

MINUTES OF THE JOINT WORK SESSION OF THE CITY COUNCIL AND THE PLANNING AND ZONING COMMISSION OF THE CITY OF COTTONWOOD, ARIZONA, HELD SEPTEMBER 13, 2022, AT 6:00 P.M., AT THE COTTONWOOD RECREATION CENTER LOCATED AT 150 SOUTH 6TH STREET, COTTONWOOD, ARIZONA

Mayor Elinski called the meeting to order at 6:00 p.m. Roll call was taken as follows:

COUNCIL MEMBERS PRESENT

Tim Elinski, Mayor
Jackie Nairn, Vice Mayor
Tosca Henry, Council Member
Doug Hulse, Council Member
Helaine Kurot, Council Member
Debbie Wilden, Council Member

COUNCIL MEMBERS ABSENT

Michael Mathews, Council Member

PLANNING & ZONING COMMISSION MEMBERS PRESENT

Randy Garrison, Vice Chairman
James Glascott, Commission Member
Shannon Klinge, Commission Member
Randi Stephens, Commission Member

COMMISSION MEMBERS ABSENT

Lindsay Masten, Chairwoman
Robert Nelson, Commission Member
Kyle Peltz, Commission Member

STAFF MEMBERS PRESENT

Ron Corbin, City Manager
Steve Horton, City Attorney
Tami Mayes, Deputy Clerk
Rudy Rodriguez, Deputy City Manager
Gary Davis, Senior Planner

ITEMS FOR DISCUSSION, CONSIDERATION, AND POSSIBLE DIRECTION TO STAFF:

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")

Mr. Sean Walters stated we are working on our master development plan (MDP). We are close to submitting that for the project, and before we did that, what we really wanted to do was be able to come and show you some of the concepts at a little bit higher level than the master development plan. Hopefully, this is an interactive session. We think we're on about our third or fourth iteration of planning for the project. We spent a lot of time working on it and trying to come up with a plan that really celebrates Cottonwood and the values and characteristics of the area. What we want to hear is that we're aligning with the values, and we'd love to get

that feedback before we submit our MDP and process forward. Tonight I'm joined by Joe Pappas with Sunbelt Holdings. He is really our project manager for Westcott. Jon Carlson is with Espiritu Loci. They are a planning entitlement visioning firm, and they have worked on master-planned communities for a couple decades. Tim O'Neill is the expert in the vineyard aspects of the project. I know the staff report talked about roadway sections, and I think that's where our meeting started four or five weeks ago. We'll touch on that a little bit at the end, but what I really want to do is lay more of a broad picture out and get some feedback on that. Sunbelt Holdings has been in Arizona as a development company for 43 years. We've had a large focus on master-planned community development, and we developed a number of projects in Arizona in the Phoenix metro area. About a decade ago, we went down to Tucson and are doing a number of projects in Tucson as well. This is our first venture up north of the metro area. Although the market has kind of helped us recently by slowing down a little bit, we're not in a particular rush. We want to get it right. For us, as we start, the phase will dictate what happens in the future. The master development plan that we're going to submit is designed to have some broad guidelines that allow us to tailor it as we move through the phases to lessons learned, a changing market, and to changing residential product types and materials. We want to build that flexibility into the plan as we go forward, but at the same time give everybody the kind of specificity that you need to review the project on its merits.

Mr. Walters continued his presentation, showing slides of the proposed development and stating I'm sure all of you are much more familiar with the location of the project than I am. It's on the northeast corner of Cornville Road and 89. Being that it's on the eastside of town, it's probably obvious why we called it Westcott, we went through a naming exercise to come up with the name. Previously, it was 89 & Vine, but it was originally part of the Verde Santa Fe masterplan, which is south of Cornville Road. We have a lot of state land around us. We've got the Verde Santa Fe project to the south, and then the Catholic Church site to the west. The concept for the community and the project is one that's designed around open space. It's designed around connectivity and trail systems, pedestrian and bike access. The project is not designed to have the automobile be the predominate form of transportation within the project. In keeping with the character of Cottonwood, we've got some kind of agrarian elements, like the vineyard. We're trying to emphasize and accentuate the natural topographical features that are there, like the channel that runs from up at Bill Gray Road down to Cornville and trying to tie it into the existing open space that's there, and then enhance and create some other amenities and open space within the community. The idea is thoughtful planning, right-sized communities, and right-sized phases so that we can create a really special community. From a land use budget standpoint, we've got just under 700 acres. The property is zoned and approved for 2,050 residential units, commercial property, and open space. Originally, the plan was designed for kind of a power center approach of retail on 89. The power center was a predominant force in the retail world. It is not as much today, so we're looking to downsize that retail to make it more complimentary to what's going on in town and on Main Street, not competitive, and at the same time keeping the open space. What we have done is created some large pockets of open space in areas on the eastside and then down in the southwest, and reserved the tan shaded areas in the project for a variety of residential uses.

Mayor Elinski asked Mr. Walters to speak on what he means by the commercial section, how it is different from what was planned before, and what we can expect to see along that corridor.

Mr. Walters stated the idea was, as opposed to significant acreage early on that was designed for a Target, Walmart, or a supercenter with a lot of associated retail, that's not where the retail market is today. Those uses are already in Cottonwood, and so I don't think there's a need to replicate those out there. We are looking at more scaled down and more neighborhood sized.

Mr. Joe Pappas stated when we're talking about the acreage related to the commercial and what this was previously designed for, this project was approved as a PUD, and I believe it had like 98 acres of commercial allotted to it. There was an amendment to this PAD that was approved administratively that increased that acreage to 117.8 acres of commercial. That's when the power center was envisioned all along the frontage. We since went back to the '98 number and within the 20 percent reduction allowed for a minor amendment, reduced that as much as possible so that we could be more responsive to what we think this community will ultimately need. These acreages that we show are slightly adjusted from the original PUD, but within a minor amendment or administrative approval tolerance.

Mr. Carlson stated these exhibits are basically setting the framework of the MDP and how the rules are applied when development occurs. What you see on the map, the 1.1, the 1.2, and the 1.3, we're referring to those as planning units. It's not a phase of development or a parcel of development, but it's an entire area for future development. What happens in those areas will vary as the market varies.

Mr. Walters stated Sunbelt Holdings' job, as master-planned community developers, is to design the framework, the subdivisions, the lots, the roads, the landscape, and the open space. We ultimately sell lots to homebuilders. We are not a homebuilder, but the homebuilders are our customers. We will basically design and construct everything for the builders to come in and build their lots. The most exciting thing we typically get to do is landscape. The landscape is what everybody remembers and gets to see. What we're looking to do here is to create a series of zones that really celebrate the landscape in Cottonwood. We're not looking to come in and do something that looks out of place or something that you wouldn't find out there today. In fact, a lot of our open space is going to reflect the trees and then the low scrub groundcover that exists out there today. What we'll do then, as we transition into some places which are more active open space for the residents, is we will have enhanced areas with turf and with amenity features, ramadas, and play structures, and things of that nature. Then along the roadways we'll have a little bit more enhanced landscape. What that will do is kind of transition back out into a more natural landscape pallet as we go into the community. Those are some of the larger open spaces that we're showing you there in 4.1 and 2.3. They will have more natural with enhancements in them. The transitional zones will be more along rights-of-way areas and entrances into the neighborhoods. As we get into the neighborhoods themselves, we'll have some more of the enhanced private zone,

and then also the neighborhood parks on a scale that fit the individual parcels within the community.

Mr. Carlson stated the whole plan is to embrace what Mother Nature has already given us, preserving the large open spaces. Where development does occur, how do we recreate the natural environment again? It's not easy to do. It's very challenging and actually takes time to grow in. It's a bit scary upfront, but once it grows in, it is actually fabulous.

Mr. Walters stated hand-in-hand with the landscape goes the connectivity. We want people to not only enjoy looking at the landscape, but also have the opportunity to participate in it and to get out into the open space. We're looking at a community that is not predominately focused on the automobile. Obviously, people have them and you need them to get in and out and around. However, once you get into the community, to have a network of open space and trail systems and parkways that allow you to get around in the community and to go from place to place without needing your automobile, either by walking or biking or some other form of transportation. The idea is to make those connections inviting and interesting, well landscaped and laid out in a manner that creates a sense of discovery as you go through them, and makes people want to get out in the community, whether it's walking the dog or getting around from place to place. By doing that, by executing it at a very high level, it creates that sense of community within the neighborhood.

Mr. Carlson stated the connectivity is experience driven. It's not just based on what I see from the car, but how do I walk across the street, how does my kid get from the front door of my house to the front door of his friend's house, to the community center, and creating an interconnected system that does all that. As you see on the map, there are the red, the blue, and the green roads. Those are for the cars. We know we have to have the cars, but at the same time, there is the regional or community system that is the spine along the blue road; a 12 foot multiuse path, so the kids don't have to ride their bikes on the path; a 6 foot wide DG (decomposed granite) trail on the other side so there is that soft experience. Because development is phased, there isn't a specific set rules of where the next path comes. The rule is that you have to connect to the system, and you can connect directly to the system if you are adjacent to it, or you can connect through a parcel to the system, but making the requirement that the system always keeps on going and always keeps looping. These are three sections. Section A on top is the spine road, the 12 foot multiuse path on one side with the 6 foot DG path on the other side. We have section B, which is a collector road, something that just enters into the community. It's a place that we often find people walking to get to places. We're putting a 6 foot sidewalk on one side, which is a little bit wider than what's normal, to be able to walk the dog side-by-side with another person rather than one person in front of the other. We then get back into the neighborhoods, where section C is illustrated, and that's just a path or trail that leads in and out behind the homes. What we're proposing is to do some trades when we look at the streets, because there's an interconnected pedestrian system throughout. That pedestrian system is really a connection to either the end of a cul-de-sac, at the beginning of the street, or somehow entered and winding through the neighborhood, and taking it off of the street when it's a low traffic street, a neighborhood street, and putting it to where we get to enjoy the landscape.

Mr. Walters stated the third leg of the stool for us in successful community development are the amenity packages that the residents will get to enjoy. We've just highlighted a couple different areas that we're proposing. The first one, The Landing, would be an area in the initial phase that would have a pool, some ramada space, probably some pickleball, some activity space, and a small parking lot adjacent to the first phase. Then, as we got further down into the project, tying into the larger open space on the eastside of the project is The Homestead, where we look at developing a larger amenity package with a lot of open space and different amenities that would really tie into the natural open space of that area. Again, a lot of this is to be still developed, but we're looking for gathering places for the neighbors in the neighborhood, places to come and meet, destinations as they're walking through the community, and places for recreation.

Mr. Walters continued, stating someone did ask me about the commercial, so I will touch on that. This is a draft. It is very conceptual, not to be tied to at this point. I think the concept of what we're looking at is a number of smaller, retail, commercial uses to compliment what is already going on in the City without competing with it. We're looking at initially starting with a multi-purpose building that would serve as a gathering space, initially for the residents, and also look at working with a retailer to provide some level of service in the community. As the community grows and develops, there will be the ability to add additional uses there, whether it is retail or commercial, hospitality, whatever those may be, they would fill in in the space. The building that has the Westcott on it would be designed for some sort of retail, potentially, but also information, a community center with lots of open space and lawn around it for gathering, and serving as an entry focal point to the community. As additional needs developed, we would look at adding on through the construction, likely, of additional buildings on the site.

Mayor Elinski stated this is all along the 89A corridor. The different amenities you have planned for the interior, The Landing and The Homestead, did you anticipate there would be private retail uses available in there, or is this all to be part of the master development and people pay fees to support the amenities in those areas?

Mr. Walters stated more of the latter. Not retail in those specific areas, but that those would be owned and operated by the homeowners' association. Those would be association amenities within the community.

Mayor Elinski asked if those would not be open to the general public.

Mr. Walters stated correct.

Mr. Carlson stated but the area like that behind you would be.

Mr. Walters stated a project of this magnitude we envision happening over a number of years with a number of different phases. What we are showing on this exhibit is a rough, graphical representations of where those phases would be. Initially, we're looking to start off at 89A at Bill Gray. I think the MDP will call this out, but we'd like the ability to make adjustments in the

phases, kind of market-driven. Essentially, we would move through the project to the south and wrap up down on Cornville Road in a phasing step way. That's why it's so critical with a master development plan, that we have guidelines in place that are specific to the community, but that are also broad enough to give us latitude to adjust for different product as it comes through. In the course of a project like this, the market will shift and adapt, and we'll want to make changes within that scope without needing to necessarily come back every time to get amendments to the documentation.

Mr. Pappas stated what we are ultimately providing the City is master plan reports that justify the infrastructure requirements for the entire development. As we come in with our phased approach, we submit detailed basis of design reports, or something like that, that would show how the next phase of the development would be going in in compliance with the master plan reports that were previously approved through the MDP process. To date, I just want to make sure everybody is aware that we've submitted a traffic study to the City, to ADOT, and to Yavapai County. We've submitted a water master plan and a wastewater master plan for initial review to prove these concepts and show how they would work. Those will take a different shape here in the future, but those reports will accompany the MDP.

Mr. Walters stated the idea is that we'll have a variety of lot sizes and a variety of housing product in the community. The idea is there will be a number of different types of single-family homes. We may look at some attached product or some different types of multi-family, built-to-rent type product potential in here. They will all be integrated into one community. As you come in off of Bill Gray Road, what we're looking at is the first phase of the commercial area, which is relatively small in scale with the two buildings that we talked about, with the ability to expand further there. We're looking at initially launching a five acre site for the vineyards, but expanding that out to a 20 acre site on 89. If you look at the collector road, The Landing is shown there in the middle of the community between a couple of the different subdivisions. You can see the trail connectivity that goes between the lots, in between the neighborhoods, and ties back into the collector street. We worked hard in following the topography. This is about a third iteration for us of a land planning exercise. What we've come back with is a situation where you can see lots aren't, for the most part, backed into each other. There is open space in between, which allows us to take up some of the natural grade. It also allows us to create paths and connectivity in between the neighborhoods. We don't have, in this instance, lots backing up to the collector road, but we've got some lots siding to it. We've got some separation in between. While this isn't necessarily the tentative plat that we'd submit for the first phase, conceptually the idea is that this is what it would look like. This reflects about 300 lots which would probably be our first phase in size. This reflects four, potentially five, different product types and four or five builders in that phase, the Landing, an amenity feature, and then some initial commercial entry statement in phase 1.

Mr. Carlson stated this is experience based, and so nature is driving the planning. When we look at land forms, lotting, and how we develop neighborhoods, there's usually two forms. There's an organic form, which is what we see up here, and then there's a formal form, like a neotraditional neighborhood. It made sense to go with an organic pattern with the wash corridors, the slope that's going back here, and the natural forms and hillsides. Oftentimes,

when there's a spine road through the community, it's the backup house and wall on that entire drive. In this sense, there's no long wall along that entire drive. It's a lot of landscape, and what we're proposing in the MDP is what would ultimately be a section wider than the City standard because we're proposing a 35 foot landscape buffer from the back of curb to the nearest wall. In that way, we can continue to hold that planting character all the way throughout the spine road. A lot of these neighborhoods, you'll see that when someone arrives into the neighborhood, they are arriving to a park space. That park space is upfront, on center. That way it's easy to see the kids. There's no parking in front of the park. If they're playing ball or kicking the ball around, throwing a football, if it goes out in the street, it's easy to see somebody coming into the street. We're also proposing narrower road sections as a result, because we're really trying to slow the cars down. If we are planning on roads and we have to put in speed bumps, we failed. If we are planning on roads and the feeling is I'm driving too fast down the road, then we nailed it. That is what our goal is and why we are proposing some street sections which we'll see in the future.

Mr. Walters stated I think it's a little bit better graphically represented here that the unit count that we have under the zoning, which is a little over 2,000 units, there's a lot of ways you can get to that number. I don't think we'll ultimately get to that number, anyway, but in responding to the topography and the other items that we've already talked about, while there is a variety of lot sizes, none of them are particularly large. We've tried to take that property and put it into the open space and to really enhance the neighborhood, gathering areas, and parks so that everybody doesn't feel the need to have that in their yard and to try to recreate that.

Mr. Carlson stated on the next slide we're looking at how do we apply the technical details of the MDP. Much like phasing, this part is pretty dry but it is how we apply the rules. With the residential, we're looking for flexibility, but the zoning is PAD. And then when we do lotting or design a neighborhood, the neighborhoods with the different lot sizes will have different setback standards, yard standards, whatever the development standards are for that particular lot. What we're proposing are what's called the development options, which is large estate, estate, village, and district. On districts, there are platted lots and a site plan, and that is in the smaller product. For instance, 1c is a large estate and 1b is estate. Those would have their own specific development standards. Everything else that is not road or street is residential open space. That's how we lock in what uses are permitted in that open space and really says it's the path, the trail, the pickleball, and/or the park. Moving across the street, in 2.1b, that's a village. Everything that is not part of the lot or street is open space. 2.1a is the district platted lots. Everything that is not part of the street or lot is part of the residential open space. There is natural open space, which is the green wash. This is all part of the land use budget and accounting. We're required to do 74 acres of natural open space and 99 acres of residential open space, and the way to account for that in the budget is by assigning them that development option. On the table you can see how it all breaks down, plays out, how we get to the 318 dwelling units, but as a result, there is about 36 percent open space in this phase 1 development.

Mr. Pappas stated this would be something that would be submitted and broken out at a tentative plat stage or initial submittal to the City. What this would allow us to do is, parcel-

by-parcel, plat at separate pieces. Required infrastructure would go along with the necessary plat. Say we came in with 2.1a, we would provide a tentative plat showing that parcel and then breakout everything for you to make it convenient to show how it's tracking against our budget. Again, with the holistic picture of the MDP, how can you be certain that we're doing what we say we're going to do? That's our accountability to you throughout the process is every tentative plat to show you per acreage and per lot count how we're complying.

Council Member Wilden asked, on page 14 for example, how many builders would be involved in that particular area?

Mr. Walters stated the way we've color coded it, it suggests four builders. What we would do is go out and talk to builders and market, in this case, four different products. I think the important part is that we market it as four different types of products in a phase like this.

Mr. Pappas stated on a parcel like the 2.1a, which is the more brown color, with that being a smaller lot and being assigned the classification of district, because there is a site-planning element there which lends itself to like a multi-family type use, there might be an opportunity where we sell 2.1a as a bulk parcel to someone so that they can lay out what works best for them based on their very specific rental product they might want to use. But the bones of what we're putting in the MDP require them to comply with everything we've baked in there. These are our tools. These are not only your guardrails for the community we want to provide, but also our own guardrails. When we work with a third party, if we do want to sell a parcel off because their product is so specific that we can't nail it for them, they need to nail it. At least they have the guardrails here of open space requirements, and setbacks, and everything like that.

Mr. Carlson stated one item that I didn't touch on was in the commercial 2.2a. As a phased development that might have three different plats that go over time, so that's why the three lines in there. The north corner or triangle may be platted first, and have that development option designation, and then when the next piece comes on, it goes through the same process and gets the designation assigned on the plat.

Mr. Walters stated the MDP will spell that out in a lot more detail. There will be a lot more chance to review it in detail and comment, but we just kind of wanted to throw out conceptually this is how it potentially would work and look.

Vice Chairman Garrison stated you were just talking about 2.1a being rental. I was seeing those as individual parcels, but what you're saying is that will be multi-family. He then asked if that will be four-plexes, two-plexes, or three-plexes, and what the expectation of that will be. I was looking at this whole thing, at least in these areas, as being single-family residential, and we're here to talk about the roads. To me, that will make a difference, is what the product is going to be at the end of the day; multi-family versus single-family.

Mr. Walters stated what we're trying to do is to demonstrate the flexibility in the plan. What Joe is trying to imply is that 2.1a, given the designation as the district, could take on a variety

of product types, including one that would be a multi-family that would be site planned. We would have density caps in there that would say how many units we could do within each one of those areas. I am not suggesting today that that's a rental property. What we're suggesting is that it has the potential to be site planned as a multi-family project. It could be a single-family for sale project. It could also be a single-family for rent project. Certain parcels we could take out and address with a site plan while not exceeding densities.

Vice Chairman Garrison stated I didn't want to confuse it by saying rental versus ownership; that wasn't my point. It was were these going to be multi-family structures or single-family structures, because what we're here to talk about today is whether these roads fit the development that you plan. You're trying to make them as small as possible to keep as much open space as possible, yet, if this is multi-family, it's going to completely change the way the traffic flows through that neighborhood versus single-family.

Mr. Pappas stated as far as what product goes in there for any sort of rental product, I couldn't tell you that today. I don't know who that user would be or what that use would be specific for. If there was a site planning parcel that required a certain level of service that is outside of what Fire or Public Works thinks is sufficient for that site plan, they'll have to accommodate that for what we're specifying with residential and collector road.

Mr. Walters stated I don't think we're addressing the question. Let me try to answer the question. We have a total maximum unit count within the project. What we'll do as we go through the MDP is we'll designate maximum densities per parcel, so we'll have unit counts associated with that. If the question is are we going to have 400 units in that area of multi-family buildings of our cap, I think the answer is not likely that we will. What we'll have to do is address the traffic study and the circulation. It will have to be responsive to whatever the ultimate unit counts are in that area. I don't think we're going to have multi-family apartment buildings there. That's not the intention. I think what we're looking at is the potential for a smaller unit, either single-family duplex, townhome product in there, and that the traffic and the circulation when we get to that will be responsive to the number of units in there. We are trying to be broad because we don't know today exactly what that product is going to be, but we're not anticipating garden apartments in that parcel.

Vice Chairman Garrison stated I'm trying to correlate what you're saying back to the closest development we have in the area that fits what you're planning here, and that is really Mountain Gate in Clarkdale. If you drive that, it's a varied mixture of sizes of single-family and your condo or your duplexes, and the road use is extremely different in each of those areas based on the type of residential structure that's there. You did a great job of presenting a lot of pictures, but unfortunately, they are really difficult to correlate against each other because you can't overlay them. When I was looking at the different sizes of your phasing of your roads and your areas, you are using a lot of really narrow roads. I'll specifically talk about 2.1a again as a much more high-density residential area, and yet it has a preponderance of smaller roads, except for the main artery coming in. I'm just trying to get my head around what you are doing, because what I thought we were coming here to talk about was the roads.

Mr. Walters stated we saved the best for last. We're going to get to that. Great comment, and we're going to try to address it as best we can, and we'll go back and address it better.

Mr. Carlson stated I think I understand the point that you're trying to make is that how much traffic is there on a road and how much traffic would dictate how wide the road would be. We would have to submit and update traffic reports to do that, and our road designations are based on how many trips per day. A residential street would be something like 1,500 trips per day, a neighborhood collector would be up to 5,000 per day, and then the spine road would be something like either 15,000 or 25,000 trips per day. All of those would be calculated with the traffic engineer to figure out what would be the appropriate road section to apply.

Mr. Walters stated which is probably going to get us to street types. Just to give an overview, Jon really knows the street sections well and can talk to them in more detail. I think where this started, if we go back five or six weeks in the meeting that we had with the staff, was that we wanted to propose some different types of street sections with the idea being that we could look at creating a better sense of community, we can create a better pedestrian-oriented community, non-vehicular transportation. While the sections may be smaller in some cases, we can do it in a way that still satisfies, we believe, the requirements of Fire Safety, Public Works, and Engineering. We wanted to take the opportunity to explore with those different departments, and we have been meeting with them and talking about it, touring, and looking at these sections in a place where they are actually working to try to say, hey, could we propose some different sections if we can demonstrate that they work and meet the trip requirements, but also the requirements of the other departments. We talked about it earlier today with the Fire Chief, but I will assure you, as a civil engineer, I love standardization and predictability. It's not cheaper to build them this way. It's considerably more expensive and detailed for the engineer to build them, but we think the product that results is better for the community for a number of reasons. I will let Jon talk about that and talk more about the sections. We understand that we'll need to meet the criteria of the different departments in order to get a variance, but that we'd like to be open and have the City be open to, if we can demonstrate that we can do that, that at least we have an opportunity to discuss it.

Mr. Carlson stated the street sections are a huge part of the community in how we experience it. In theory, there are only three street types that we're proposing, and it's whether or not they have parking or don't have parking on them. Everything that we are proposing has been built and constructed elsewhere in the State of Arizona; it works for fire, it works for trash. We've actually learned when we did a couple of them initially that they were too narrow, and as a result we have widened them since and know that we have to work through with fire, trash, public works, and that everything has to function. We can't plan a neighborhood and not have a way to get a fire truck back there and not have a way to have trash service. We know these work, and that's why we're proposing them. It goes from a really wide street that people are flying down, because it feels like that's the right speed to be going, to narrower streets where it feels like, all right, I should be going this speed, it's a little bit slower. There is a little bit of friction from the parking, but enough to get through. It's not cramped in any sense of the imagination, but it is the appropriate scale.

Mr. Carlson continued, stating the first road is the district collector. It's a spine road and the easiest of the roads. It's 28 feet back curb/back curb, 14 foot lanes on each side, and has a left-turn lane. When there is a left-turn lane, it's another 12 feet wide which makes it 40 feet wide. We'll probably have a 40 foot wide road all the way through the middle just because of the tapering that would occur in between it all. That is plenty wide for traffic and plenty wide for fire and trash. The next is the district collector, which are in the blue, and those are basically how we feed into the neighborhood. The last ones are the green ones; the neighborhood, residential streets. You can see there are two-way, two parking; two-way, one parking; two-way, no parking; and one-way, one parking. If we go to the next slide, we kind of get into it in a little bit more detail, seeing the district collector, the 28 feet or 40 feet, but it's also showing a 35 foot wide landscape buffer on each side. That's where we have to follow that rule in the MDP. There is a typo in there. The 10 foot multi-use path should be a 12 foot multi-use path, and the path and trail on the left side is a DG path. The next classification of road is what we're calling the neighborhood collector. This is getting into the neighborhood, trying to get them off of the faster streets, slowing down a little bit, and it could be before they even get into their neighborhood, or it could be going through the neighborhood. These are two-way, two parking; two-way, one parking; and two-way, no parking. These are basically 27 feet back of curb to back of curb with path on one side required, trail on the other side, and path on the other side optional. It really depends on the setting and where it is appropriate or not. The two-way, one parking widens it up to 33 feet, and with the two-way, two parking it widens it up to 39 feet. That's probably the widest road section that's on here. The way we would apply the 39 foot is if it's more traffic than 1,500 trips per day, like the multi-family that we were talking about before, or if it's a road that has quite a few trips and there are no driveways, no place to peel off and pull over. That is part of the circulation flow in any neighborhood and so we have to have the parking. We have to be able to get the cars through, and we can't be slowing them down so that there is so much friction it doesn't work. That's why there is a 39 foot section. The last one is the neighborhood residential. It's really the same street. It starts off at 24 feet wide with no parking. It gets four feet wider when there is parking added to each side. We can run the calculations to show how parking and how fire and trash have room to get through, but it depends on if there is a home fronting the street, a home not fronting the street, or if there are homes siding the street. For instance, the 24 foot wide street is a street that's usually used to come into the neighborhood. It's the arrival to the park. There are no homes fronting it. It's really trying to narrow things down, say let's come in, let's slow down, let's enjoy what we got. It's usually short streets. They are not really long street segments. Where they also help is on the little bit longer streets that kind of wind through. Because of the open space path and trail system and there's not parking on it, it gives fire easy access if they ever need to get to someone that's on the trail. Adding the parking is just a little bit more width, but it makes it a heck of a lot easier. If there is a two-way street around the park and there's only homes on one side and not the other, that's where we would have 28 foot, two-way, parking on one side. If we get into a cul-de-sac, where we have one-way streets all the way around the park, that's where we are proposing a 25 foot back curb/back curb. It's enough room to park, enough room for trash and fire to get through, and enough room to pass other cars. Those are what we've evolved to as we've kind of worked through multiple neighborhoods to be the appropriate sections as we go.

Mayor Elinski asked if Mr. Carlson could point to some place where we can view the product that does or has worked.

Mr. Carlson stated we were fortunate enough to take James and Ron down to Verrado, and we toured all the streets that we are proposing here. The whole goal was to make the desert cool, and it is how we got the desert to come closer to the road. Some of those roads are even narrower, but the rule was that you could not park on the street. All the parking had to be put on the lot.

Mr. Walters stated Verrado is in the town of Buckeye. It has a lot more topography than it seems as you drive by. As we looked at that and we started studying the contours on it, we came to realize it is more of a foothills-type project than we initially anticipated. It's really important that we start off in the right direction and that we have concepts that we can believe in, and that we have the support of the community. This is not a subdivision for us that we will go get done and move on. This is a project that we will be involved in for a long time. We really value the opportunity to come and share with you what we're thinking, but we'd also love to get additional feedback as to if you think we're headed in the right direction or not. We'd love to hear it before we wrap up the MPD. For a project this size, it's a very significant document. There is a lot to go into it. As Joe said, we've already submitted pieces of it and we have gotten comments on that. We want to deliver something that feels like it is somewhat familiar to you, that you've already seen it, that is comfortable, and that it addresses concerns that you have.

Mayor Elinski asked what the on-street parking is to be used for, whether it's one side or both sides, and whether these homes will have their own parking and the on-street parking is just for visitors and guests.

Mr. Carlson stated primarily guests. There are driveways and garages. If you're going to be able to park a car on a driveway, you have to clearly be able to park a car in that driveway. It would have to be a minimum of 20 feet in length. Most builders are doing garages. On-street is normally guests or inviting friends for the football game.

Mayor Elinski asked if there will be restrictions in the HOA's CC&Rs or whatever to not allow folks to park their own primary vehicle on the street.

Mr. Carlson stated, yes, generally in the CC&Rs there will be some language in there to help give some teeth to that as far as like excessively parking your car there for a long time. If they have another vehicle in their carport or in their front driveway, like a boat or something like that, and they are parking on the street, there will be teeth in that document for them to reach out to that homeowner.

Mayor Elinski stated let's talk about their road design. I think that's primarily what we're here to talk about. It is something unusual to Cottonwood. We haven't seen it here. I've been through Verrado. I do want to make sure we're all comfortable with what they are proposing, so let's have a conversation about it.

Council Member Wilden stated if I understand you correctly, the streets in Verrado are going to be similar to the entire project here, and I love Verrado and am familiar with it as well.

Mr. Carlson stated that is correct. It will be the exact same streets.

Mr. Pappas stated just to clarify that, and probably unnecessarily so, it might not be the same exact landscape pallet. Verrado sometimes has turf between the curb and sidewalk. We wouldn't be proposing that in a water-sensitive area like this where that's just not naturally out there.

Mayor Elinski stated I like very much that you've tried to incorporate more of a feeling of a neighborhood. I've never liked it when we plan any space around the vehicle. I think there is a better way to plan our shared space. I appreciate that you are trying to slow folks down, creating a better sense of place and more open space. I have no heartburn at all with what you're proposing. Given the topography, I think it would work really well, and not blading everything to make it fit a cookie-cutter subdivision would be much more attractive and sensitive in that area.

Council Member Kurot stated I like the concept. My only issue is some vehicles are much larger than others, and I have issues getting around some of the developments we already have. My truck doesn't fit in any of the driveways, and if I try to pull in and turn around, there is not enough room to turn around or park on the side. If I park on some of those streets, I'm blocking traffic completely. Depending on what kind of vehicles your target clientele are buying, it works in theory, but I question if it works in reality.

Mr. Carlson stated much like we don't design our streets for rush hour traffic, we don't design all of our streets for the worst case scenario. We also don't design our streets for the best case scenario. We look at what is the appropriate, kind of in the middle, and what we've been using is a Range Rover. It's a larger sized SUV.

Vice Chairman Garrison stated I have a question about your commercial zoning or where you have 4.3 on page 8 of 22, kind of in the middle of the property. How is that going to be a commercial property.

Mr. Pappas stated that is the amenity space. We were working with staff on what can and cannot be classified as commercial per your code. With 78 acres of commercial, that's a lot of commercial. That could be a parking lot, it could be a lot of other things, but it's probably not going to be a lot of huge buildings. We worked with staff and Gary to see what are considered commercial uses, i.e., are vineyards considered commercial uses, and the response was, yes, vineyards could be commercial if they are not open to the public. There might be vineyard uses that are considered commercial because they will be used for harvesting and commercial uses. I think the amenity center, at a time we discussed it, could have been counted towards that, so we showed it as commercial on this map.

Mr. Carlson stated we've also learned from other communities that there are also partnerships that like to come in at community centers, like a little bar and grill type facility. We will have to have the ability to do that, and that's part of the room for the commercial as well.

Council Member Hulse stated I find that this is a much better designed road system than what we currently have in Verde Village. The roads are so narrow you can't put two cars down the road at the same time comfortably, and there is no parking on the street. The driveways are too short for anything beyond a medium-sized automobile. This design is more realistic than what we had at Cottonwood Ranch.

Mr. Horton stated I just want to make sure that the Council saw that the plan calls for a gated entry, gated access to all the residences, and I know that has been a discussion point for Council before.

Mr. Pappas stated the Gs shown on this map are implied gated entries, and what we're doing is reserving the opportunity to have gated entries. That doesn't mean that all of these will be gated entries. Some of our builders do prefer a little more enclave or exclusive arrival experience, in which case, with gated entries there is consideration for private streets. Generally, the way we are proposing these sections would be contemplating them all as public streets, satisfying all public needs, which then wouldn't be gated off, generally.

Mayor Elinski stated I'm not a big fan of gated entries. Historically, we haven't done them in Cottonwood. We like things to be a little bit more open. Especially the way you have this designed with that spine road, I think that's where most folks are going to go when they're just getting through, and you really wouldn't need to get into a neighborhood unless you had a specific need, which would be you're going home.

Mr. Pappas stated this is all just a conceptual phase 1 that we put together. It could look very different. There is also the opportunity in other developments where there have been columns on the site of the arrival to impress the kind of feel like a gated community but not being controlled by a mechanical gate or a gate arm. There are those options that we can look at as well.

Council Member Henry stated I echo the Mayor's sentiments on the gate issue, but I recognize this is all a big concept. I do want to thank all of you for being here tonight to get our buy-in and ask for feedback at this early stage. I like what I see on paper, but as an attorney, it's hard for me to jump on board with both feet when this could all be completely different than what we're actually seeing approved and moving forward. My first question to my City Manager when I was reviewing this agenda item was what is exactly the ask of Council, especially to Vice Chairman Garrison's point, were we really getting into the details about the circulation patterns and our thoughts on that. My understanding is you really just want to introduce all of us to the project and get our preliminary thoughts at this point. I'll reserve my criticism and/or compliments for more specific detailed plans at a later date.

Mr. Walters stated fair enough. We'll take that as an invitation to submit more detailed plans.

Mayor Elinski stated I get the general sense everybody is perfectly fine with your circulation plan, the road sections, and everything. Obviously, the devil is going to be in the details, so we're looking forward to seeing more. Again, Westcott is an old family name here in the Verde Valley. I know you had a naming think tank, but you might want to just consider that.

Mr. Walters stated all feedback is great feedback. We don't want to step in anything that we're not supposed to. Let us go back and work on the comments.

Commissioner Klinge stated I'm familiar with DC Ranch and the infrastructure there. The spine road is very reminiscent to Eastmark, which is in Mesa. It is very wide and very landscaped. There is a lot of potential there and I appreciate that it's also multi-generational, as I know Eastmark is. I think it is a good option.

Mr. Walters stated conceptually, we're looking to have vineyards out there. We think it's a nice buffer between 89 and some of the other areas of the project. It's certainly something that is organic, in a number of ways of speaking, to Cottonwood and what's going on in the Verde Valley. What we're not going to do at Sunbelt Holdings is to try to go out and execute that type of project on our own and fail. We like to partner with people that know what they're doing, whether it's Jon in this case, or Tim and the folks at DA Ranch with the vineyards, and Chateau Tumbleweed as well.

Mayor Elinski stated I was really pleased to see when they went through their iterations early on that a vineyard element was going to be a part of this development. I'm pleased to see you changed the name from 89 & Vine.

Mr. Walters stated we're on our third iteration of the land plants, so we'll look at a third iteration of the name.

Commissioner Glascott asked if the vineyard will be a working vineyard. He stated I've been in other places, like Rancho Cucamonga, where they will create vineyards and then they end up not being a working vineyard and that the vines just die.

Mr. Walters stated this will be a working vineyard.

Mayor Elinski stated it's a great tie into our community.

ADJOURNMENT


Mayor Elinski moved to adjourn. The motion was seconded by Council Member Hulse and carried.

The joint work session adjourned at 7:22 p.m.



Tim Elinski, Mayor

ATTEST:



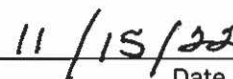
Tami S. Mayes, Deputy Clerk

CERTIFICATION OF MINUTES

I hereby certify that the attached is a true and correct copy of the minutes of a joint work session of the City Council and the Planning and Zoning Commission of the City of Cottonwood held on September 13, 2022. I further certify that the meeting was duly called, and that a quorum was present.



Tami S. Mayes, Deputy Clerk



Date