

JOINT WORK SESSION WITH PLANNING AND ZONING COMMISSION

AGENDA

WORK SESSION OF THE CITY COUNCIL OF THE CITY OF COTTONWOOD, ARIZONA,
TO BE HELD SEPTEMBER 13, 2022, AT 6:00 PM., AT THE COTTONWOOD RECREATION
CENTER, 150 S. 6TH STREET, COTTONWOOD, ARIZONA.

- I. CALL TO ORDER
- II. ROLL CALL
- III. ITEMS FOR DISCUSSION, CONSIDERATION, AND POSSIBLE
DIRECTION TO STAFF:

***Comments regarding items listed on the agenda are limited to a 3
minute time period per speaker.***

- 1. DISCUSSION AND POSSIBLE DIRECTION TO STAFF
REGARDING THE PROPOSED ROAD DESIGNS FOR THE
WESTCOTT DEVELOPMENT PROJECT LOCATED AT THE
NORTHEAST CORNER OF CORNVILLE ROAD AND STATE
ROUTE 89A (PREVIOUSLY REFERRED TO AS "89 & VINE").

- IV. ADJOURNMENT

Pursuant to A.R.S. 38-431.03.(A) the Council may vote to go into executive session on any agenda item pursuant to A.R.S. 38-431.03.(A)(3) Discussion or consultation for legal advice with the attorney or attorneys of the public body.

The Cottonwood Council Chambers is accessible to the disabled in accordance with Federal 504 and ADA laws. Those with needs for special typeface print or hearing devices may request these from the City Clerk (TDD 634-5526.) All requests must be made 24 hours prior to the meeting.

Members of the City Council will attend either in person or by telephone conference call.

City of Cottonwood, Arizona
City Council Agenda Communication



Meeting	September 13, 2022
Date:	
Subject:	Discussion regarding the road designs for the Westcott project.
Department:	Community Development
From:	Scott Ellis, Community Development Director

REQUESTED ACTION

Discussion and possible direction to staff regarding the proposed road designs for the Westcott project.

SUGGESTED MOTION

If the Council desires to approve this item the suggested motion is:

N/A. Discussion only.

BACKGROUND

Sunbelt Holdings has taken over the 89 & Vine project, now named Westcott. They have been working on a revised Master Development Plan for the existing PAD (Planned Area Development) zoned area, consisting of approximately 689 acres of vacant land located on the northeast corner of Cornville Road and SR 89A. The overall project will consist of approximately 2,050 dwelling units (single and multi-family), 78 acres of commercial, 20-30 of which could be vineyards, and a possible hotel type use. There will also be approximately 174 acres of open space. If the revised Master Development Plan is generally consistent with the Plan that has already been approved and does not trigger the Zoning Ordinance's criteria for a major PAD amendment, the project would be subject to administrative review by staff and Design Review approval by the Planning and Zoning Commission.

Recently Sunbelt has proposed street designs for the project as a whole that do not appear to meet the standards of the City of Cottonwood Engineering Design Standards Manual. Several meetings have taken place with staff and Sunbelt to work through the designs. The biggest concerns are related to bicycle and pedestrian paths, safety aspects of the road designs, and the ability for the Fire Department to have safe turning radius

along the roadways. The Engineering Design Standards Manual outlines an administrative procedure to approve major modifications such as changes to the roadway widths. There has also been discussion on whether the roads would be privately owned and maintained, or dedicated to the City as public roads.

Before submitting the revised Master Development Plan, Sunbelt would like to have a discussion with City Council and the Planning and Zoning Commission regarding their proposals for streets. While staff generally supports the concept of narrower streets, there is still a need to accommodate emergency vehicles, bicycles, and utilities, and staff has been working with Sunbelt to strike that balance. Staff does recommend that all local (non-Collector) streets be private roadways. This is consistent with the applicant's DC Ranch development in Scottsdale, where non-through roads like cul-de-sacs and small internal loop roads are owned and maintained by the homeowners association. Private streets would not be required to meet the widths required by the City Engineering Standards Manual, but would have to meet requirements for emergency vehicle access and provide any necessary public utility easements.

JUSTIFICATION/BENEFITS/ISSUES

Sunbelt has made significant progress toward moving this project forward. Their next steps, aside from water/wastewater, will be to submit a revised Master Development Plan for City review approval. But before they submit that, they would like some feedback from the Commission and Council on their proposed road layouts.

COST/FUNDING SOURCE

N/A

ATTACHMENTS:

File Name	Description	Type
9-13-22 Westcott Planning_Vision-FLAT_REV.pptx	PPT WESTCOTT PLANNING VISION	Presentation



WESTCOTT

CITY OF COTTONWOOD - WORK SESSION

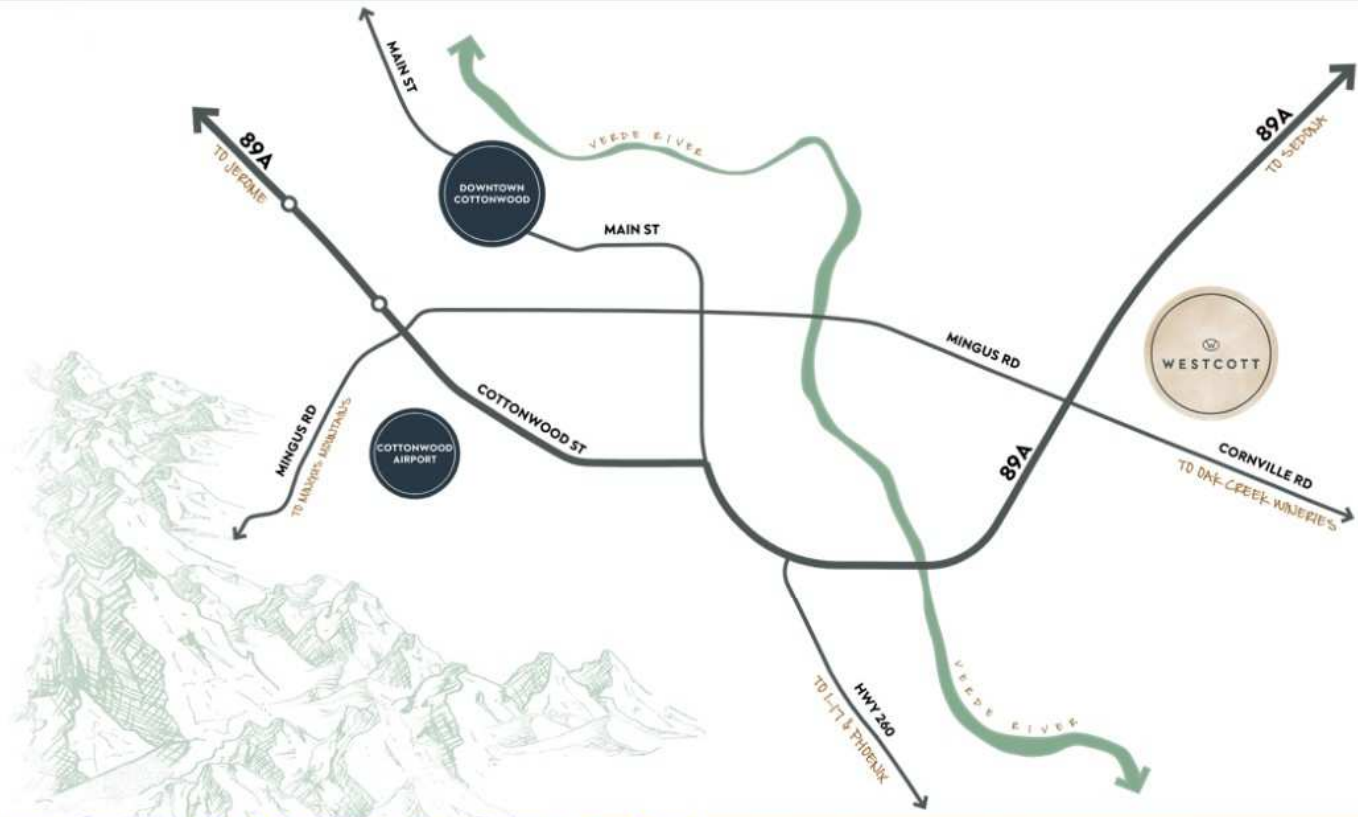
September 13, 2022

Located northeast of the intersection of Highway 89A and Cornville Road, between downtown Cottonwood and the Verde Valley Wine Trail, the 682-acre **Westcott Master Planned Community** will offer a distinctive collection of homes, retail/commercial uses, and lifestyle amenities.

The community will be designed to celebrate the elements of Cottonwood's established wine country that will compliment its own experiences in lifestyle and living.

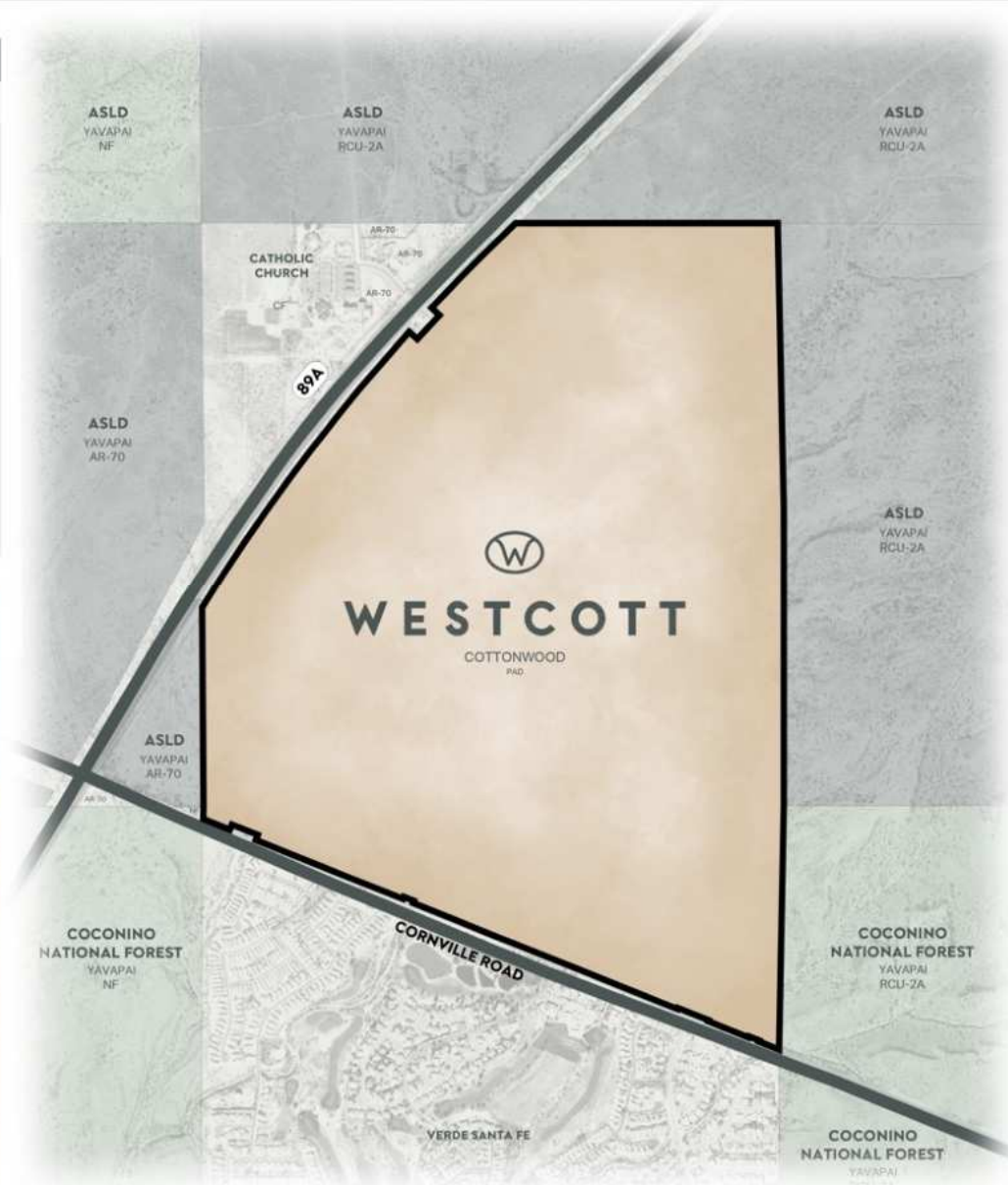
By incorporating a robust internal trail system and embracing connectivity, the community will also promote a focus on healthy living and natural open spaces.

These design tenets will create a one-of-a-kind community, all while honoring the vineyard and farming heritage of the land, resulting in a modern, relaxed and peaceful escape in the natural desert.



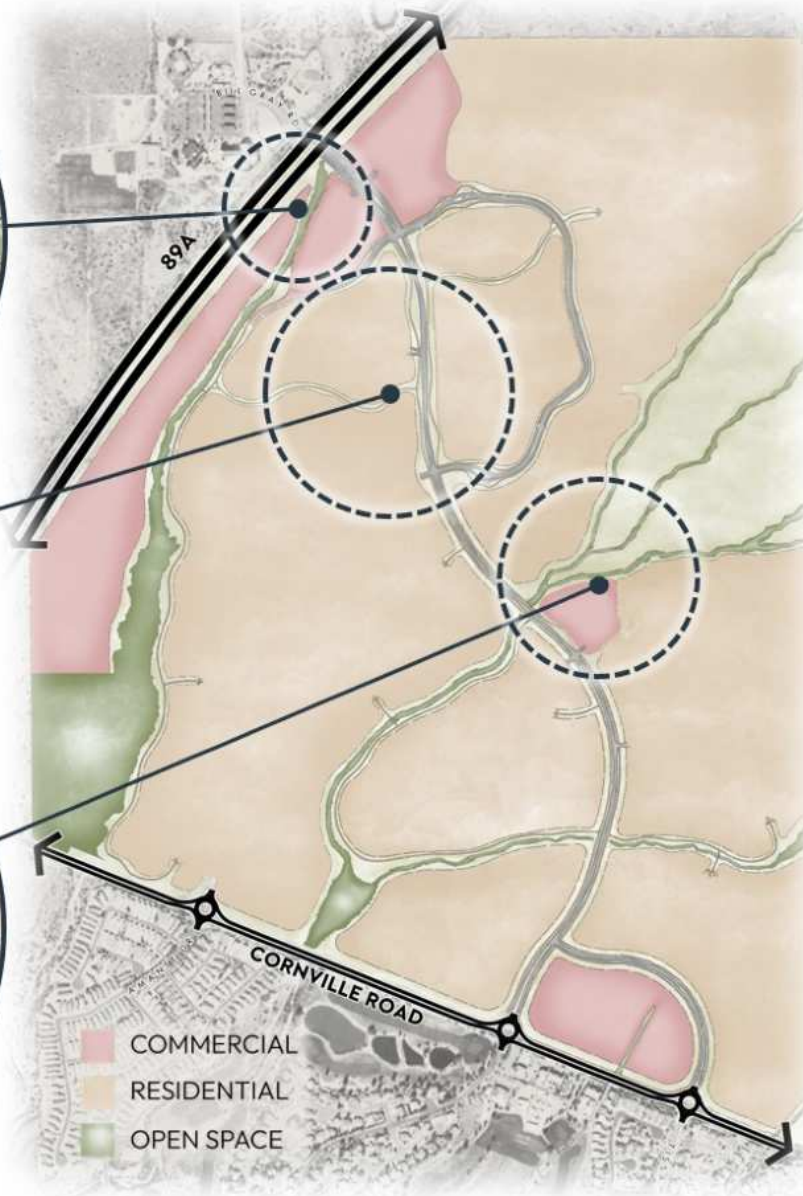
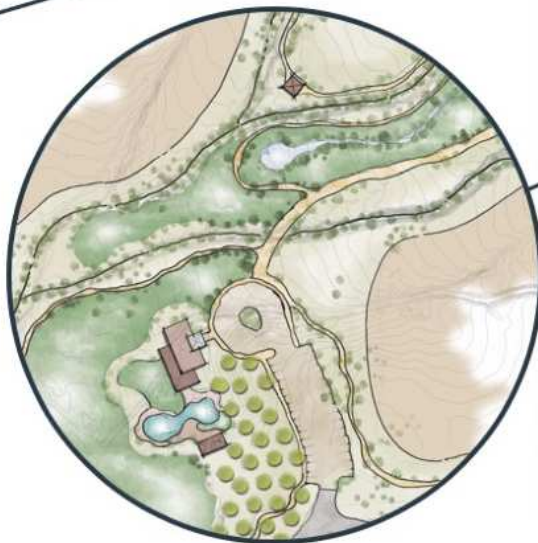
SURROUNDING PROPERTIES

NORTH	Arizona State Land Department	RCU-2A(Yavapai County) Ranching
EAST	Arizona State Land Department;	RCU-2A(Yavapai County) Ranching;
	Coconino National Forest	RCU-2A(Yavapai County) National Forest
SOUTH	Verde Santa Fe Subdivision	PAD(Yavapai County)Residential
WEST	Oasis Arabians LLC;	AR-70 (City of Cottonwood) General Commercial;
	Immaculate Conception Catholic Church;	AR-70, CF(City of Cottonwood) Public/Semi-Public/Institutional;
	Roman Catholic Church Phoenix; and	CF(City of Cottonwood) Public/Semi-Public/Institutional;
	Arizona State Land Department	AR-70(City of Cottonwood) Ranching / Planned Development



A Planned Area Development originally envisioned as an extension of the Verde Santa Fe development to the south, **Westcott** has evolved over time into a separate community planned to include residential, commercial, and open spaces in accordance with previously approved zoning.

Through thoughtful planning, right-sized commercial areas are envisioned along the perimeter of the project to be more responsive to regional infrastructure. Residential areas are tucked within the plan, responding to and embracing the planned and natural open spaces throughout the property.



LAND USE BUDGET

RESIDENTIAL ⁽¹⁾	COMMERCIAL ⁽²⁾	HOSPITALITY	OPEN SPACE / CIVIC SPACE ⁽³⁾	
dwelling units (maximum)	acres (minimum)	keys (maximum)	acres (minimum)	
2,050	78	150	174	
			Natural Open Space (NOS)	Residential Open Space (ROS)
			99	75

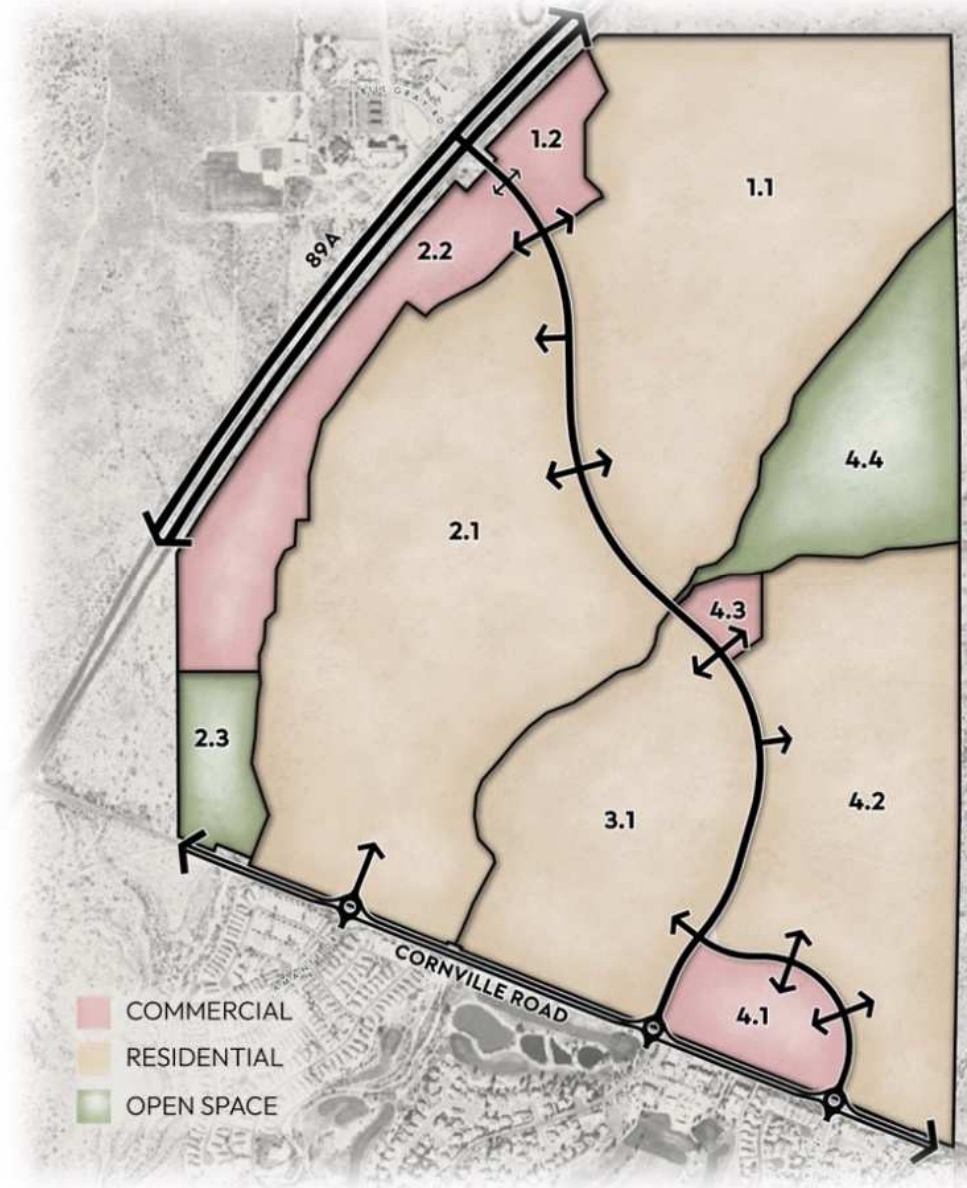
DEVELOPMENT PLAN SUMMARY

PARCEL	PARCEL ACRES	RESIDENTIAL ACRES (MF/SF)	COMMERCIAL ACRES	OPEN SPACE ACRES	
				N.O.S.	R.O.S.
1.1	157.9	135.7			22.2
1.2	12.2		12.2		
2.1	180.0	130.1		24.6	25.4
2.2	45.3		41.9	3.4	
2.3	15.0			15.0	
3.1	83.8	67.9		4.1	11.8
4.1	20.1		20.1		
4.2	110.8	94.1		1.1	15.6
4.3	5.3		5.3		
4.4	51.7			51.7	
TOTAL	682.3	427.9	79.5	99.9	75.0

DEVELOPMENT OPTIONS

PLANNING UNIT	LE LARGE ESTATE	E ESTATE	V VILLAGE	D DISTRICT	CO COMMERCIAL	OS/CS OPEN SPACE / CIVIC SPACE
1.1	P	P	P	P		P
1.2					P	P
2.1	P	P	P	P		P
2.2					P	P
2.3					P	P
3.1	P	P	P	P	P	P
4.1					P	P
4.2	P	P	P	P		P
4.3	P	P	P	P		P
4.4						P

P = Permitted



LANDSCAPE METHODOLOGY

Landscape will define **Westcott** by its thoughtful integration with the natural surroundings. Respecting the unique character of the land, this development will work to preserve natural areas, salvage significant plants and revegetate with regionally appropriate plant material. Landscape areas are broken down into four basic zones:

FOUR BASIC ZONES



UNDISTURBED OR NATURAL

Preserve existing vegetation and topography to the greatest extent possible. Adjust limits of disturbance around existing plants when possible. If disturbed, these areas to be restored to their natural character.



TRANSITIONAL ZONE

The overall character along roadways, open space, path & trail areas that extend up the face of residential or commercial development will reinforce the natural character of the site region. Landscape will consist of salvage natives, shade trees and a restricted selection of viable regional plants and elements that will emulate the regional identity and character of Cottonwood.



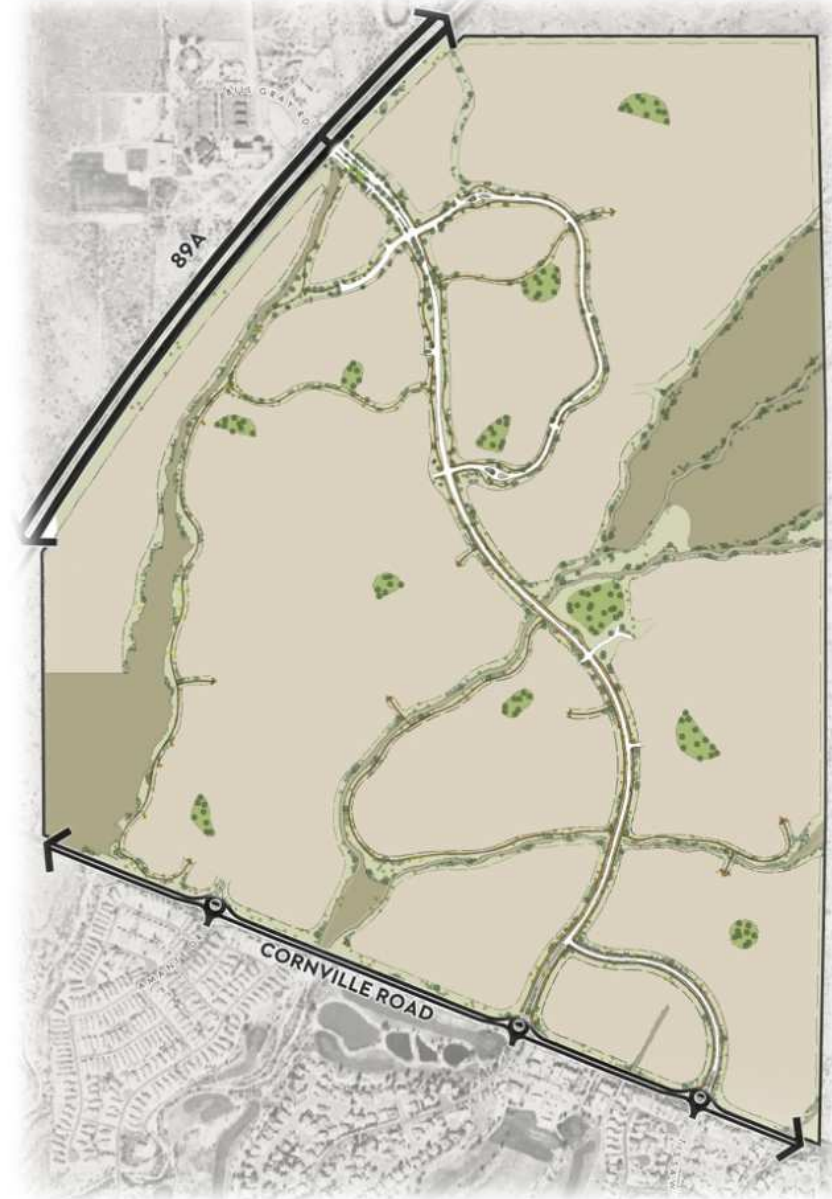
ENHANCED/PRIVATE ZONE

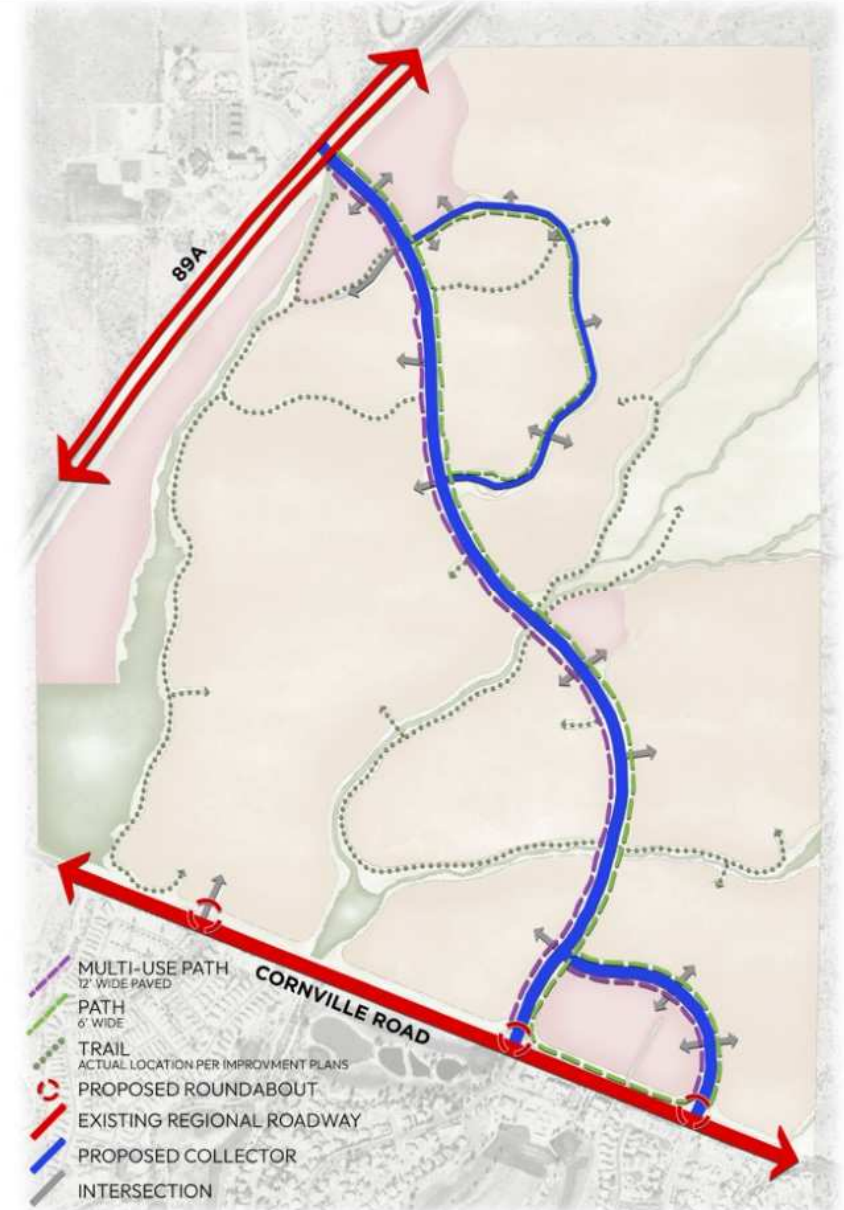
For more of the marketing, public and private areas of this site, this zone relates to the land uses that are typically for residents and visitors to gather, play, garden or host outdoor activities. Plant palettes may become more exotic and create comfort, shade and privacy.



NEIGHBORHOOD PARKS

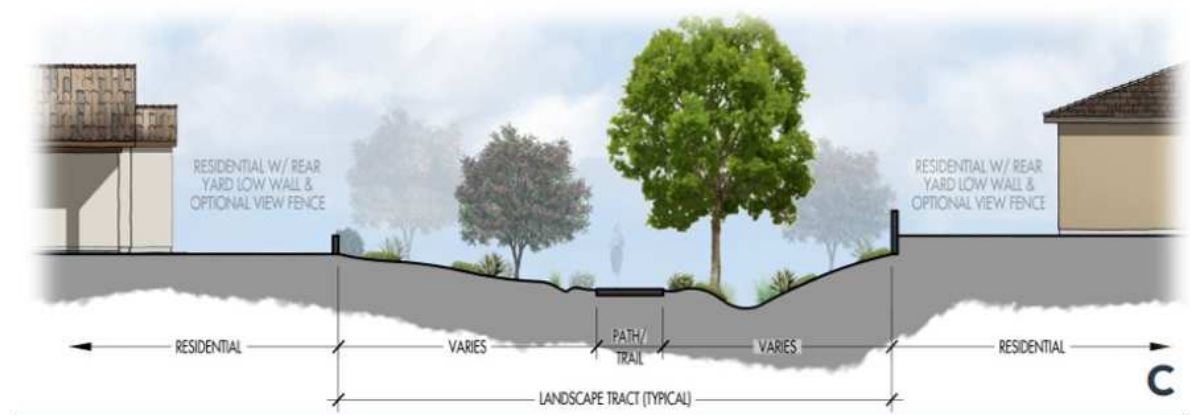
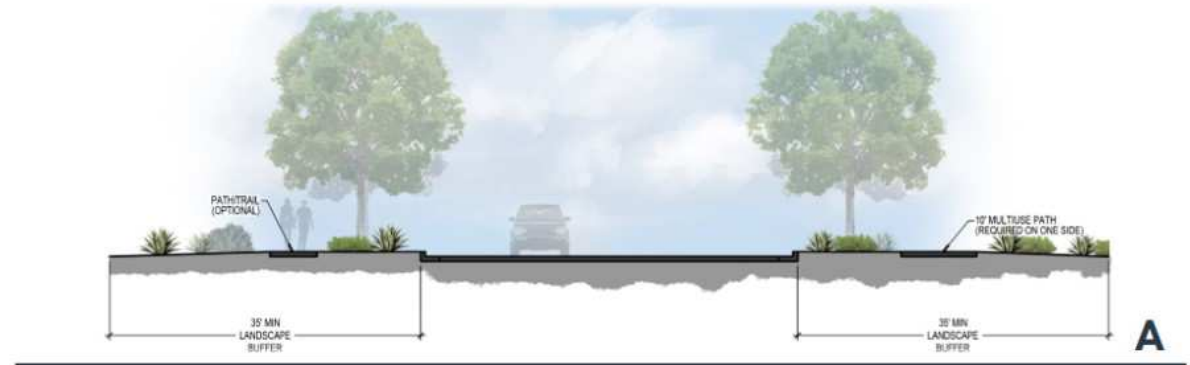
A subset zone within the enhanced zone, the gathering areas where residents live, work and play within the community. Plant palettes will become more exotic and may contain turf areas for active play zones.







An example of an integrated community path and trail system is illustrated above. A network of community paths and trails will provide connectivity to major amenities. The network includes street-oriented and open space-oriented routes. Street oriented routes are typically associated with collector street alignments. Open space-oriented routes are typically associated with a drainage corridor, utility corridor, or an open space corridor that weaves in or around neighborhoods. Each neighborhood is required to connect with the community network or with another neighborhood network that ultimately connects with the community system.



THE LANDING



The Landing is the initial phase amenity, planned to provide a gathering space for residents. As an anchor at the first major intersection in the community, this amenity will respond to commercial/retail uses planned nearby.



The Homestead is the central amenity for the community, enhancing select areas of the natural open space for an authentic experience.



THE HOMESTEAD

The commercial and retail uses in **Westcott** are envisioned to be more appropriately sized for the community. By incorporating a breathable layout, the community will maintain flexibility to respond to a variety of uses and users.

This layout is an example of how retail buildings can be balanced around the site, which could accommodate smaller retail users with more unique offerings or even a medium sized grocer with some mid-sized buildings.

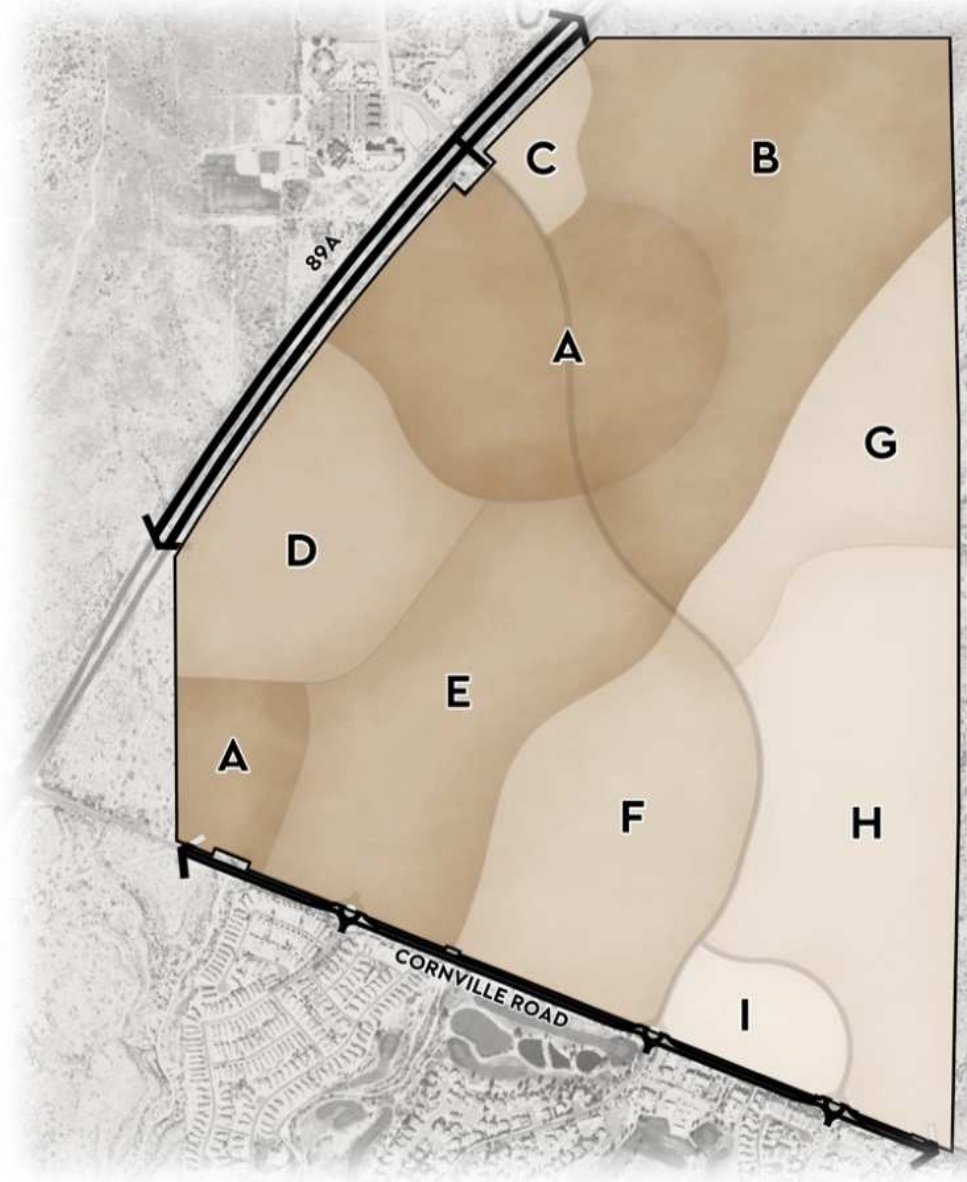
The commercial planned at the entry of the development from SR 89 also allows a unique opportunity for project monumentation and an arrival experience.





The property will develop in phases over time. Phasing for the project should remain flexible in order to respond to changes in the market demands for residents choosing to live Cottonwood. **Westcott** is anticipated to develop over the next 10 to 12 years with an initial phase near SR-89A and Bill Gray with future phases to the south, east, and north as generally depicted on the phase map. Each phase area may be further subdivided.

Master Infrastructure Reports have been submitted to the City. These reports plan the infrastructure systems for the property. As development occurs the infrastructure systems become more defined. Detailed infrastructure reports will be submitted to the City for review and approval provided that they demonstrate adequate capacities to serve the related development phase and coincide with the Master Infrastructure Reports.





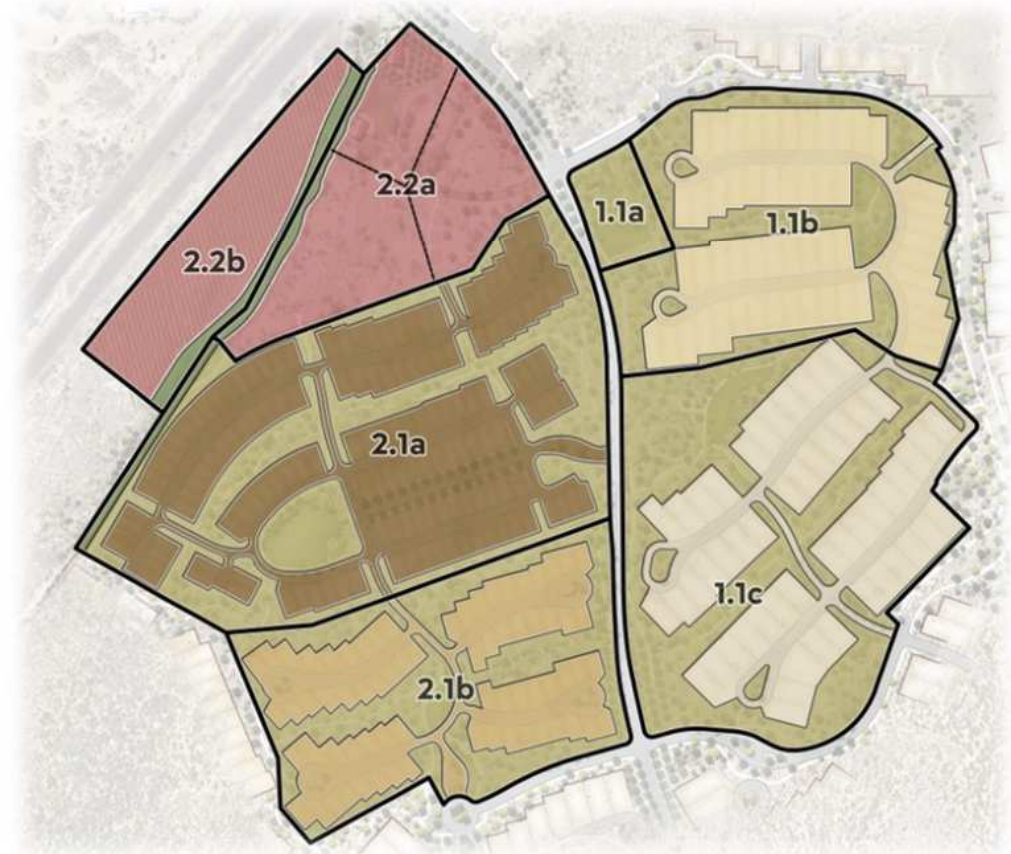
DEVELOPMENT STANDARDS

	LE	E	V	D		CO	OS/CS
	LARGE ESTATE	ESTATE	VILLAGE	DISTRICT		COM MERCI AL	OPEN SPACE / CIVIC SPACE
				PLATTED LOTS	SITE PLAN		
Subdivision Area (min ac)	3	1	1	1	1	1	NA
Lot Area (min sf)	6,000	4,500	3,500	1,000	NA	NA	NA
Lot Area / DU (min sf)	NA						
Open Space*	NA				10%	10%	NA
Lot Width (min avg ft)	60	50	35	20	NA		
Lot Frontage (min ft)**	20	20	20	20	NA		
Lot Coverage (max)	NA						
Parcel Landscape Setback (min ft)	NA					0; 20 from single-family detached residential	
Parcel Perimeter Building Setback (min ft)	NA				0; 20 from single-family detached residential		
Building Separation (min ft)	per fire code						
Front Yard (min ft)	15	12	8	4	NA		
Front-facing Garage / Carport Setback*** (min ft)	18		4 or less; 18 or more		4 or less; 18 or more		
Side-facing Garage / Carport Setback (min ft)	10		4 or less; 18 or more		0		
Side Yard (min ft)	5; 13 aggregate on lot	5	0; 5 if provided	0; 5 if provided	0		
Rear Yard (min ft)	20	15	10	3	0		
Rear Yard abutting an alley (min ft)	0; 4 or less, or 18 feet or greater to face of garage						
Building Height (max ft)	35			40	48 or 4 stories	80	40
Screening (min. ft high)	NA	NA	NA	NA	required per Section 11 - Walls		

- * Required open space for a development parcel may include open space adjacent to or that is a part of a holistic plan (i.e. a drainage corridor, landscape corridor, park, or amenity)
- ** see also Section 3.4.C. - Lot Planning
- *** face of garage is measured from back of sidewalk when a sidewalk exists and from back of curb when a sidewalk does not exist

DEVELOPMENT OPTIONS APPLICATION

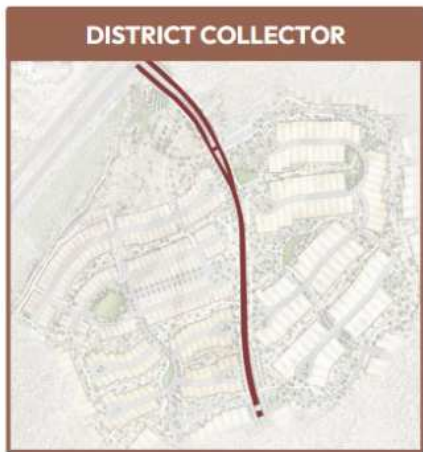
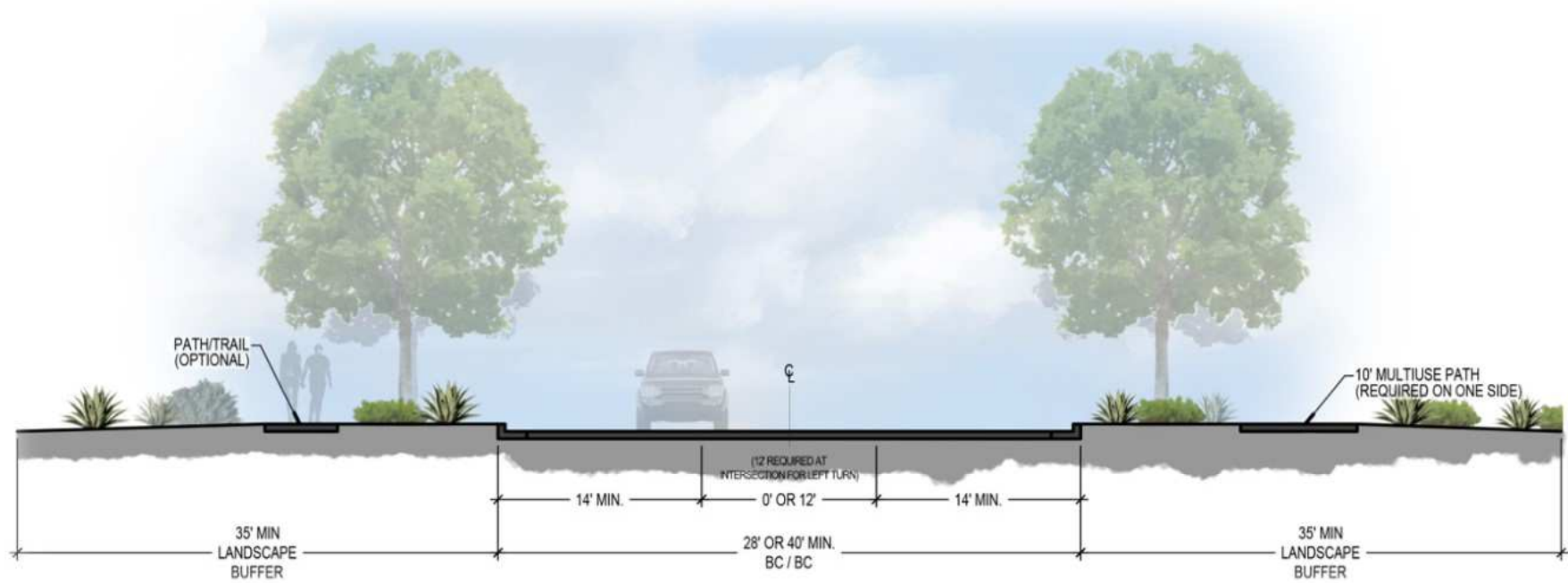
PARCEL	DWELLING UNITS	PARCEL ACRES	DENSITY	RESIDENTIAL ACRES					COMMERCIAL ACRES	OPEN SPACE ACRES	
				LE	E	V	D			N.O.S.	R.O.S.
				LARGE ESTATE	ESTATE	VILLAGE	DISTRICT PLATTED LOTS	DISTRICT SITE PLAN			
1.1a	-	1.5	-	12%	10%	9%	17%	0%	15%	26	34%
1.1b	54	14.5	3.7	11.2	9.4	8.0	15.7		8.6	0.5	1.5
1.1c	52	20.3	2.6								
2.1a	143	24.8	5.8								
2.1b	69	13.9	5.0								
2.2a		9.1	-						4.9	0.7	5.9
2.2b		5.6	-								
TOTAL	318	89.6	3.5	11.2	9.4	8.0	15.7	-	13.5	1.5	30.3

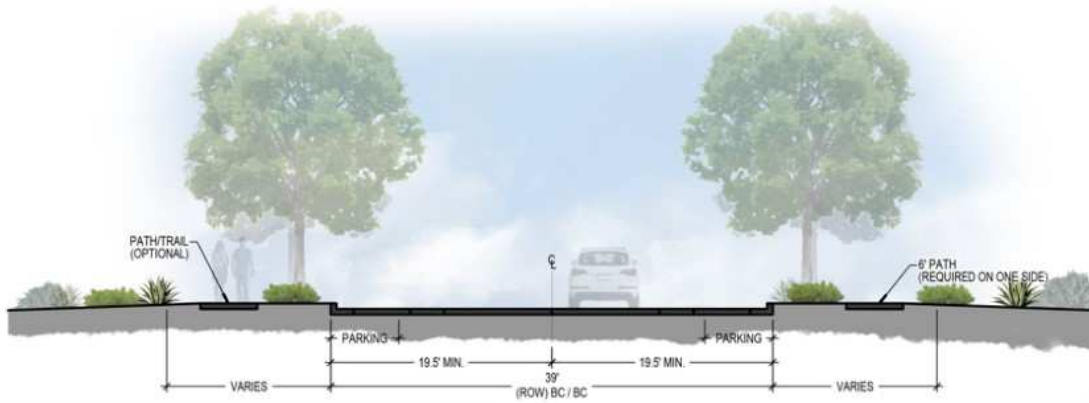


One way to create a unique neighborhood is by offering a variety of street sections that respond to the neighborhood's needs. These quite details help create the spirit of a place, creating a variety of relationships between the open space, homes, and pedestrian experience.

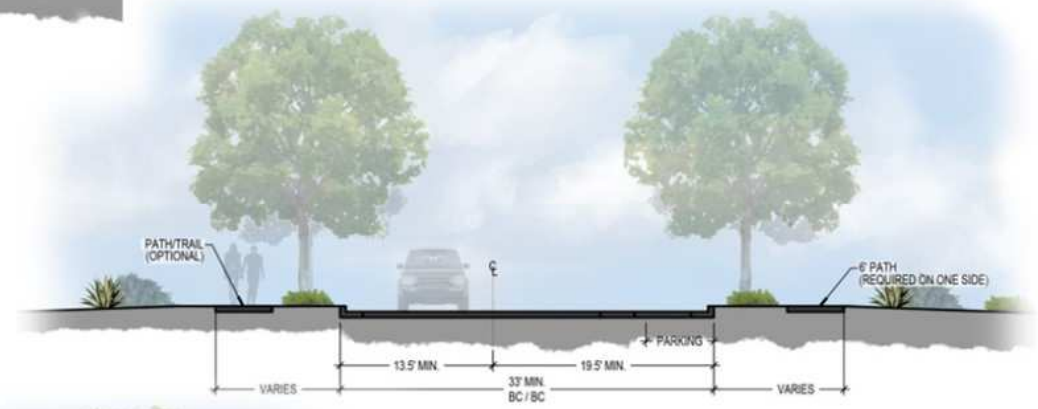
This development proposes multiple street sections to help create unique neighborhoods throughout the community.



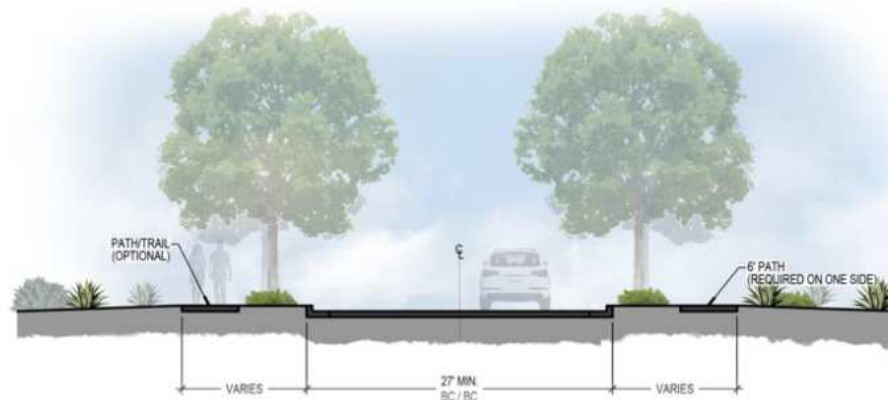




NC 2W-2P
2-way with parking on both sides



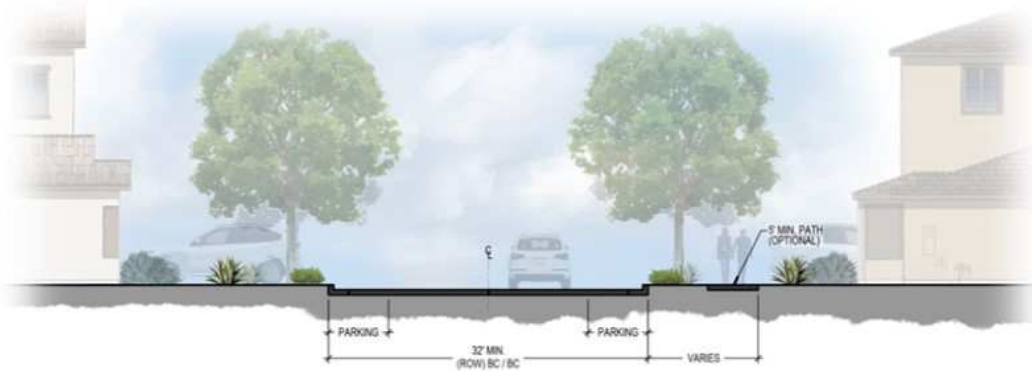
NC 2W-1P
2-way with parking on one side



NC 2W-0P
2-way with no parking

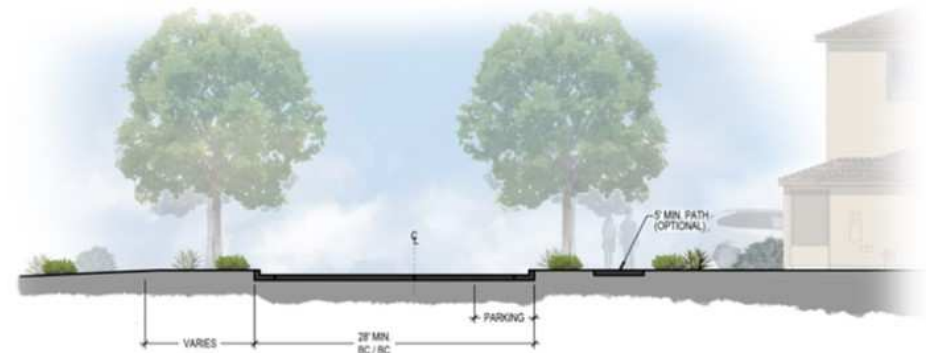
NEIGHBORHOOD COLLECTOR





NR 2W-2P

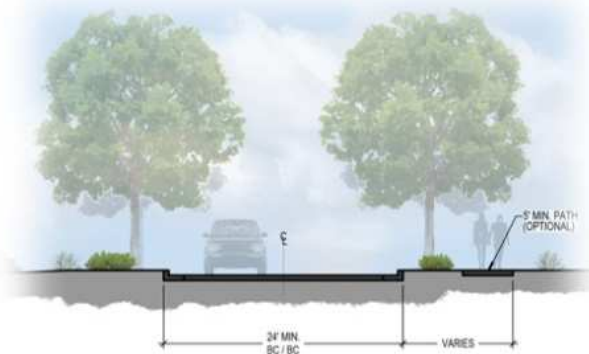
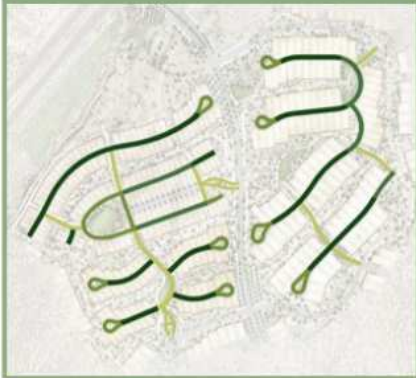
2-way with parking on both sides



NR 2W-1P

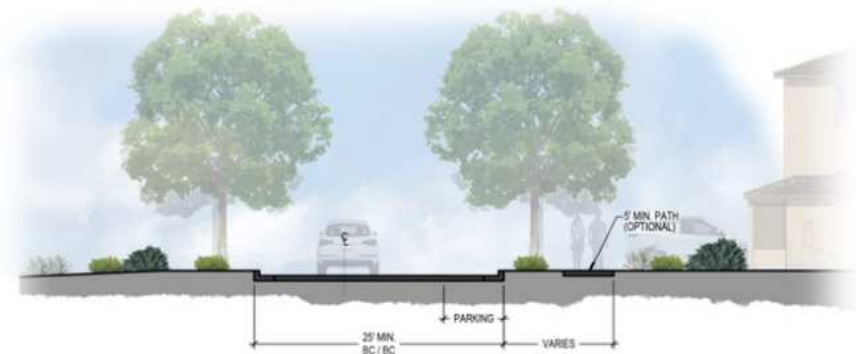
2-way with parking on one side

NEIGHBORHOOD RESIDENTIAL



NR 2W-OP

2-way with no parking



NR 1W-1P

1-way with parking on one side

