



# 8. LAND USE ELEMENT

## A. VISION AND FOCUS

The City of Cottonwood has a vision for the future that welcomes change and prosperity. The City also relishes the unique and historic character of its geographic setting and the home town feeling that comes from living in a riverside community with a traditional downtown, surrounded by pristine vistas of mountains, canyons and red rocks. There is much to admire about Cottonwood's amenities and the affordable living environment provided in the City. At the same time, there is much need and support for continued economic development, more employment opportunities, and better paying jobs. In addition, improved infrastructure, facilities, and amenities can further enhance our quality of life. The key is to balance the benefits and consequences of new growth while maintaining the small town qualities that are so strongly desired. The Land Use Element can help to address these issues and concerns by encouraging:

1. A compact development pattern organized around existing or planned focus areas. Compact development can reduce the amount of infrastructure needed to support growth and allow residents to walk to nearby facilities and services.
2. The availability of adequate land for the continued development of industry, jobs, shopping, housing and recreation.
3. A broad mix and diversity of land uses.
4. Strong, vibrant neighborhoods.
5. Access to parks, trails and places of social interaction.

## B. RELATED LEGISLATION AND STUDIES

This section is intended to address the State's requirements for the General Plan's Land Use Element. The State of Arizona (Under ARS § 9-461.05.C.1) requires that the General Plan include a Land Use Element that:

1. Designates the proposed general distribution and location and extent of such uses of the land for housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space and other categories of public and private uses of land as may be appropriate to the municipality.
2. Includes a statement of the standards of population density and building intensity recommended for the various land use categories covered by the plan.
3. Includes specific programs and policies that the municipality may use to promote infill or compact form development activity and locations where those development patterns should be encouraged.
4. Includes consideration of air quality and access to incident solar energy for all general categories of land use.
5. Includes policies that address maintaining a broad variety of land uses including the range of uses existing in the municipality when the plan is adopted, readopted or amended.



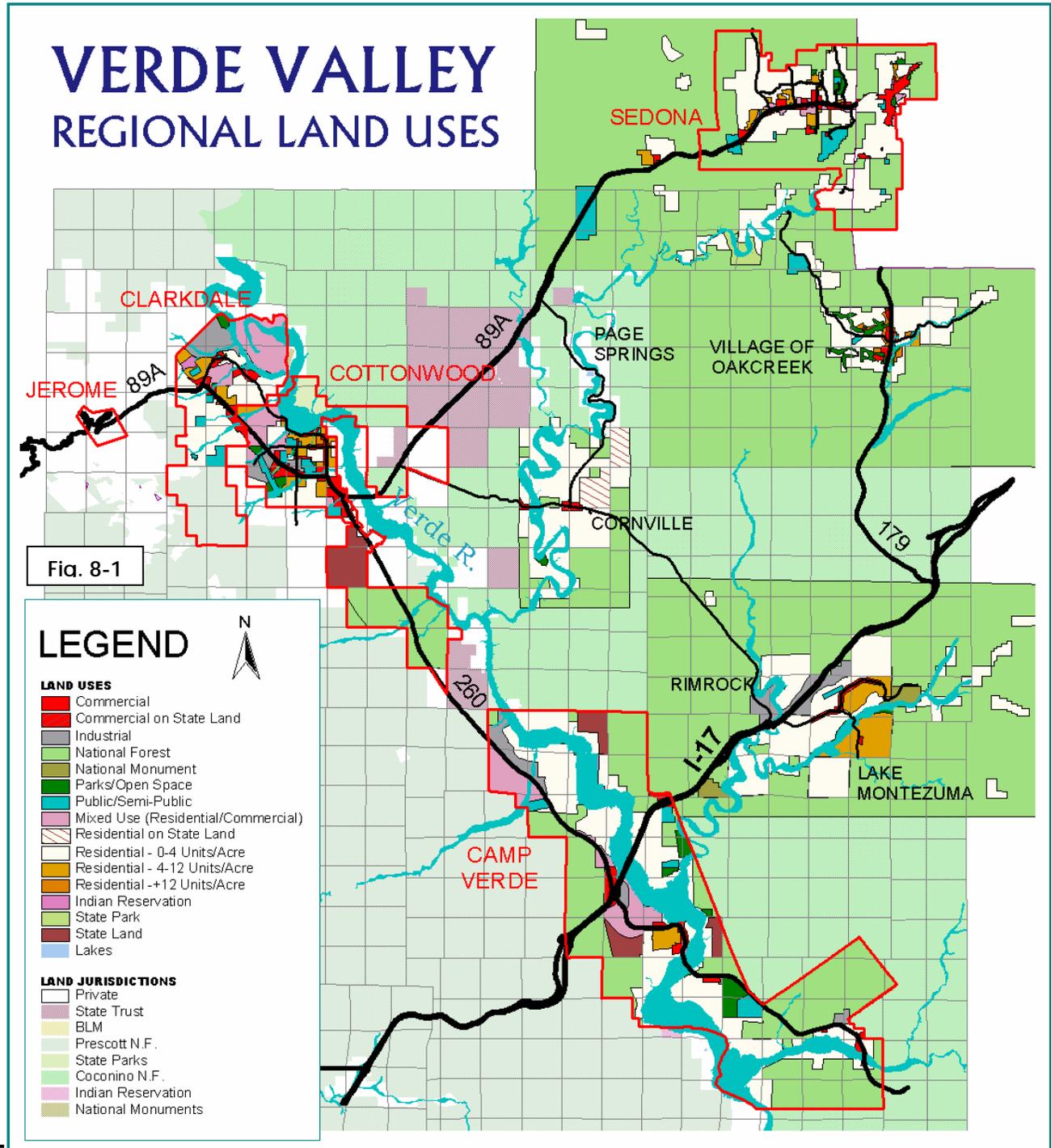
6. For cities and towns with territory in the vicinity of a military airport as defined in

ARS § 28-8461, includes consideration of military airport operations.



# C. REGIONAL SETTING

Cottonwood is a city of just over 10,000 residents within a corporate boundary of over 15 square miles. Adjoining the City is the unincorporated subdivision of Verde Village (approximately 11,000 residents), the Town of Clarkdale (about 4,000 residents), Jerome and other unincorporated residential areas. It is estimated that about 35,000 people reside in the immediate market area and up to 60,000 people reside in the Verde Valley region, which includes the Sedona and Camp Verde areas. Only about 17% of the Verde Valley is privately owned. Below is a map which depicts regional land uses in the Verde Valley.





## D. LOCAL OVERVIEW

Anglo settlement began in Cottonwood in the 1870s with the development of family farms along the Verde River in the vicinity of Old Town. About 1917, Jimmy "Rawhide" Douglas developed his "smelter city" of Clemenceau along Willard and Sixth Streets. Clemenceau (named after Georges Clemenceau, the Premier of France at the time) was a complete company town with thousands of residents, a school, post office and other community facilities. And, of course, there was a round-the-clock smelter operation.

The Clemenceau smelter operated from 1917 to 1937. The development of Clemenceau in 1917 stimulated development in Old Town Cottonwood as well. The Willard Addition and other areas adjoining Main Street were platted and developed during the World War I era, often by entrepreneurs and residents seeking freedom from the prejudice and regulation of Clemenceau and nearby company towns.

Following the steep decline in the mining industry in Jerome, Clarkdale and Clemenceau, the Verde Valley region lost significant population during the 30s, 40s and 50s. SR 260 and the Hwy 89A Bypass were developed to serve the Phoenix Cement Plant. This caused development to move south, closer to the junction of SR 260 and Hwy 89A (Main Street). This development pattern was reinforced with the platting of over 4,500 Verde Village lots in unincorporated Yavapai County adjacent to Cottonwood in the early 1970s.

In 1990, the City completed its wastewater treatment plan on Mingus Avenue and a collection system throughout most of the City. In 2001, the plant capacity was expanded to 1.5 million gallons per day. Reclaimed water is now being delivered to Del Monte Wash and supports a growing riparian habitat.

Between 1990 and 2000, the City's population increased from 5,918 to 9,179, or 55%, mirroring the increase of nearby communities and Yavapai County, as a whole. Much of Cottonwood's residential growth came in the form of multi-family apartments and the Cottonwood Ranch subdivision. During the 1990s and since, the Verde Valley Medical Center has continued to expand and develop state-of-the-art medical facilities in the City attracting physicians and support services to the community. The medical community, regional retail and affordable housing have helped

Cottonwood become the regional center of the Verde Valley.

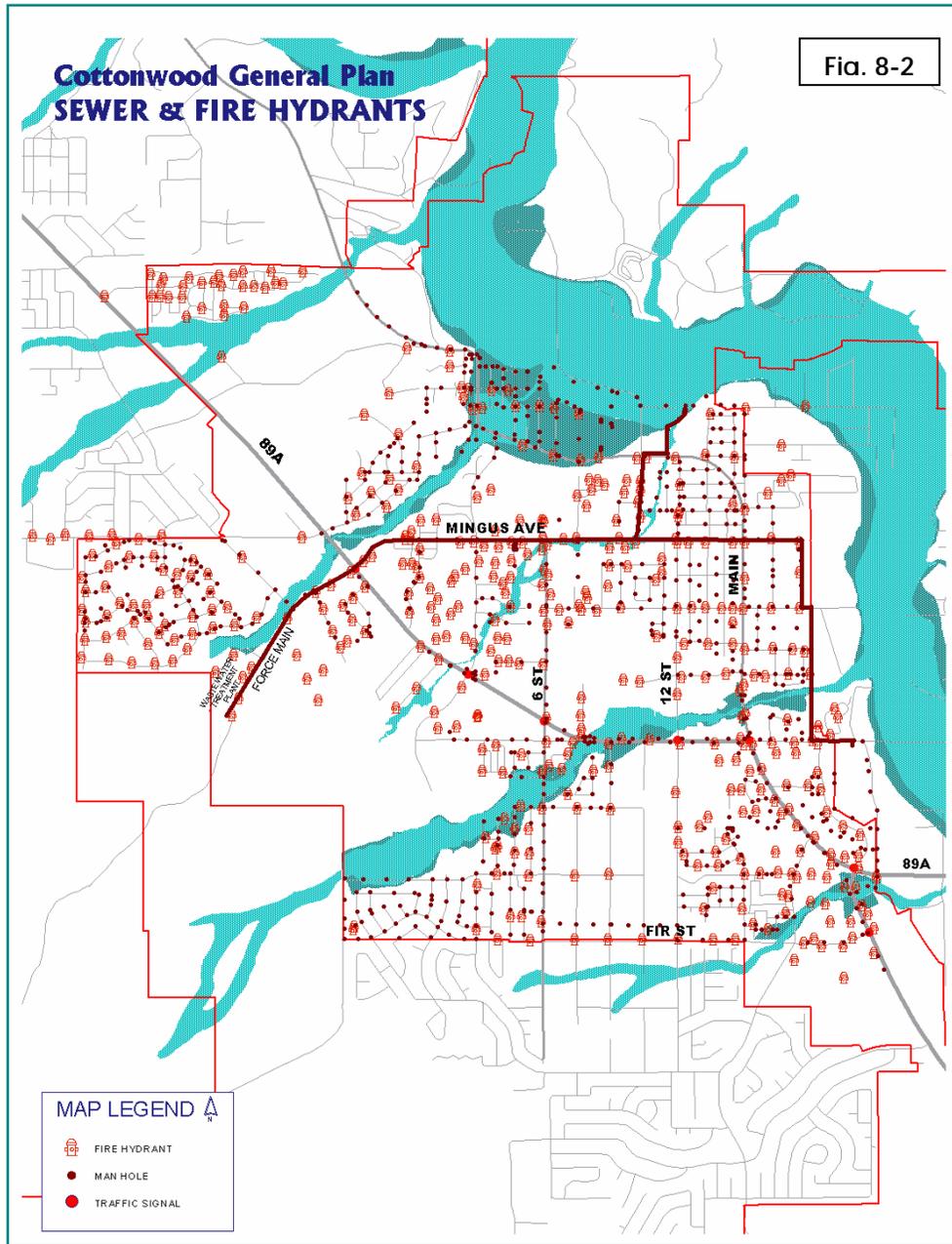
## LAND DEVELOPMENT

The table below demonstrates build-out within the City according to zoning districts.

<b>District/Area</b>	<b>Built</b>	<b>Vacant</b>	<b>ROW</b>	<b>Total</b>
AR-20*	136.42	654.49	11.38	790.91
AR-43	186.96	163.54	26.49	350.50
AR-70*	17.18	1551.99	17.97	1569.17
C-1	198.85	177.37	74.57	376.22
C-2	66.11	100.28	22.82	166.39
C-3	19.91	3.00	0.00	22.91
CF*	65.99	64.93	1.67	130.92
GA	52.05	49.88	33.13	101.93
I-1	9.89	18.65	0.00	28.54
I-2	144.48	371.05	24.05	515.53
MH	149.51	13.80	8.86	163.31
NF*	0.00	2954.15	84.01	2954.15
PUD*	36.79	705.97	0.00	742.76
PUD/C	42.47	19.26	1.49	61.73
PUD/R	100.69	105.03	42.82	205.72
R-1	482.43	174.18	103.76	656.61
R-2	68.27	95.37	17.12	163.64
R-3	51.55	71.67	31.15	123.22
R-4	63.42	21.58	19.79	85.00
Dead Hs ROW			114.02	
<b>SUBTOTAL</b>	<b>1892.97</b>	<b>7316.19</b>	<b>635.10</b>	<b>9844.26</b>
<b>SQ. MI.</b>				<b>15.38</b>

\* Includes portions of RECENT Dead Horse annexation. ROW figures not broken out.



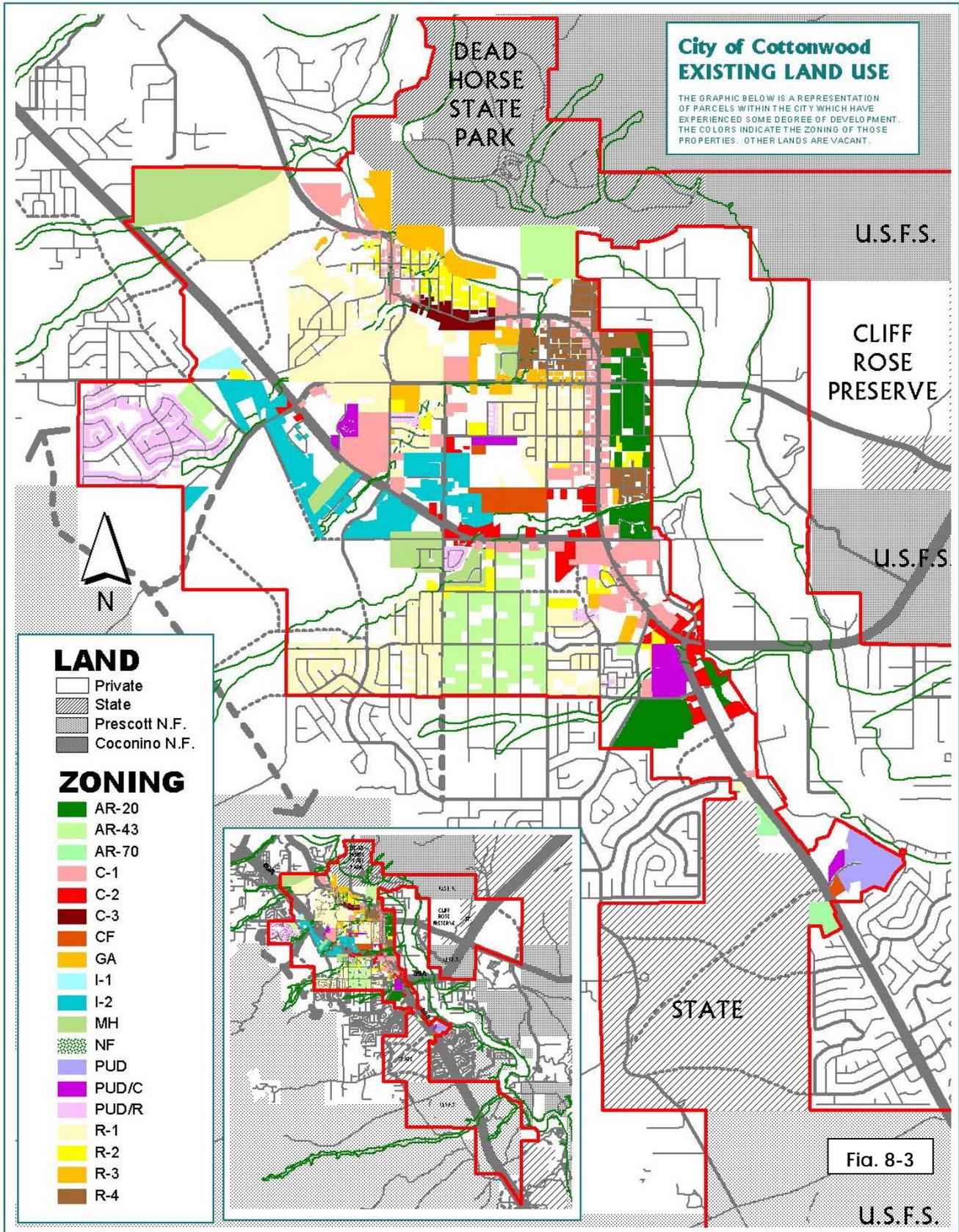


LEFT: A depiction of infrastructural development on the City of Cottonwood, including streets, sewer development and fire suppression.

## EXISTING LAND USES

The following graphic, "Existing Land Use" depicts developed parcels and their current zoning. The summary table indicates the number of acres built upon and undeveloped by zoning district.

Most vacant land within the corporate limit has development constraints: slope or flood plain issues, lack of sewer, water or street improvements. Most large parcels are controlled by a small number of owners or the State Land Department and may not be readily available for new residential, commercial or industrial development. For example, there are very few vacant residential lots left in the city limits; and no new subdivisions have been proposed in recent years.





## E. KEY ISSUES

Following are the key land use issues identified by the public and the Planning and Zoning Commission in the development of this chapter.

1. Encourage a compact development pattern.
2. Accommodate growth but be mindful of the small town qualities that make the community attractive to so many.
3. Have enough land available for housing, jobs, commerce and open space needs.
4. The City of Cottonwood and the Town of Clarkdale are actively seeking the purchase of three private water companies that serve the greater Cottonwood area. Seeking and developing water resources is critical to our future. Use administrative control of the water system to influence and optimize growth in the future.
5. Maintain and enhance Old Town as the heart of the community.
6. Strengthen older neighborhoods.
7. 4Maintain Cottonwood's role as the commercial center of the Verde Valley.
8. Control and influence the use of State Trust land outside the corporate limits on Hwy 89A and SR 260.
9. Maintain community separation along SR 260 and Hwy 89A between Cottonwood, Camp Verde and Sedona.
10. Work with ADOT and the Verde Valley Transportation Planning Organization to study the proposed SR 260 to Hwy 89A bypass. Should this route be warranted in the future, work with ADOT and other agencies to establish the points of connection within the corporate boundary and to minimize adverse environmental and economic impacts.
11. Encourage development and re-development in identified focus areas including: Old Town; Main and Mingus area; Willard and Mingus (Siler property and Clemenceau); and the slag pile and fairgrounds area.
12. Extend Willard Street and other infrastructure to serve the Airport area.
13. Complete the Airport Master Plan and work closely with airport users, property owners and residents on land uses near the Airport.
14. Several portions of the community would benefit from a special study of land use and circulation issues, including: the airport area, the Alamos Drive/Black Hills area, public lands adjoining Hwy 89A and the Mingus Avenue extension, Main Street north of Old Town, the slag pile and Fairgrounds area, the Siler property near Willard Street and Mingus Avenue, Groseta Ranch land west of the Airport, State Trust lands in Sections 11 and 14 along SR 260, the ten square mile block of State Trust land along Hwy 89A toward Page Springs, and the private and public lands outside the current corporate limit near the Motorplex site on SR 260.
15. Water-conserving features, including gray water reuse systems and other environmental features, should be incorporated in new development.



## F. GOALS & OBJECTIVES

It is the intent of this element to address the issues outlined above; as well as to ensure the compatibility of land uses throughout the City, offer flexibility regarding citizens needs, and to encourage partnerships among governments, school districts, the private sector, and non-profit groups in developing solutions to future problems. The General Plan offers the following related land use goals and objectives:

**GOAL LU-1 STRIVE FOR A BALANCED COMMUNITY COMPLETE WITH A GOOD MIX OF HOUSING TYPES AND STYLES, A STRONG ECONOMIC BASE, ABUNDANT PARKS AND OPEN SPACE, APPROPRIATE PUBLIC FACILITIES AND A WELL DESIGNED CIRCULATION SYSTEM.**

- **OBJECTIVE 1.1 Support development proposals that provide for a variety of local and regional commercial activity and result in a strong economic base.**

1.1.A Participate in and cooperate with regional land use planning efforts among local jurisdictions and land management agencies.

1.1.B Support development that provides for a variety of residential types and styles.

1.1.C Accomplish the local strategies and action items outlined by Plan Areas detailed in the General Plan's Land Use element.

- **OBJECTIVE 1.2 Revitalize the Main & Mingus and Old Town neighborhoods.**

1.2.A Develop a mix of housing, retail, office, entertainment and civic uses as part of Old Town.

1.2.B Support Cottonwood's Main Street Program

1.2.C Renovate the Civic Center as a community focal point.

1.2.D Build a cultural park on the site of the ball field behind the Civic Center.

1.2.E Encourage mid-density development of the Willard Addition in Old Town as a pedestrian oriented extension to Old Town.

1.2.F Continue to improve the parking lot next to the old theater as a multi-functional piazza that also accommodates community events.

1.2.G Support block watch and similar neighborhood building efforts.

1.2.H Continue effective code enforcement efforts.

1.2.I Use community development block grants and other resources to improve housing, streets, sidewalks and parks in the older neighborhoods.





**GOAL LU-2 ENCOURAGE AND SUPPORT QUALITY DEVELOPMENT THAT IS COMPATIBLE WITH NEARBY LAND USES, CIRCULATION, FACILITIES AND INFRASTRUCTURE.**

- **Objective 2.1 Encourage compact, mixed-use development in the Focus Areas.**
- **Objective 2.2 Protect existing neighborhoods from incompatible land uses.**
  - 2.0.A Encourage townhouse and condominium development (home ownership interest) where appropriate.
  - 2.0.B Consolidate access points to new development along highways.
  - 2.0.C Set high standards for all new development.
  - 2.0.D Encourage / complete special studies where indicated in the Planning Areas to carefully evaluate development alternatives.

**GOAL LU-3: ENHANCE COTTONWOOD'S LIFESTYLE.**

- 3.0.A Develop a multi-generational recreation center to encourage the community's health and well being.
- 3.0.B Pursue the establishment and expansion of parks and open space in Cottonwood to enhance social interaction and create a sense of place.
- 3.0.C Complete the renovation of the historic Smelter Machine Shop as the Senior Citizen Center.
- 3.0.D Develop a program for establishing small neighborhood pocket parks within walking distance of residential clusters.
- 3.0.E Continue to work with the Chamber of Commerce and other regional partners to develop needed community facilities (Gems of the Community concept).



## G. ACTION PLAN

### 1. PROPOSED LAND USES

This section includes a summary of the City’s intended land use plan, including sections devoted to Focus Areas, Proposed Land Use Map, individual Planning Areas, and Special Study Areas. It is the intent of this planning document that these elements be correlated in the review of land use proposals for the City.

The General Plan recognizes that focusing densities and activities around specific locations of the City may help to confine their impacts to smaller, more definable areas, making it easier to buffer those impacts. Focused development also minimizes automobile trips by providing better support for the densities and 'critical mass' which enables more localized services, more affordable housing types and the mixture of land uses necessary to the support of a viable and more useful system of public transit, pedestrian and bicycle routes, parks and open areas. This combination of ingredients may also help to provide a better "sense of place" and for many of the other "small town qualities" valued so highly by Cottonwood’s residents. By encouraging the densities that support that mixture of uses, these locations also become more attractive to redevelopment.

#### FOCUS AREAS

The Proposed Land Use Map identifies four focus areas that are intended to encourage a mixture of uses and densities at strategic locations which best lend themselves to compact, pedestrian oriented environments.

The General Plan designates focus areas in the following locations:

- Old Town
- Mingus & Main
- Fairgrounds / slag pile
- Mingus / Willard – Medical Center

#### SPECIAL STUDY AREAS

Special study areas have been designated in certain locations that deserve close scrutiny due to the size, strategic location, development constraints, opportunities or other special features.

**TABLE 8.2**  
**LAND USE CATEGORIES**

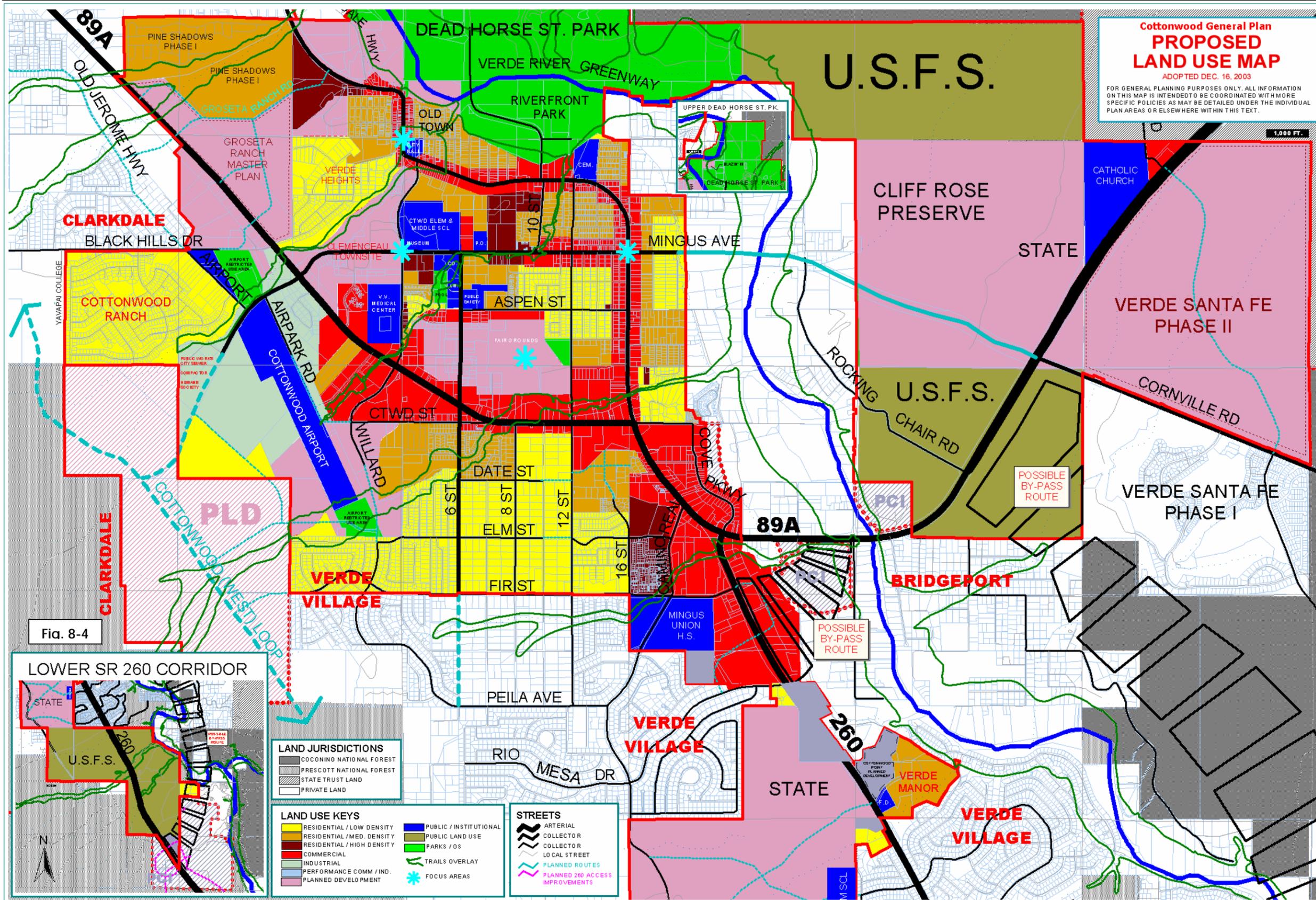
COM	<u>COMMERCIAL</u> : Includes general commercial functions, including retail and professional services.
IND	<u>INDUSTRIAL</u> : All industrial activity to occur in these areas with an emphasis on industrial park developments.
OSP	<u>OPEN SPACE / PARK</u> : Characterized by existing or recommended recreational facilities or by special environmental considerations such as topography or greenway access. Some areas may be developed for active recreation. Others may be simply preserved as natural areas for the enjoyment of the public.
PCI	<u>PERFORMANCE COMMERCIAL / INDUSTRIAL</u> : These areas would accommodate performance based commercial or industrial activities which meet with planned



	development criteria including: appropriate buffering from adjoining uses; at least 20% of the lot area be landscaped; limited or shared access points to arterial and collector roads; buildings finished with muted colors designed to blend with the natural environment; low profile, monument style signs complimenting the buildings exterior; any outdoor storage screened with a block wall; subdued exterior lighting; conformance with Design Review Board requirements; conformance with local, state and federal air quality, water quality, noise and environmental regulations; and provision for trail and open space where appropriate.
PLD	<u>PLANNED DEVELOPMENT</u> : Mixed-use development is envisioned for lands that could include residential, commercial and possibly light industrial development under the auspices of a comprehensive master plan for areas of at least 160 acres. The master plan must address: appropriate buffer areas adjacent to existing residential areas; a coordinated circulation system that designates collector and arterial street rights of way (and provides shared access points, bike lanes, paths and routes, transit stops, and pedestrian circulation including trails and sidewalks; preservation of significant environmental features such as drainage areas (and encourages their use as trails), steep slopes and ridge lines, wildlife corridors, and native wildlife and vegetation habitats; parks and open space; a mixed use development plan that provides a variety of housing types, commercial uses and job opportunities and which incorporates new urbanism elements such as transit stops, uses intermixed or linked by non-motorized means, narrower residential streets with street landscaping, varied housing designs that include front porches and minimize the visual impact of garage doors.
PLU	<u>PUBLIC LAND USE</u> : This designation is proposed for the National Forest and other public owned or managed lands that may pose opportunities for resource development, community facilities, recreation and open areas. It is intended to protect scenic beauty, open space, and view sheds for residents of the community and visitors, as well as areas for preserves, parks, ball fields, trail access, community infrastructure and community needs.
PSP	<u>PUBLIC / SEMI-PUBLIC / INSTITUTIONAL</u> : Sites with community facilities situated on them or areas where future community facilities may be located.
RLD	<u>RESIDENTIAL / LOW DENSITY</u> : Generally existing neighborhoods or adjacent infill, which are meant to remain intact under the General Plan. Densities can range from .20 to 5 units per acre in an R-1 zone; or 5-8 units per acre in an R-2 zone.
RMD	<u>RESIDENTIAL / MEDIUM DENSITY</u> : Tend to be existing neighborhoods in transition with smaller platted lots. Mobile homes and older site built housing are giving way to remodeling and newer construction in many instances. Densities could range from 5-11 units per acre. These neighborhoods may also be suitable for Planned Unit Developments that exclude commercial uses.
RHD	<u>RESIDENTIAL / HIGH DENSITY</u> : Intended to accommodate increased densities which may be required to enable affordable housing, generally 12 units to the acre or above.



TOL	<u>TRAIL OVERLAY</u> : Areas within the 100 year flood boundary which act as tributaries of the Verde River. Easements for pedestrian trails should be obtained within these boundaries for cross-town connection to the riverside as development permits.
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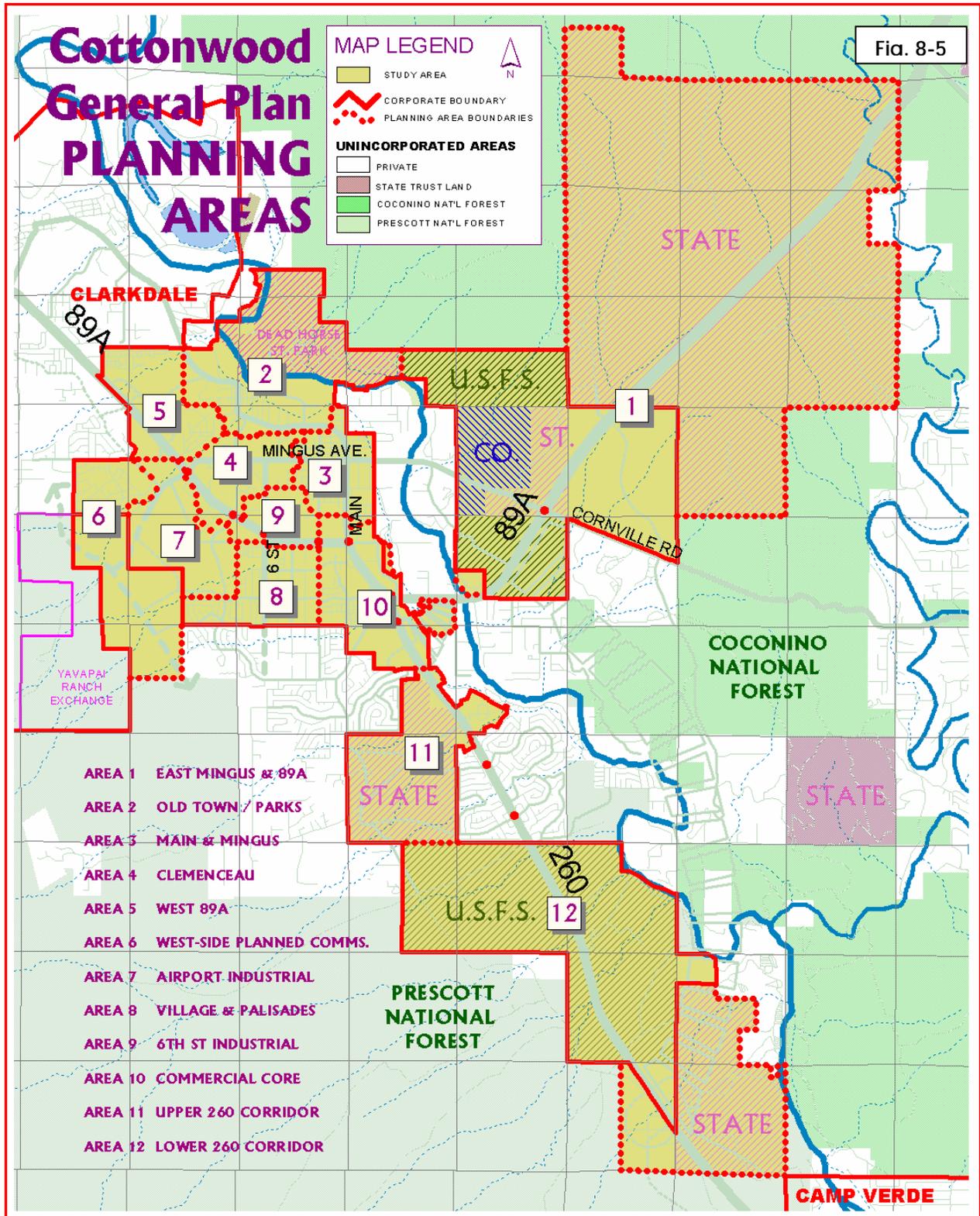


# Proposed Land



## 2. PLAN AREAS

The Study area is composed of 12 planning areas. Information on the following pages regarding each area is intended to be correlated with the Proposed Land Use map.





# AREA 1: NORTH SR 89A CORRIDOR

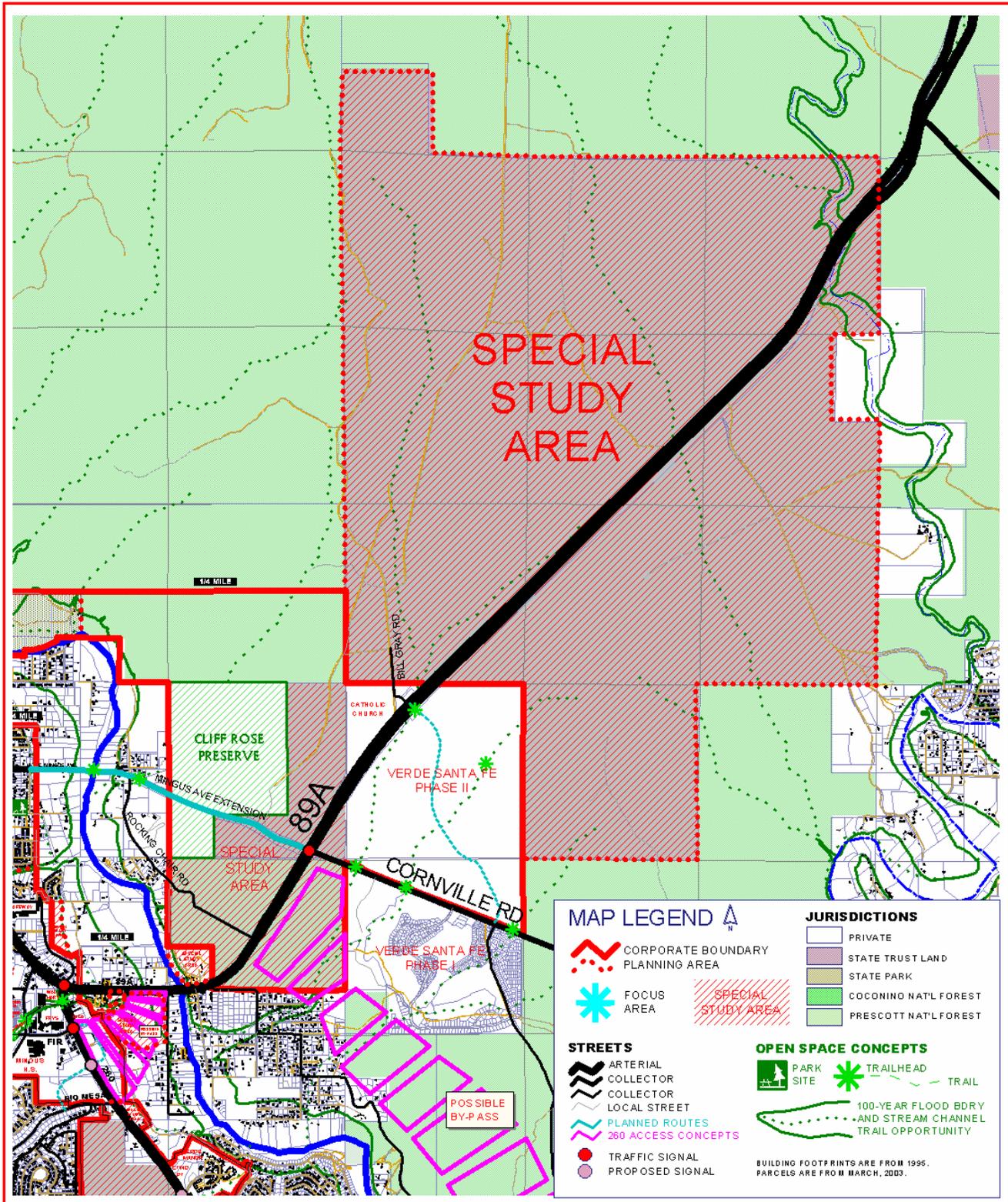


Fig. 8-6



**AREA 1: NORTH HWY 89A CORRIDOR**

This plan area is east of the Verde River and consists primarily of public lands. The Dead Horse Ranch annexation, completed in 2002, extended the City boundary across the Verde River to incorporate Coconino National Forest lands, State Trust lands, and private lands that include Verde Santa Fe North. This 688 acre master planned community was originally approved by Yavapai County to include up to 1,982 dwelling units, 98 acres of commercial development, a 182 acre golf course, right of way and utility areas. Revision of the master plan is anticipated before development to eliminate the proposed golf course in favor of other economically viable land uses.

**TABLE 8.3  
NORTH 89A CORRIDOR LAND OWNERSHIP**

<b>OWNER</b>	<b>ACRES</b>
COCONINO NATIONAL FOREST	880
YAVAPAI CO. (CLIFF ROSE PRES.)	369
STATE TRUST LAND	6,840
VERDE SANTA FE NORTH	688
CATHOLIC CHURCH	65
OTHER PRIVATE LAND	11
<b>TOTAL</b>	<b>8,853</b>

The Mingus Avenue extension project, now under construction, will connect the Main and Mingus area to Hwy 89A and Cornville Road via a new bridge over the Verde River. This joint Yavapai County – City project will greatly improve regional access to this area and should reduce congestion at the Hwy 89A and SR 260 intersection.

The Arizona Department of Transportation (ADOT) has proposed a bypass route that would connect SR 260 to Hwy 89A in the vicinity of the Hwy 89A and Cornville Road intersection over a 20 to 30 year time horizon. The City strongly suggests that this proposed route be modeled as part of an update to the Verde Valley Regional Transportation Plan and that any corridor selected should be evaluated in terms of its environmental and economic impacts. This Plan strongly recommends that

**LOCAL STRATEGIES**

1. Work with ADOT and the Verde Valley Transportation Planning Organization (VVTPO) to carefully evaluate any bypass proposal for environmental and economic impacts. Any future interchange should be located within the corporate limit of Cottonwood.

both points of connection occur within the City’s corporate boundary in order to discourage land speculation and sprawl outside the city limit.

The land use plan designates Verde Santa Fe North and the State Trust land at Hwy 89A and Cornville Road as “Planned Development.” This 240-acre parcel of State Trust land should be carefully planned before any development occurs and be sensitive to endangered species and cultural resources in the area. This parcel could also be eligible for conservation through the Arizona Preserve Initiative program. The Coconino National Forest lands are designated as “Public Land Use.” The 369 acre Yavapai County parcel is designated as “Parks / Open Space” and may eventually be transferred to the Coconino National Forest.

The 10 square mile block of State Trust land is outside the corporate limit but is included in the City’s planning area. A discussion of the regional issues surrounding the potential development of this property is included in the Open Space and Recreation element.

The General Plan strongly recommends that the communities of the Verde Valley work regionally to preserve as much of this area as possible. However, before disposition by the State Land Department, any lands proposed for development should be annexed into the City of Cottonwood.

2. A special area plan should be developed and approved before the disposition of the 240-acre State Trust parcel at Hwy 89A and Cornville Road. This tract should be evaluated for inclusion in the Arizona Preserve Initiative program. Any development plan must coordinate with Verde Santa Fe North regarding access issues.



3. The expected modification to the Verde Santa Fe North Master Plan should include: a connective open space system throughout the community; a mix of housing styles, types, densities and costs; the evaluation of a village center; special planning and design consideration given to the boundaries of the site adjacent to State Trust land and National Forest; a balanced mix of commercial, business/employment, residential and open space uses, including large tracts of commercial land along Hwy 89A for retailers serving regional needs; and all other planning and development principles included in the City's pre-annexation development agreement with Verde Santa Fe.
4. The Bill Gray – Hwy 89A intersection will be signalized when warrants are met in accordance with the ADOT access management plan and the ADOT – Bill Gray Road agreement with affected property owners.
5. Work with Verde Valley Communities to preserve as much of the State Trust land within the Planning Area as possible. However, before disposition by the State Land Department, any lands proposed for development should be annexed into the City of Cottonwood.



Site proposal for the Verde Santa Fe North project, approved by Yavapai County initially in the mid-1980s, and later revised to consolidate commercial areas along the highways. This portion of Verde Santa Fe was annexed by the City in 2002, together with Dead Horse State Park, and large tracts of National Forest and State Trust land. The Verde Santa Fe annexation agreement discourages the golf course use.

Fig. 8-7



# VERDE SANTA FE

YAVAPAI COUNTY

3242 E. Camelback Rd.  
 Suite 100 Phoenix, AZ 85018  
 602-998-8888  
 480-944-0077  
 www.pinnacle-design.com  
 4/8/03



# AREA 2: OLD TOWN & PARKS

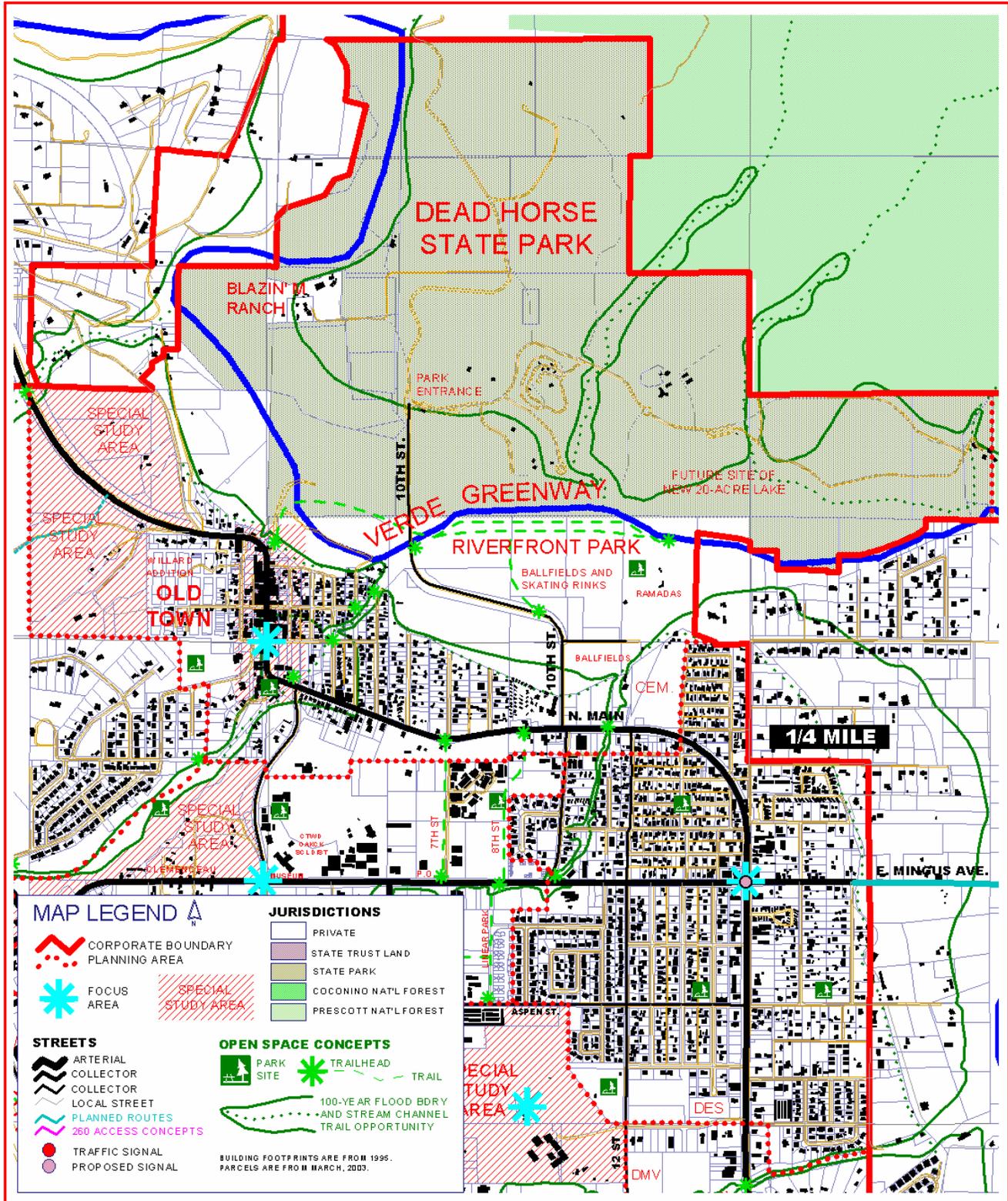


Fig. 8-8



## **AREA 2: OLD TOWN, DEAD HORSE RANCH STATE PARK / RIVERFRONT PARK**

Old Town, the site of the original Anglo settlement in the area in the 1870s, consists of the well-defined commercial core along North Main Street as well as adjoining residential areas. Main Street was created in 1908 when settlers used a team of horses to pull a drag through brush. Platting and development occurred in earnest during the World War I years, coinciding with the development of smelters in Clarkdale and Clemenceau. The Cottonwood Commercial Historic District consists of 15 acres along three blocks of North Main Street between the Del Monte Wash Bridge (built in 1935 by The Works Progress Administration) and the Cottonwood Bridge (built by the Civil Works Administration in 1934). In recent years, the business district and adjoining areas have begun to experience re-investment and revitalization.

The recent development of the "Jail Trail" connecting North Main Street with the Verde River and Dead Horse Ranch State Park (DHRSP) and State Parks land acquisition near the Old Jail have created an opportunity to blend the charm of the historic district with the rare cottonwood-willow environment along the free flowing Verde River.

Because of its unique and historic environment, Old Town has become an attraction for area residents and tourists. It has also proved to be a popular venue for

community events including the Farmers Market, Friday night concerts, and the annual Christmas Parade.

Dead Horse Ranch State Park and the City's Riverfront Park bracket the Verde River just east of Old Town. Both parks are being upgraded at present: DHRSP is adding a 20-acre lake and a new 100 space campground; Riverfront Park is using Heritage funds and local contributions to add softball, baseball and soccer fields. A network of trails leads onto the Coconino National Forest.

### **LOCAL STRATEGIES**

1. The City and others should work closely with DHRSP to implement the vision of the Verde Greenway from Tuzigoot Bridge to the Bridgeport Bridge.
2. Renovate the Cottonwood Civic Center.
3. The City should permit flexibility in the type of uses allowed in Old Town. Due to its limited building inventory, flexibility and creativity should be encouraged in the use of structures.
4. Additional residences should be encouraged in the area, including the Willard Addition.
5. Pedestrian-oriented retail character of the streetscape should be preserved.
6. Revitalization is a primary goal, including upgrades to the water system and other infrastructure.
7. Small lot sizes should be encouraged where access and services are feasible, as should making better use of alleys.
8. The medium density zoning designation (R-2) is appropriate, since it encourages single and multi-family housing.
9. New development should be in scale with existing residential use.
10. Assembling parcels to develop large apartment buildings should be discouraged.
11. Preserve mature landscaping in this area.
12. The ball field east of City Hall should be redeveloped, possibly for use as a community park.
13. The Siler property along North Main Street features the historic Strahan house with original river rock walls, mature trees, and rock outcroppings that help define the



entryway to Old Town. Particular care must be given to this important property.

features compact development and enhanced treatment of streetscapes.

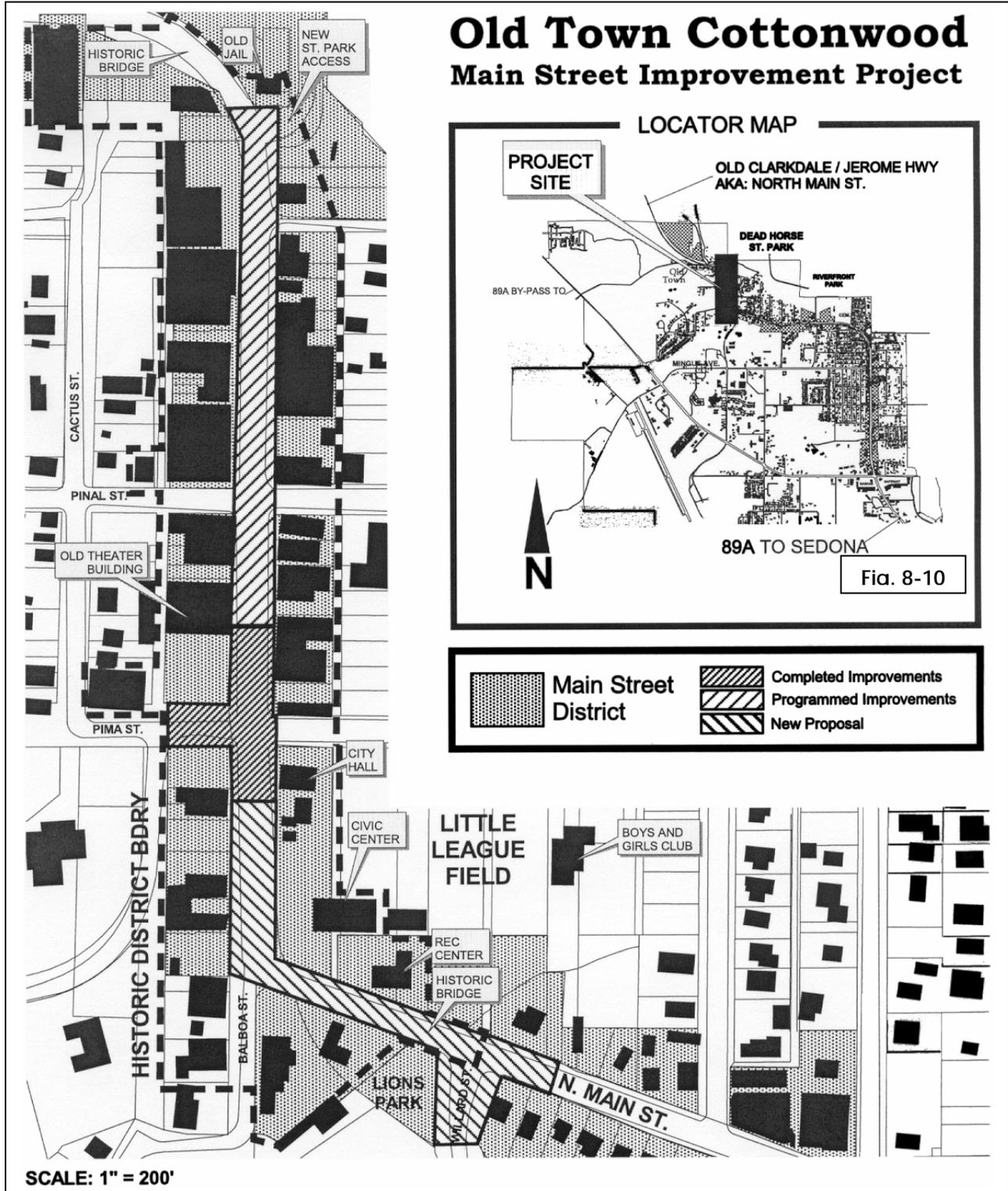
14. Explore opportunities to extend North 7<sup>th</sup> Street from North Main Street to Mingus Avenue.
15. Continued development of Blow-Out Wash for recreational purposes.
16. The City should work toward further renovations to the parking lot adjacent to the NW corner of Pima and North Main. The site offers potential for use as a festival center/piazza.
17. The City should support the Main Street Program and local efforts to conduct community events in Old Town.
18. Encourage pedestrian oriented development adjacent to Old Town which

19. Encourage the re-use of the Catholic Church site for medium-density residential use and community services.
20. Incompatible industrial uses should be re-located from Old Town to other more appropriate areas.
21. Work closely with DHRSP and the Blazin' M Ranch to ensure the economic viability of the Blazin' M.
22. Develop Del Monte Wash for recreational purposes.
23. Continue streetscape improvements using grant sources and other funds.
24. Seek public-private partnership to improve maintenance along North Main Street.

Fig. 8-9



ABOVE: A rendering of site improvements suggested for the public parking lot located at the corner of Pinal Street and North Main Street in Old Town. The proposal is intended to better accommodate community events like the Farmers Market, outdoor concerts, etc.



ABOVE: The on-going streetscape improvement project located within Old Town's historic district. Initiated in 1996, the project includes decorative river rock street walls, sidewalk improvements, pavers, curbing, street lights and street furniture. The project is composed of three phases: Phase I included improvements adjacent to the old theater parking lot at the NW corner of North Main and Pima Street. Phase II includes street frontage north of that intersection to the historic bridge adjacent to the old jail. Phase III continues improvements south of the Pima Street intersection to Willard Street.



# AREA 3: MAIN & MINGUS

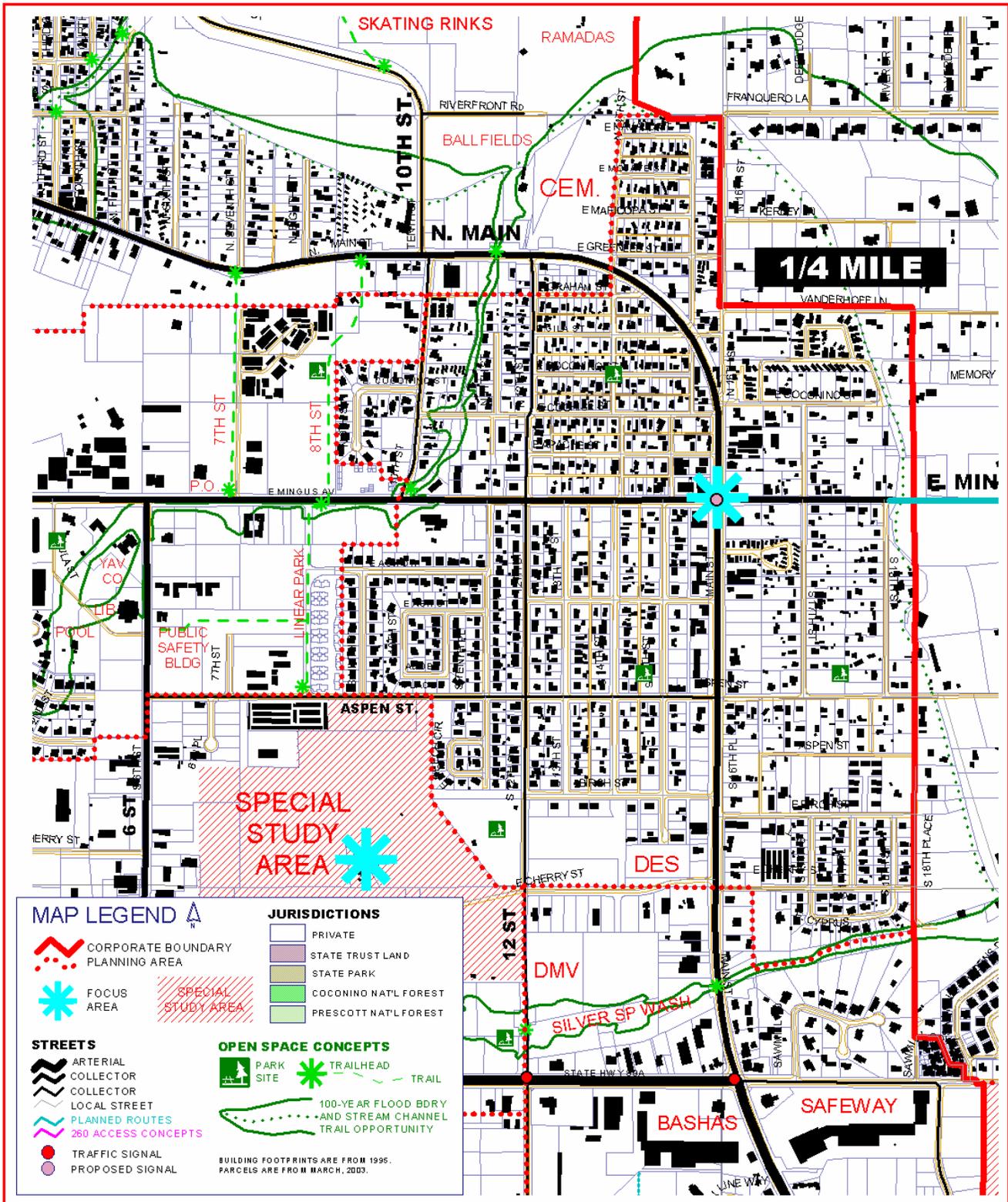


Fig. 8-11



### **AREA 3: MAIN AND MINGUS**

The Main and Mingus area includes a wide variety of neighborhoods and zoning districts, including two of the oldest subdivisions in the community, Scott's Addition and Smelter City, both platted in 1917. Central to the planning section is the intersection of East Mingus Avenue and Main Street. Mingus Avenue will be extended from this location east across the Verde River to the Cornville Road / SR 89A intersection, at which time the Main Street intersection will also be signalized.

Commercial properties along Main Street continue to be developed or renovated. A new Department of Economic Security Administration building was recently completed on Cherry Street.

This plan area also includes the greatest concentration of older homes in the City. The northern portion of the area includes many aging and pre-HUD mobile homes. The City's highest percentage of low to moderate-income

persons resides in this area. The neighborhood also has the most active block watch association in the City and has organized successful clean up campaigns.

Main Street features a great sweeping curve developed by ADOT many years ago as part of the state highway system. The curve was placed over the top of a pre-existing subdivision, resulting in numerous odd-angle intersections and traffic visibility issues.

#### **LOCAL STRATEGIES**

1. The Main and Mingus area is identified as one of four focus areas in the General Plan. Four areas are intended to encourage a mix of uses and densities to support compact, pedestrian-oriented environments.
2. Most local streets are simply chip seal on dirt. The neighborhood would benefit from curb, gutter and sidewalk improvements to help control drainage, improve safety for pedestrians and provide a "finished edge" to the public right of way.
3. The Main and Mingus Block Watch and the City should continue clean-up efforts and housing rehabilitation in the neighborhood.
4. Encourage home ownership through educational efforts and other available means.
5. With the completion of the Mingus Avenue extension project, prepare a Mingus Avenue
6. Consolidate access points along the curve. Consider bicycle and pedestrian improvements that could help calm vehicular traffic.
7. Explore options for park development in the neighborhood. Possible locations are indicated on the area map.
8. Access easements should also be obtained along the Silver Springs Wash and Railroad Wash to preserve an open natural corridor and enable access to the Verde River. Access to the Verde River might also be coordinated with Yavapai County in association with the Mingus Avenue Extension.





## **AREA 4: CLEMENCEAU**

This area contains a wide variety of land uses including several large public facilities, churches, and the greatest share of multi-family housing in the city. The Cottonwood-Oak Creek School District offices, Cottonwood Elementary and Middle Schools, Post Office, Yavapai County Complex, Cottonwood Public Library, the new Cottonwood Public Safety building, and Verde Valley Medical Center (VVMC) are all located in this area. The Medical Center's recent expansion has established it as one of the leading economic engines in the Verde Valley.

This area contains the best opportunity in Cottonwood for additional multi-family housing. Since the city pool, library, Garrison Park, hospital and schools are all nearby; higher density housing units can be provided with very little traffic impact to the city.

Large blocks of undeveloped multi-family acreage exist north of Mingus Avenue, some overlooking Old Town. These areas may provide opportunities for additional trails, parks and open areas in tandem with new development, including undeveloped corridors along 7<sup>th</sup> Street and 8<sup>th</sup> Street adjacent to Mingus Avenue.

The intersection of Willard Street and Mingus Avenue is designated as a Focus Area in the Plan due to the potential for mixed-use development northwest and southwest of this intersection. The area has great views, abuts the Del Monte Wash riparian area and warrants special study.

Existing park and recreation opportunities occur at Garrison Park and the Cottonwood-Oak Creek School District campus. Additional opportunities could be developed along the 8<sup>th</sup> Street drainage channel and along Del Monte Wash.

### **LOCAL STRATEGIES**

1. Encourage a mixed-use development northwest and southwest of the Willard Street and Mingus Avenue intersection.
2. Ensure that new developments extend and enhance pedestrian connections in the area.
3. Evaluate a street or pedestrian connection from Mingus Avenue to Main Street along the 7<sup>th</sup> Street alignment.
4. Work with the Verde Valley Medical Center on signage and access issues – re-orient primary access to Willard Street to take advantage of the Willard / 89A traffic signal.
5. Encourage home ownership as part of multi-family projects.
6. Consider development of a passive recreation area along Del Monte Wash in conjunction with the recharge of reclaimed water.



# AREA 5: WEST SR 89A CORRIDOR

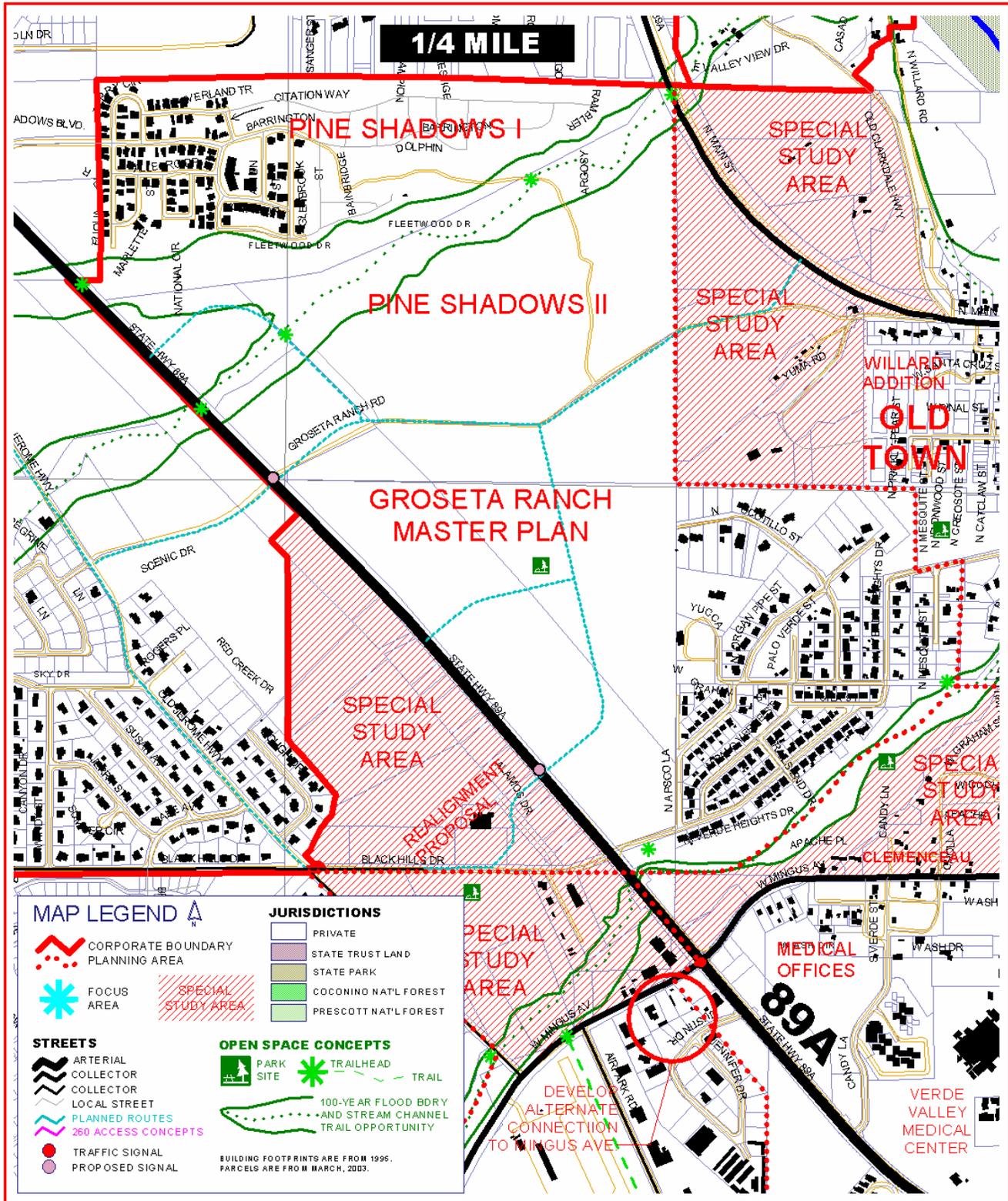


Fig. 8-13



## **AREA 5: WEST SR 89A**

Area 5 extends south from the north and west city limits to Del Monte Wash and east to Old Town. The area includes acreages on both sides of Hwy 89A. Much is vacant with substantial highway frontage. The area also includes large residential areas within the Pine Shadows Community and the Verde Heights Subdivision. Pine Shadows Mobile Home Park also includes a 9-hole golf course. The expansion of Pine Shadows – 278 units – was recently approved by the City Council. There are no public lands in this area. However, there are excellent views and numerous trails opportunities. The Pine Shadows golf course provides open space and a specific recreational activity for residents in this area. Given the projected demand for housing in Cottonwood, it is likely a portion of this area will be developed for residential purposes by 2010.

A large portion of the remaining vacant areas was recently addressed in the approval of the Groseta Ranch Master Plan. The plan replaced a long commercial and multi-family strip zone along SR 89A with a proposal for a shopping plaza at the corner of Verde Heights Drive and SR 89A. The remaining plan designates commercial use in association with planned access points along Hwy 89A, an interior business park and multi-family areas. The extension of Groseta Ranch Road from 89A to Main Street is a key east-west connection for Cottonwood and Clarkdale.

Widening Hwy 89A from Black Hills Drive to Cement Plant Road is planned by ADOT for 2007.

The SR 89A and Black Hills Drive intersection experiences a substantial traffic flow and may eventually provide a focal point for development in this area. The Groseta project

will also provide interior circulation improvements required for the development of vacant areas on the north side of the highway. As part of a planned realignment of Black Hills Drive, and as part of the development of Groseta Ranch Road, additional signals are planned further north along Hwy 89A. New collector streets associated with the Groseta Ranch project will access the highway at those locations.

On the west side of the highway, Alamos Drive should be extended north to provide access to the parcels fronting this side of the road to minimize the number of driveways and improve circulation in the area. Alamos Drive could provide a connection to both Black Hills Drive and Scenic / Groseta Ranch Road, and two future signal locations.

Wash corridors to the north and south provide trailhead opportunities with possible continuity to the Verde Greenway.

## **LOCAL STRATEGIES**

1. Work with ADOT, property owners and residents to realign Black Hills Drive / Verde Heights Drive to meet ADOT spacing standards for traffic signalization or a roundabout.
2. Work with ADOT and property owners to plan for a traffic signal or roundabout at the Hwy 89A / Groseta Ranch Road intersection.
3. Extend Alamos Drive north to provide access to parcels, minimize curb cuts on Hwy 89A and provide a connection to Black Hills Drive and Scenic Drive. Extend a sewer main to the area, as well.
4. Work with ADOT, the Town of Clarkdale and residents to ensure that bicyclists and pedestrians are accommodated in the Hwy 89A widening project.
5. Coordinate trail development at Pine Shadows and in the Groseta Ranch Master Plan with connections to Old Town and the Verde Greenway.





## **AREA 6: WEST SIDE PLANNED COMMUNITIES**

Planning Area 6 includes the Cottonwood Ranch subdivision (527 homes) and 591 acres of ranch land to the south, currently pending annexation into the City of Cottonwood. The Groseta ranch land property consists of the rolling foothills of Mingus Mountain to the west. Del Monte and Silver Springs washes bisect the property and carry storm run-off to the northeast. The property could support housing and other uses provided access to the area is improved. The proposed "West Loop" would link the site with Black Hills Drive, West Mingus Avenue, indirectly to the Willard Street extension and possibly to Fir Street. The Groseta ranch land property should be planned comprehensively to logically layout land uses and circulation routes including open space and trails; and to minimize disturbance to steep slopes.

To the west is approximately 800 acres of steeper terrain, currently managed by the Prescott National Forest but included in the proposed Yavapai Ranch Land Exchange. This area, annexed by the Town of Clarkdale in 2001, would be transferred into private ownership if the exchange occurs.

Any development of the land exchange area must be closely coordinated with the City of Cottonwood, the owner of the Groseta ranch

land, the Prescott National Forest and area residents. It appears that road access and utility extensions to the property would have to come through the City of Cottonwood to serve the site. Sensitive development that minimizes impacts on the Verde Valley watershed should be required. Trail connections to land in Cottonwood and further up Mingus Mountain should also be provided.

### **LOCAL STRATEGIES**

1. Carefully review any proposed master plan of the Groseta Ranch land to coordinate land use, circulation, trails and open space with Cottonwood Ranch, Verde Village and other areas.
2. In conjunction with Yavapai County, Yavapai College and the Town of Clarkdale, implement the "West Loop" concept as development occurs.
3. Coordinate any development of the Yavapai Ranch exchange property with the Town of Clarkdale and the Prescott National Forest.



# AREA 7: AIRPORT INDUSTRIAL

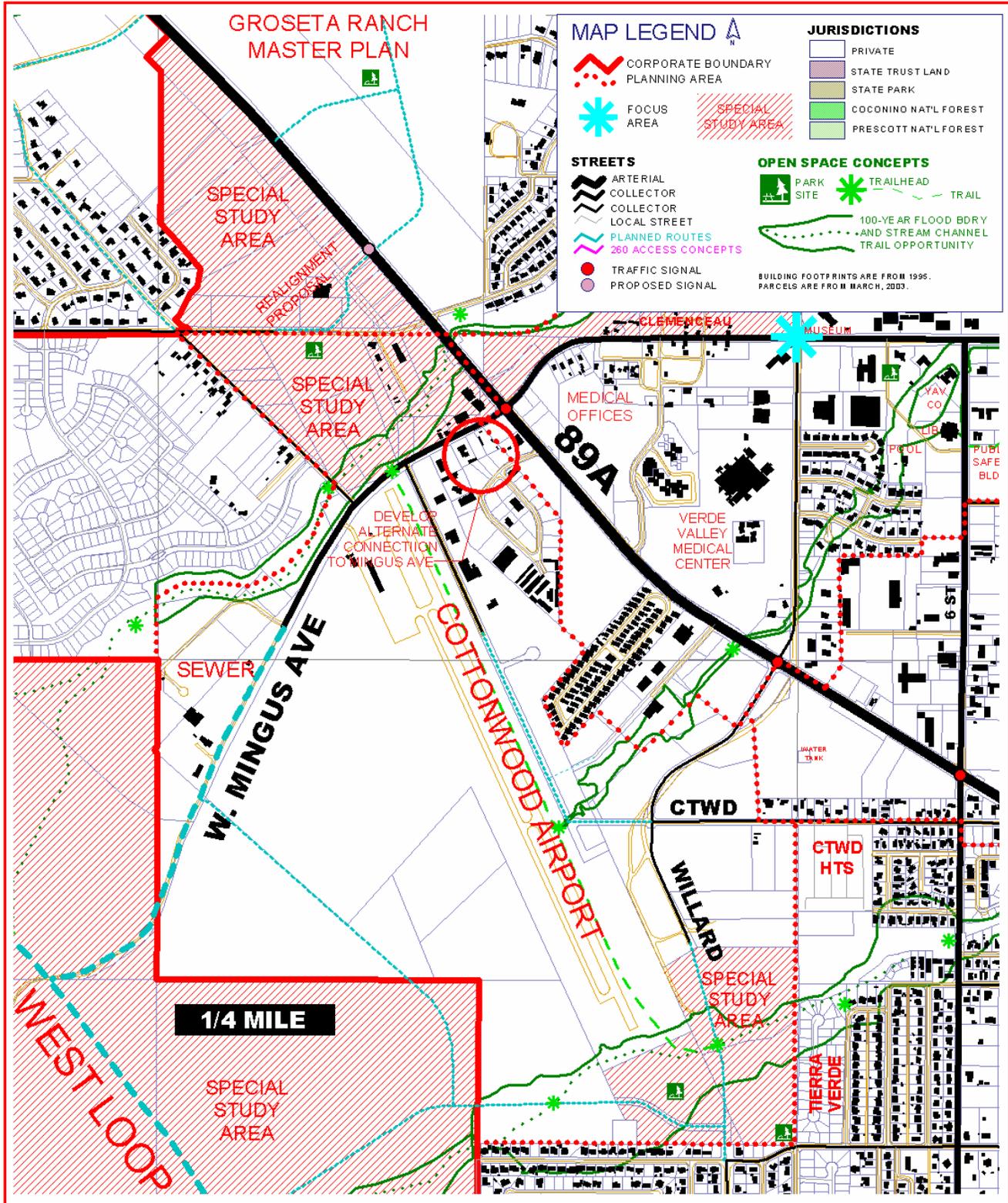


Fig. 8-15



## **AREA 7: AIRPORT INDUSTRIAL**

This plan area includes roughly 520 acres, most of which is zoned for heavy industrial around the Cottonwood Municipal Airport. Much of the city-owned land east and west of the airport has been leased to Cottonwood Airpark, Inc. with the expectation that job-generating industry would be located there. The east side of the runway has developed slowly over the past fifteen years. A recent re-plat of the Cottonwood Airpark plat may signal an upturn in development activity there.

The Cottonwood Municipal Airport Master Plan is currently being revised and will consider possible runway extension alternatives. Care must be taken to minimize negative impacts on nearby residential areas.

The Willard extension project will improve circulation from Verde Village into Cottonwood. A connection from the Mingus Industrial Park off Justin Drive to the Mingus Avenue traffic signal should also be explored.

The Silver Springs Wash corridor seems well suited as a trail corridor. New development should extend the trail / recreation easement established by the Copper Creek and Tierra Verde projects east to 6<sup>th</sup> Street and west to the city limit. Other trail opportunities could be created along Del Monte Wash, the power line corridor and the edge of the airport property.

### **LOCAL STRATEGIES**

1. Special area studies should be conducted for vacant areas adjacent to the airport and runway. Due to pending review of the airport master plan, areas at both ends of the airport may need to be reviewed closely.
2. An alternate connection between Justin Drive and Mingus Avenue should be developed.
3. The extension of Willard Street south to Monte Tesoro is a critical piece of the community's circulation system.
4. Land at either end of the runway should be evaluated for possible cemetery expansion.



# AREA 8: VILLAGE / PALLISADES

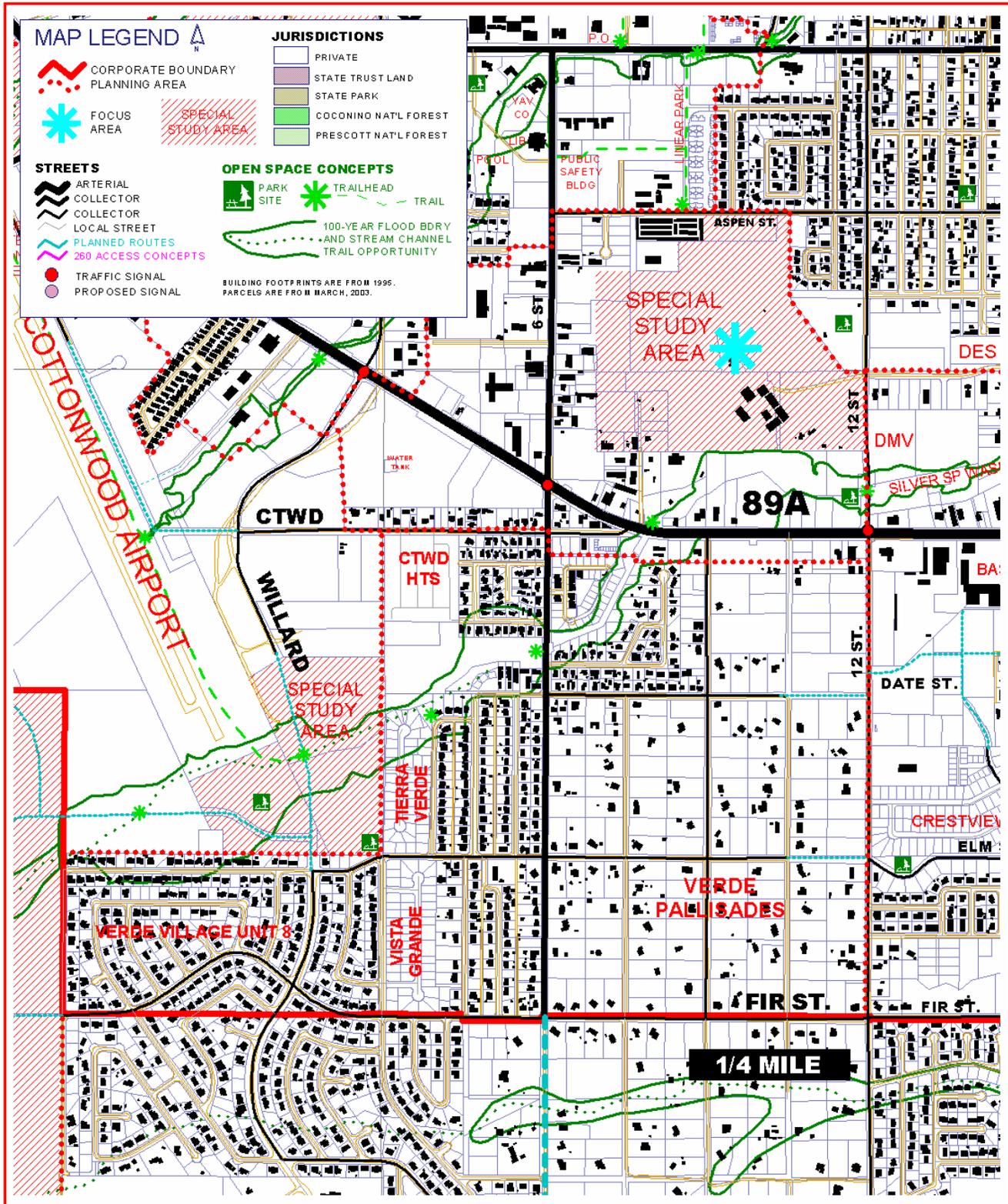


Fig. 8-16



## **AREA 8: VILLAGE / PALLISADES**

This plan area includes roughly 390 acres of private land, primarily zoned and developed as a single-family residential area. Manufactured home sites also exist in this area, including the Cottonwood Heights development. The vast majority of acreage is encumbered by two large subdivisions, including Verde Village Unit 8 and Verde Pallisades.

More recent subdivisions include Vista Grande and Tierra Verde, both of which are built-out, located along Elm Street. Residential growth is predominately limited to a few infill lots within existing subdivisions.

Areas to the west are zoned industrial and along SR 89A to the north. Single and multi-family areas exist to the east. Unincorporated single-family areas exist across Fir Street to the south.

Sixth and Twelfth streets, major north-south collectors, provide primary traffic movement through the planning area. The General Plan encourages the extension of 6<sup>th</sup> Street south to connect with Peila, outside the City. Fir Street provides major east-west traffic movement to the south of the study area. The Fir Street corridor was recently improved to a two-lane urban section with curbs and sidewalks. Other east-west collectors include Date and Elm

streets, both of which may be extended eastward to provide key connections to 12<sup>th</sup> and 16<sup>th</sup> Streets. Traffic movement through Verde Village Units 7 & 8 will also be improved by the planned southern extension of Willard Street to Monte Tesoro.

The plan area is crossed by Silver Springs Wash corridor and features two primary opportunities for the development of trailheads; one at 6<sup>th</sup> Street and the other as part of a pedestrian access agreement retained in the development of the Copper Creek project at the north end of 3<sup>rd</sup> Street. The 6<sup>th</sup> Street location may also provide an opportunity for a park site in tandem with continued development of adjacent properties. A park site has been set aside near Elm and Viejo streets, in conjunction with the Verde Village Property Owners Association.

### **LOCAL STRATEGIES**

1. Work with Cordes Lakes Water Company and Cottonwood Water Works to upgrade the water systems and install additional fire hydrants.
2. Work with residents, the Verde Village Property Owners Association and the Parks and Recreation Commission to develop parks, including the site at Elm and Viejo Drive.
3. Establish a trail along Silver Springs Wash west of 6<sup>th</sup> Street.
4. Encourage Block Watch and neighborhood associations in the plan area.



# AREA 9: 6<sup>TH</sup> STREET INDUSTRIAL

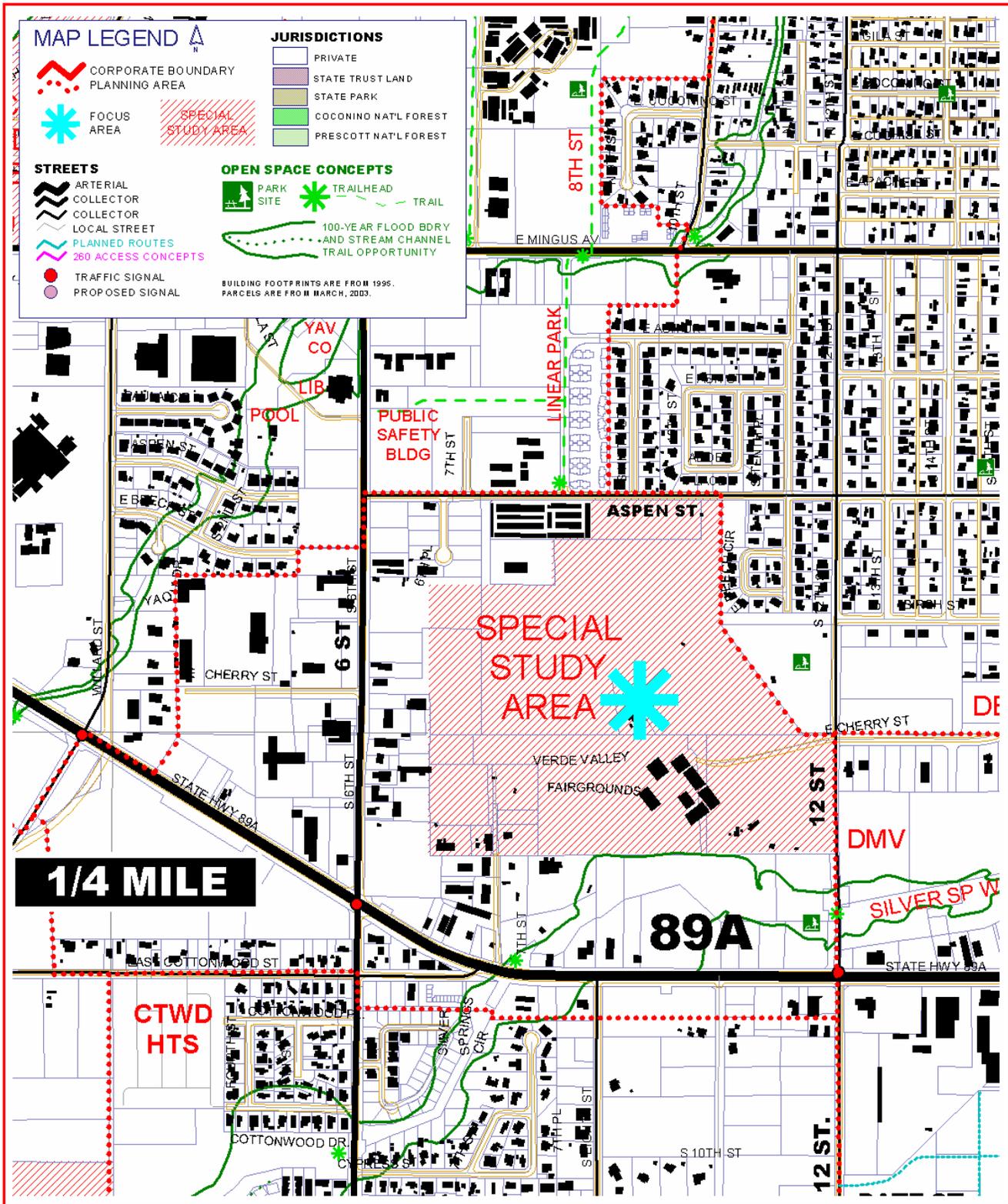


Fig. 8-17



## **AREA 9: 6<sup>TH</sup> STREET INDUSTRIAL**

This plan area includes about 190 acres north of SR 89A between 6<sup>th</sup> and 12 streets and additional acreage west of 6<sup>th</sup> Street including the Phelps roof truss plant at 6<sup>th</sup> and Cherry streets and land near the water tanks south of Hwy 89A. Access to most sites is from 6<sup>th</sup>, 7<sup>th</sup> and Cherry streets. This plan area includes the slag pile and the Verde Valley Fairgrounds. Both are possible redevelopment opportunities. A special study should be conducted in conjunction with property owners and residents to explore reuse and redevelopment of the area.

### **LOCAL STRATEGIES**

1. Work with property owners and governmental agencies to evaluate options for redevelopment of the slag pile area.
2. Explore the relocation of the Verde Valley Fairgrounds with the Fair Board and other interested parties.
3. With Yavapai County, complete the renovation of the Smelter Machine Shop for use as the Senior Center.





## **AREA 10: COMMERCIAL CORE**

This area, located at and along the intersection of two state highways – Hwy 89A and SR 260, is the City’s commercial core and the retail center of the Upper Verde Valley. The area is home to busy shopping centers as well as smaller retail and service businesses.

The area includes about 340 acres of private property, most of which is zoned for light and heavy commercial uses. Much of the highway frontage is developed, though new commercial development is planned for the SR 260 corridor north of Rio Mesa Trail. A new traffic signal is planned ¼ mile south of Fir Street at Rodeo Drive. This signal would provide access to major commercial development west and east of the highway.

The General Plan supports the development of a corridor east of SR 260 connecting Rodeo Drive to Fir Street and providing a by-pass route to connect with SR 89A east of the SR 260 intersection.

A series of other traffic improvements are also being planned for this area in order to better control access and turning movements along the SR 89A corridor. Among the

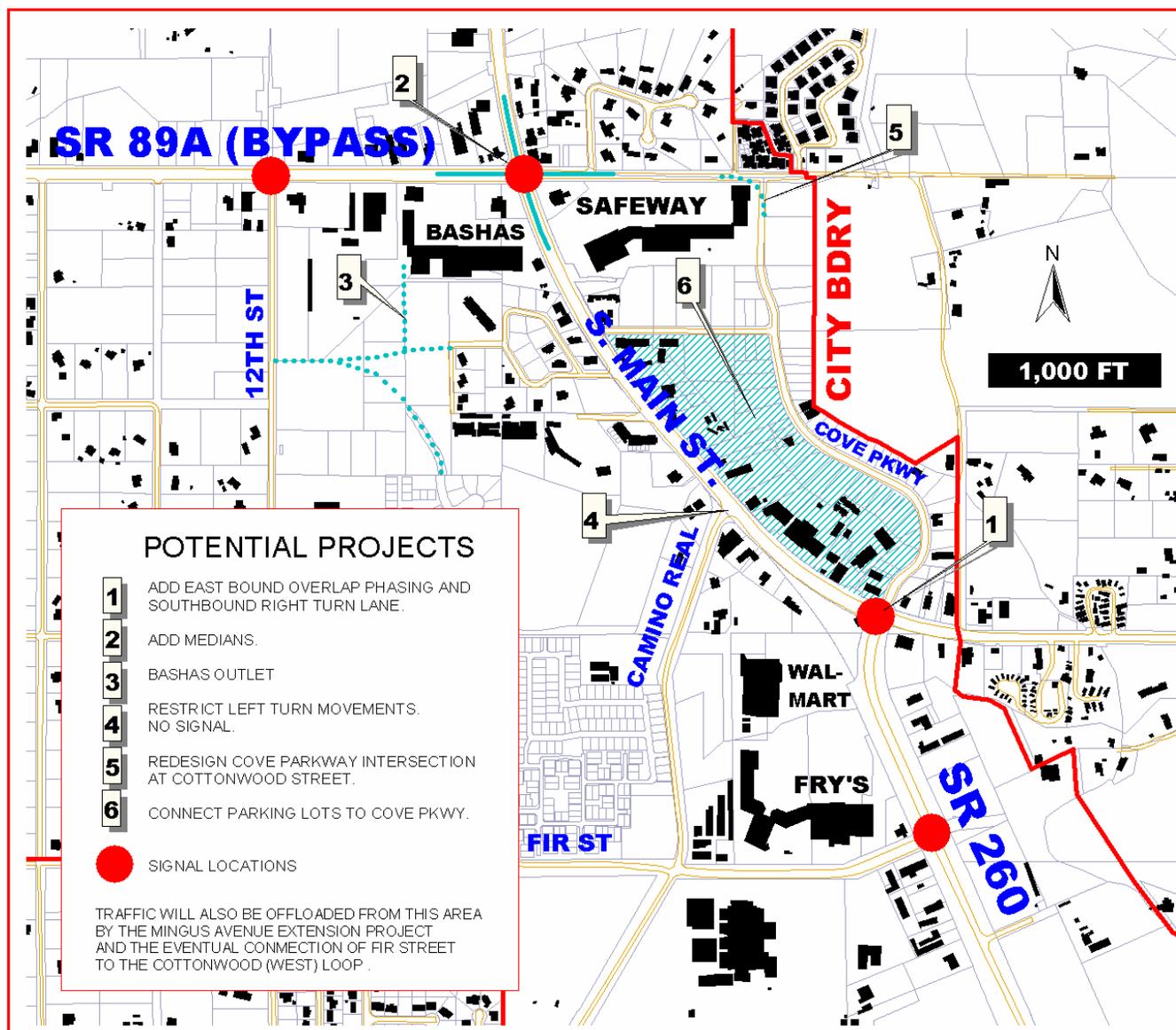
improvements would be the creation of a rear outlet for the Basha’s plaza; better use of Cove Parkway for access to parking associated with businesses on Main Street, and elimination of left turns at the Camino Real intersection (also recently installed at the Wal-Mart driveway access). Medians could be installed adjacent to the Hwy 89A and Main Street intersections.

Certain portions of this area lend themselves to residential development, particularly multi-family. Good views, adequate infrastructure and proximity to commercial services also support higher density residential development. Verde Vista Apartments was constructed in the mid-1990s west of Wal-Mart. Other residential subdivisions include Crestview and the Cottonwood Commons / Cottonwood Square project adjacent to Mingus Union High School.

### **LOCAL STRATEGIES**

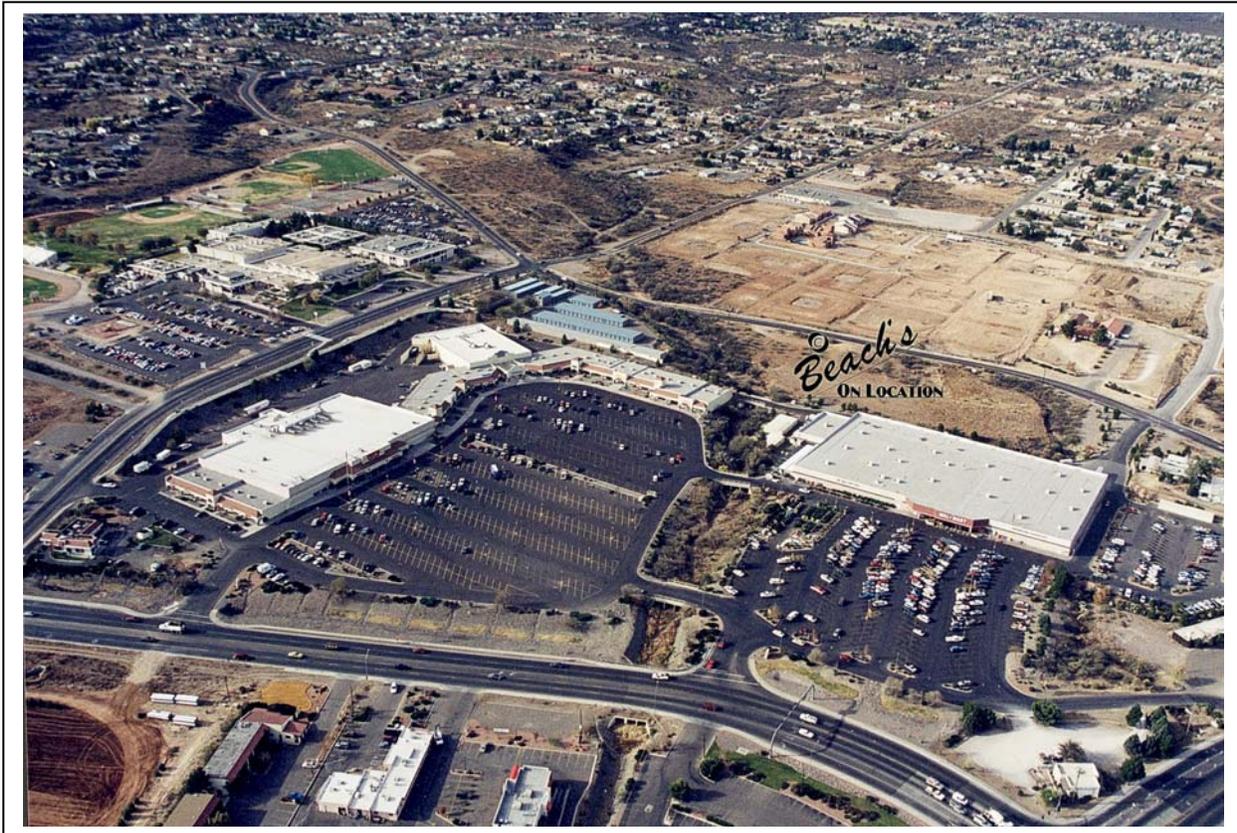
1. Extend 16<sup>th</sup> Street west to Date Street and north to the rear of the Basha’s Center.
2. Carefully plan new commercial development with ADOT to minimize traffic issues.
3. Implement, with ADOT, the suggested circulation improvements described above.
4. Work with landowners and residents on redevelopment of older shopping centers when appropriate.

Fig. 8-19



ABOVE: In addition to the Mingus Avenue extension, the General Plan supports a host of other traffic improvements to reduce congestion in this area.

NEXT PAGE (TOP): Arial perspective of 12<sup>th</sup> Street intersection, looking toward Bashas and Safeway plazas and on toward Wal-Mart. (BELOW): Frys and Wal-Mart plazas adjacent to SR 260 / SR 89A intersection.



PHOTOS BY BEACH'S ON LOCATION

Fig. 8-20



# AREA 11: UPPER 260 CORRIDOR

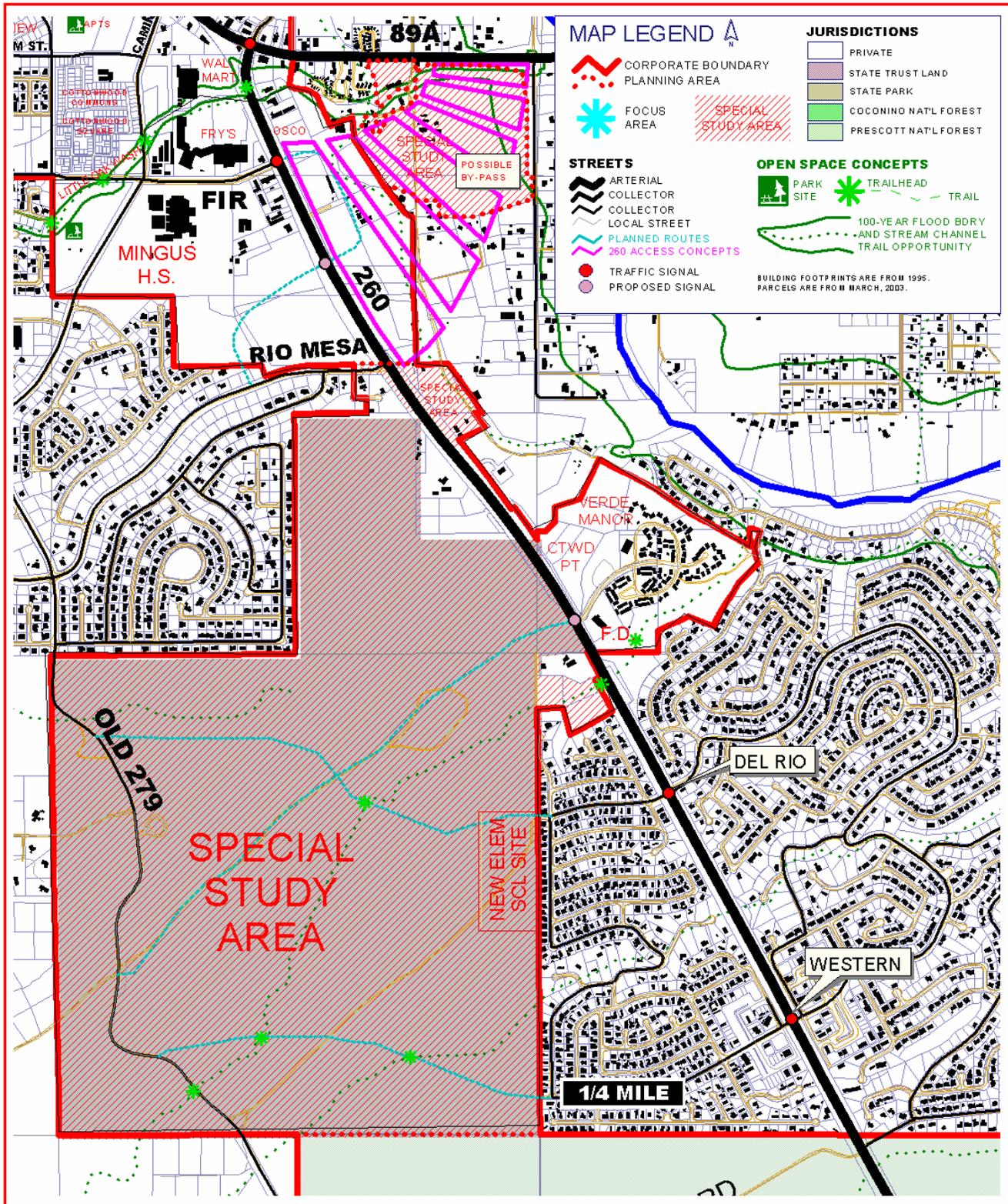


Fig. 8-21



## **AREA 11: UPPER 260 CORRIDOR**

This area, south of Rio Mesa Trail, is dominated by a 749-acre tract of State Trust land designated for "Planned Development" in this General Plan. Mixed-use development is envisioned for the area and could include residential, commercial and, possibly, light industrial under the auspices of a comprehensive master plan of at least 160 acres.

This master plan should incorporate sophisticated land planning concepts to ensure a high quality of development. Cottonwood-Oak Creek School District is developing Tavasci Elementary School (K-5) on twenty acres of State Trust land at the west end of Del Rio Drive. Initially, the school will accommodate 325 students. However, it could be expanded to include a middle school. The total campus would then accommodate 650 students.

The City is completing a wastewater study before extending sanitary sewer along the

SR 260 corridor. It is expected that the Verde Manor property and a portion of the State Trust land could be serviced by a main line sanitary sewer line extension.

Points of access to SR 260 must be carefully coordinated with ADOT to maintain capacity on the state route. Godard Road and Del Rio Drive could be extended west to serve the State Trust land and connect Old Hwy 279 – Camino Real as collector streets.

### **LOCAL STRATEGIES**

1. New development along SR 260 should coordinate points of access to the highway.
2. Work closely with the State Land Department, developers and residents on the master planning of the State Trust land tract.

# AREA 12: LOWER 260 CORRIDOR

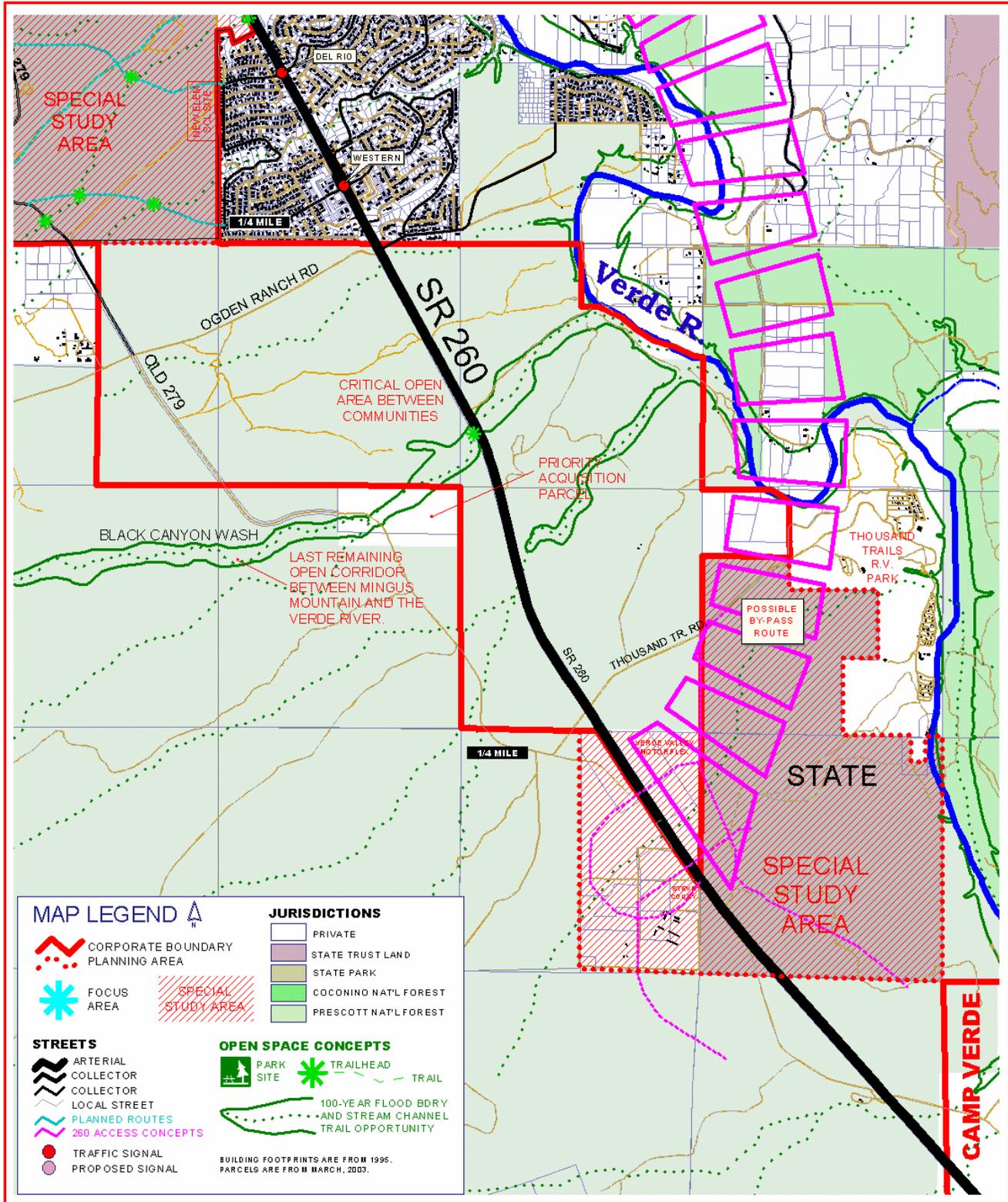


Fig. 8-22



## **AREA 12: LOWER 260 CORRIDOR**

The Lower 260 corridor includes about 3 ½ square miles of Prescott National Forest designated as “Public Land Use” on the General Plan. This area is viewed as critical to preserving the separation between Cottonwood and Camp Verde along SR 260. Wilbur Canyon and Black Canyon drain the foothills and pass under the highway on their way to the Verde River. An 80-acre private parcel straddles Black Canyon along Old Hwy 279. This is the only private parcel along the entire length of Black Canyon from near the summit of Mingus Mountain to the Verde River and should be a priority open space acquisition.

The plan area also includes about 320 acres of private land and about 1 ½ sections of State Trust land near the Verde Valley Motorplex. The west side of the highway, outside the corporate limit of Cottonwood, has seen commercial and industrial development and should be annexed into the City of Cottonwood. The Motorplex site, which is in the corporate limit, is proposed for development as an industrial subdivision.

The State Trust land should be carefully studied by the City, State Land Department and Town of Camp Verde to ensure regional land use objectives are met. This property is topographically well suited for use as a wastewater treatment facility to serve Verde Village and Bridgeport. The highway frontage area could also help augment the community

separation principle contained in the Verde Valley Regional Land Use Resolution.

ADOT has completed a SR 260 Access Management Plan that anticipates the development of a freeway style interchange to eventually provide controlled access to the private property in this area. The City, Yavapai County, ADOT and the private property owners must cooperate and coordinate to implement the Access Management Plan. ADOT has also suggested a possible bypass route that would leave SR 260 in the vicinity to extend north and east to connect to Hwy 89A near Cornville Road. As detailed in the circulation element, this General Plan recommends that this concept be modeled as part of the Verde Valley Regional Transportation Plan and evaluated for environmental and economic impacts to the area.

### **LOCAL STRATEGIES**

1. Work with property owners to annex the private land west of SR 260.
2. Encourage the Verde Valley Land Preservation Trust, the Prescott National Forest and other entities to acquire the private parcel along Black Canyon near Old Hwy 279.
3. Work with the State Land Department and the Town of Camp Verde on land use plans for the State Trust land separating the two corporate limits. Emphasize public land uses and open space along the highway frontage.
4. Work with ADOT and the VVTPO to evaluate bypass alternatives. Should a bypass be warranted, this plan recommends that both points of connection to the State highway system should be located within the corporate boundary of Cottonwood to minimize sprawl and development outside the corporate limit.



### 3. IMPLEMENTATION MATRIX

LAND USE ELEMENT			
	DO-ITEM	AGENCY	TIMELINE
<b>LU-1</b>	<b>STRIVE FOR A BALANCED COMMUNITY COMPLETE WITH A GOOD MIX OF HOUSING TYPES AND STYLES, A STRONG ECONOMIC BASE, ABUNDANT PARKS AND OPEN SPACE, APPROPRIATE PUBLIC FACILITIES AND A WELL DESIGNED CIRCUALTION SYSTEM.</b>		
<b>1.1</b>	<b>Support development proposals that provide for a variety of local and regional commercial activity and result in a strong economic base.</b>		
1.1.A	Participate in and cooperate with regional land use planning efforts among local jurisdictions and land management agencies.	Cottonwood Community Development	On-Going
1.1.B	Support development that provides for a variety of residential types and styles.	Cottonwood Community Development	On-Going
1.1.C	Accomplish the local strategies and action items outlined by Plan Areas detailed in the General Plan's Land Use element.	Cottonwood Community Development	On-Going
<b>1.2</b>	<b>Revitalize the Main &amp; Mingus and Old Town neighborhoods.</b>		
1.2.A	Develop a mix of housing, retail, office, entertainment and civic uses as part of Old Town.	Cottonwood Community Development	LT
1.2.B	Support Cottonwood's Main Street Program	Cottonwood Community Development	On-Going
1.2.C	Renovate the Civic Center as a community focal point.	Cottonwood Parks & Rec	ST
1.2.D	Build a cultural park on the site of the ball field behind the Civic Center.	Cottonwood Parks & Rec	ST
1.2.E	Encourage mid-density development of the Willard Addition in Old Town as a pedestrian oriented extension to Old Town.	Cottonwood Community Development	ST
1.2.F	Continue to improve the parking lot next to the old theater as a multi-functional piazza that also accommodates community events.	Cottonwood Community Development / Public Works Department	ST
1.2.G	Support block watch and similar neighborhood building efforts.	Cottonwood Community Development	On-Going
1.2.H	Continue effective code enforcement efforts.	Cottonwood Community Development	On-Going
1.2.I	Use community development block grants and other resources to improve housing, streets, sidewalks and parks in the older neighborhoods.	Cottonwood Community Development / Public Works Department / Parks & Rec	On-Going
<b>LU-2</b>	<b>ENCOURAGE AND SUPPORT QUALITY DEVELOPMENT THAT IS COMPATIBLE WITH NEARBY USES, CIRCULATION, FACILITIES AND INFRASTRUCTURE.</b>		
<b>2.1</b>	<b>Encourage compact, mixed-use development in the Focus Areas.</b>		
<b>2.2</b>	<b>Protect existing neighborhoods from incompatible land uses.</b>		
2.0.A	Encourage townhouse and condominium development (home ownership interest) where appropriate.	Cottonwood Community Development	On-going
2.0.B	Consolidate access points to new development along highways.	Cottonwood Community Development / Public Works Department	LT
2.0.C	Set high standards for all new development.	Cottonwood Community Development	ST
2.0.D	Encourage / complete special studies where indicated in the Planning Areas to carefully evaluate development alternatives.	Cottonwood Community Development	On-going
<b>LU-3</b>	<b>ENHANCE COTTONWOOD'S LIFESTYLE.</b>		



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3.0.A	Develop a multi-generational recreation center to encourage the community's health and well being.	Cottonwood Parks & Rec	ST
3.0.B	Pursue the establishment and expansion of parks and open space in Cottonwood to enhance social interaction and create a sense of place.	Cottonwood Community Development / Public Works Department / Parks & Rec	LT
3.0.C	Complete the renovation of the historic Smelter Machine Shop as the Senior Citizen Center.	Cottonwood City Management / Parks & Rec	ST
3.0.D	Develop a program for establishing small neighborhood pocket parks within walking	Cottonwood Community Development / Public Works Department / Parks & Rec	ST
3.0.E	Continue to work with the Chamber of Commerce and other regional partners to develop needed community facilities (Gems of the Community concept).	Cottonwood Community Development / City Management	On-going