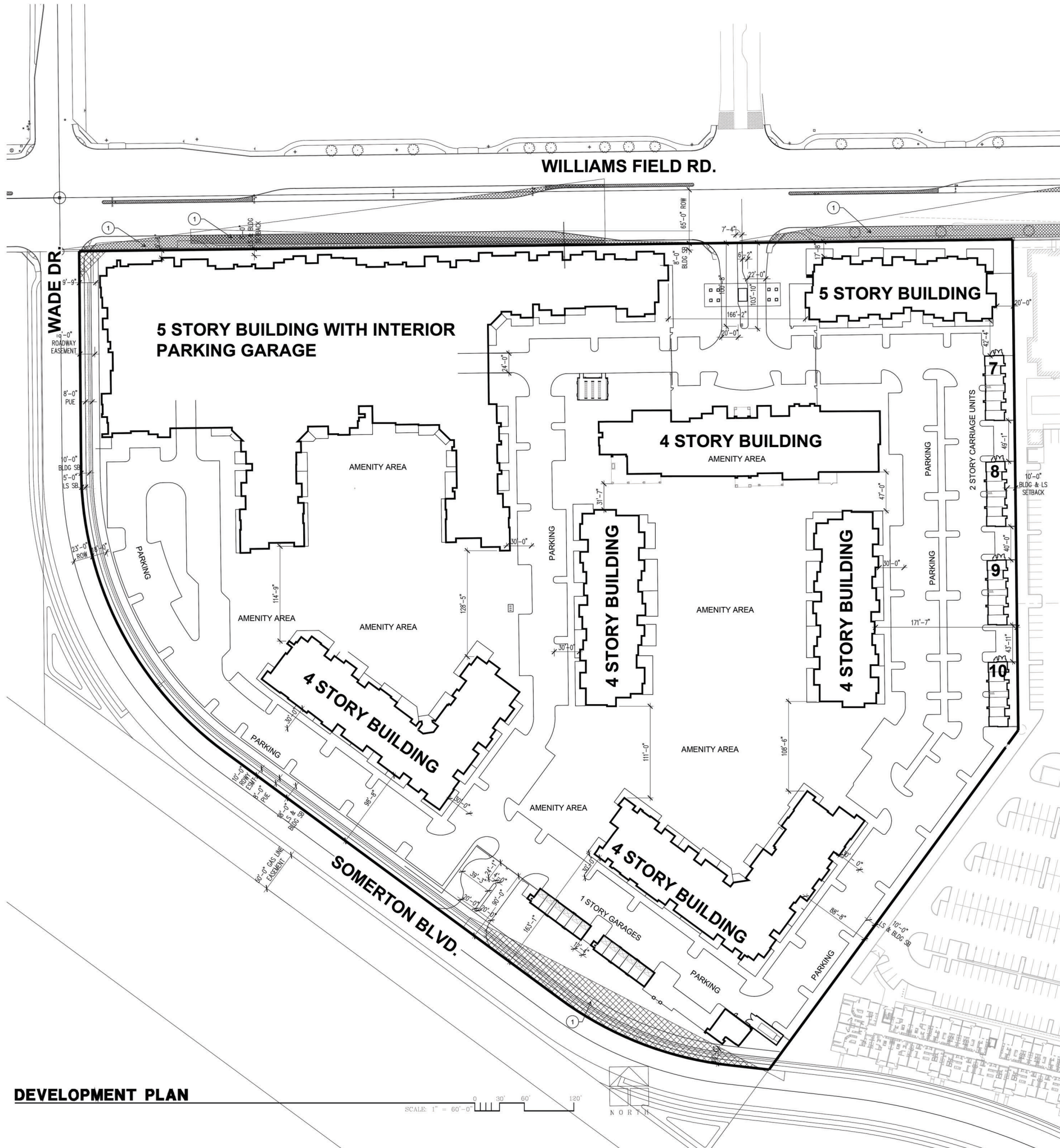
PRIVATE OPEN SPACE = 60 SF MIN (MIN 6' DEEP)

COMMON OPEN SPACE = 881,935 (NET) x 40% = 352,774 SF REQUIRED

= 430,287 / 881,935 x 100% = 48.78% PROVIDED

**DEVELOPMENT PLAN NOTES**

1. SVT PER TOWN OF GILBERT STANDARD DETAIL - 212

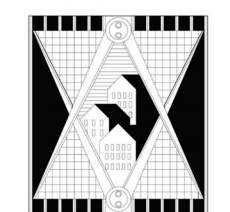


PROJECT DATA TABLE (REQUESTED MODIFICATIONS ARE SHOWN IN BOLD)		
SITE DEVELOPMENT REGULATIONS	REQUIRED PER ORDINANCE	PROPOSED MF/M PAD
	1900 & 2179	
MINIMUM NET LAND AREA PER UNIT	1,700 SQ. FT. (*=25 DU/ACRE)	<b>1,552 SQ. FT.</b>
MAXIMUM HEIGHT (FT.)/STORIES	56' / 4 STORIES (ALLOWED PER BASE MAX. V.DOD AREA 4)	<b>69' / 5 STORIES</b>
BUILDING STEPBACK	0'	0'
MINIMUM BUILDING STEPBACKS (FT.)		
FRONT (ARTERIALS & COLLECTORS)	8'	8' (WILLIAMS FIELD RD.)
SIDE (ARTERIALS & COLLECTORS)	10'	18' (WADE DR.)
SIDE (MULTI-FAMILY OR NON-RESIDENTIAL)	20'	<b>10' (EASTERN BOUNDARY)</b>
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'	<b>10' (EASTERN BOUNDARY)</b>
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

**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



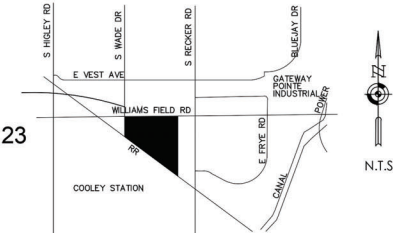
**ARCHITECTURE AND PLANNING**

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

**DEVELOPMENT MANAGER:**  
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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

**VICINITY MAP**



**DEVELOPMENT PLAN**

SCALE: 1" = 60'-0"  
0 30' 60' 120'



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2108

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2 Aug 2023

**DEVELOPMENT PLAN  
PRELIMINARY**

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**COMMISSION QUESTIONS/COMMENTS**

Commissioner Johnson asked if the 8-foot wall is standard for a project such as this. Planner Di Santo responded that this is standard per the LDC when the industrial street is adjacent to the street or other industrial uses.

Commissioner Fay asked where the maintenance people will park. Planner Di Santo responded that maintenance will only take place one to two times per year, parked along the interior drive aisle. Commissioner Fay stated that public facilities have to comply with ADA standards.

Vice-Chair Mundt stated that this area is a good place to put a project such as this.

- 4. Z23-05 TRAX AT COOLEY STATION: Request to amend Ordinance Nos. 1900 and 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 Road and Wade Drive. Keith Newman (480) 503-6812.**

Planner Keith Newman stated that this project is at the west end of Cooley Station. There is a request to amend the existing development plan approved in 2006 to add new deviations to increase building heights and reduce landscape setbacks. The existing zoning of the site is Multi-Family Medium (MF/M), and this will not change. The plan is for 10 residential buildings with 568 apartment units in total. The developer submitted a pre-application in 2021 to develop the site, but Somerton Boulevard needed to be extended to Wade Drive. Prior to the submittal of the current application, the Town negotiated the purchase of the needed right of way to build Somerton with the Cooley family in December 2022. As part of that agreement, Town staff and the applicant agreed that a PAD amendment would be an appropriate zoning tool to allow the additional building height and reduce landscape setbacks. The applicant would like to go to five stories at 69' which is a bonus height permitted with approval of a PAD, and staff is in support of this. The applicant wants to reduce from 20' to 10' on the side and reduce the landscape setback from 15' to 10'.

**COMMISSION QUESTIONS/COMMENTS**

Vice-Chair Mundt asked if the road improvements have been completed. Planner Newman responded that they have not and are expected to start construction close to the same time as the apartment complex if it is approved.

Commissioner Blaser asked if there will be a screen wall where the landscape setback reduction is. Planner Newman responded that this will be known during the design review case, but a wall is anticipated.

Commissioner Andersen stated that the deviations seem miniscule, and the building height is allowed through the overall PAD as long as process is followed.

- 5. DISCUSSION OF REGULAR MEETING AGENDA**