



AGENDA

REGULAR MEETING OF THE PLANNING & ZONING COMMISSION OF THE CITY OF COTTONWOOD, ARIZONA, TO BE HELD AT 6 P.M. ON MARCH 18, 2013 IN THE HEARING ROOM OF THE YAVAPAI COUNTY GENERAL SERVICES ANNEX, 10 SOUTH SIXTH STREET IN COTTONWOOD.

PLEASE NOTE THE TEMPORARY CHANGE OF LOCATION

- I. CALL TO ORDER
- II. ROLL CALL
- III. CALL TO THE PUBLIC
This is the time for the public to comment on any matter that does not appear on the agenda. Commission members may not discuss items not identified on the agenda. Pursuant to A.R.S. §38-431.01(H), action taken as a result of public comment will be limited to directing staff to study the matter, responding to criticism, or scheduling the matter for consideration at a later date. Comments are limited to five minutes for each person.
- IV. APPROVAL OF MINUTES OF FEBRUARY 25, 2013
- V. UNFINISHED BUSINESS (NONE)
- VI. HEARING ITEMS / NEW BUSINESS
 1. **DR 12-019** Consideration of Design Review application for renovation of a historic building located at 1060 North Main Street. APN 406-22-048. Owner: 1060 N. Main LLC. Agent: Robert Backus.
 2. **G 13-002** Consideration of a request for a minor amendment to the Cottonwood General Plan for approximately 15 acres located at the southwest corner of East Fir Street and Camino Real. The request would change the General Plan's land use designation for this acreage from "Public / Institutional" to Residential Medium Density." APN 406-12-001A. Address: 1780 S. Camino Real. Owner: Mingus Union High School District #4. Agent: Mike Gardner, Casa Verde Consulting.
 3. **Z 13-003** Consideration of a zone map change from AR-43 (Agricultural/Residential 43,000 sq. minimum lot size) to R2 (single family/multiple family) and associated Preliminary Site Plan to enable development of a multi-family residential community on approximately 15

A verbal comment period will be provided during each hearing item. The Chair may impose a time limit on each speaker. The Commission will not consider written materials submitted less than three working days before the meeting.

Pursuant to A.R.S. § 38-431.02(B) the Commission may vote to go into executive session on any agenda item pursuant to A.R.S. § 38-431.03(A)(3) and (4) for discussion and consultation for legal advice with the City Attorney.

The Cottonwood Council Chambers is accessible to the handicapped in accordance with Federal "504" and "ADA" laws. Those with needs for special typeface print or hearing devices may request these from the Planning Technician at 634-5505 (TDD 634-5526). All requests must be made at least 24 hours before the meeting.

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VII. DISCUSSION ITEMS

1. Overview of draft Circulation and Open Space elements for the Cottonwood General Plan 2025.

VIII. INFORMATIONAL REPORTS AND UPDATES

A brief summary of current events by Chairperson, Commission members, and/or Community Development Director. (The public body does not propose, discuss, deliberate, or take legal action on any matter brought up during this summary unless the matter is properly noticed for legal action).

IX. ADJOURNMENT

Official Minutes of the City of Cottonwood
Planning & Zoning Commission Regular Meeting
Held, February 25, 2013, at 6:00 P.M. at the Yavapai County Building
10S. 6th Street – Cottonwood, Arizona

CALL TO ORDER & ROLL CALL

Chairman Kiyler called the meeting to order at 6:02 p.m. Roll call was taken as follows:

Planning & Zoning Commission Members Present

Ed Kiyler, Chairman Diane Lovett, Vice Chair Raymond Cox
Robert Williams Judd Wasden

Commissioner Wilder was absent

Staff Members Present

George Gehlert, Community Development Director
Leslie Wager, Administrative Coordinator, Recorder
Charles Scully, Long Range Planner, Community Development

CALL TO THE PUBLIC

There was no public comment.

APPROVAL OF MINUTES OF JANUARY 28, 2013

Motion: *To approve the minutes of 2/25/13 as written.*

Made by: *Vice Chair Lovett*

Second: *Commissioner Williams*

Vote: *Unanimous*

UNFINISHED BUSINESS

1. Review of Signage Proposal for Main Stage Bar, 1 South Main Street

Director Gehlert stated the Commission reviewed a proposal for the Main Stage Bar at their regular meeting on January 28, 2013, at that meeting the Commission requested the applicant's signage proposal be brought back to the Commission for review.

Rebecca Riffel, owner, stated the proposal is to place a sign in the existing space. The sign will be eighty percent black and twenty percent will be the natural plexy glass white and illuminated. The sign will be less illuminated than the previous sign that was on the building. There will be one sign on Main Street and one sign

on Mingus Avenue. Christopher Robin, representative, stated the plexy glass has a clouded tint to it and is not a bright white.

Chairman Kiyler inquired what hours the sign will be lit. Riffel stated the sign will only be lit during business which will be 4PM to midnight. Robin stated the owners are not focused on this being a bar; it will be a music and art venue for the community. There is a good possibility this facility will only be open certain days of the week.

Vice Chair Lovett inquired if the sign meets the City signage code. Director Gehlert stated that it does meet the City code.

The Commission agreed they were all pleased with the sign proposal. Chairman Kiyler thanked the applicants for bringing the sign before the Commission for review.

Motion: *To approve DR 12-022 signage as presented.*

Made by: *Vice Chair Lovett*

Second: *Commissioner Wasden*

Vote: *Unanimous*

NEW BUSINESS (NONE)

DISCUSSION ITEMS

1. Overview of draft elements for the Cottonwood General Plan 2025.

Planner Scully presented the outline summary of the General Plan along with the schedule of events/meetings for the next year. The Steering Committee meets twice a month at the Cottonwood Recreation Center in the Cottonwood Room from 3-5pm. Planner Scully encouraged the Commission to attend some of these meetings to obtain a better understanding of what is being reviewed and offer any input or ideas they may have. Public input is an important part of this process.

Planner Scully stated the General Plan is a long range physical development plan for the City, a guide for decision making. Planner Scully discussed the seven required elements that must be included for a small town and two additional elements added by the City. Each element has a structure or similar format that it is written by.

INFORMATIONAL REPORTS AND UPDATES

Director Gehlert stated in the next couple of months the Commission will be reviewing two wireless cell towers. There will be a request for a zone change across from Mingus Union High School on Camino Real and the permit for the Larry Green Hyundai has been issued.

ADJOURNMENT

Chairman Kiyler adjourned the meeting at 7:01 p.m.

DRAFT



STAFF MEMO

TO: Planning and Zoning Commission

FROM: George Gehlert, Community Development

FOR: March 18, 2013

SUBJECT: **DR 12-019 Pizzeria Bocce**

Consideration of Design Review application for renovation of a historic building located at 1060 North Main Street. APN 406-22-048. Owner: 1060 N. Main LLC. Agent: Robert Backus.

The subject property is formerly the site of the Avatar Tatroo building. It includes 2,749 sqft. of commercial space on the first floor and 852 sqft. mixed use space on the second floor. The first floor would be developed as a pizzeria with a bar. The second floor will be devoted to a residence and small salon. The first floor also includes a proposal for an open air service window and numerous outdoor patios on the north, east and west sides of the building.

Staff issued permits a few months ago on some interior stabilization work following the initial acquisition of the building by the current owners. Code Review was completed in August regarding finish work associated with the interior building shell. At that point there still was no proposed use and exterior changes amounted to little more than paint.

The owners recently submitted the pizzeria proposal and elevations which suggest some fairly elaborate detailing and signage. The elevations also suggest the use of live torches as part of the exterior décor and lighting. As the building is already built to the property boundaries, there are no proposed additions to the building footprint. An outdoor deck has also been added to the second floor.

Adjacent Land Uses and Zoning: The site is part of Old Town's Historic commercial district (zoned C-1). A residential zone is also located on the opposite side of Cactus Street (zoned R-2).

ISSUES

- **Encroachments:** The proposal includes a series of encroachments into adjacent public rights of-way and easements, as depicted in the enclosed site plan. A licensing agreement will be considered by the City Council with regard to use of these areas on March 19th.
- **Cantilevered Sign:** The sign code generally limits cantilevered signs to 24 sqft. in area. The code also prohibits signs above the roof line. In this instance, there is also a second story roofline. The code is not clear about how to interpret this issue.

RECOMMENDATION

Staff believes the design fits well with Old Town, including the proposal for the open air service bar, patios and signage. Staff therefor supports approval of **DR 12-019** subject to the following:

1. Development in conformance with the submitted letter of intent, site plan and elevations.
2. Anything else the Commission deems necessary.

Enc: Aerial / Zoning Exhibit
Code Review Comments
Letter of Intent
Site Plan
Elevations
Floor Plan
Encroachment Detail

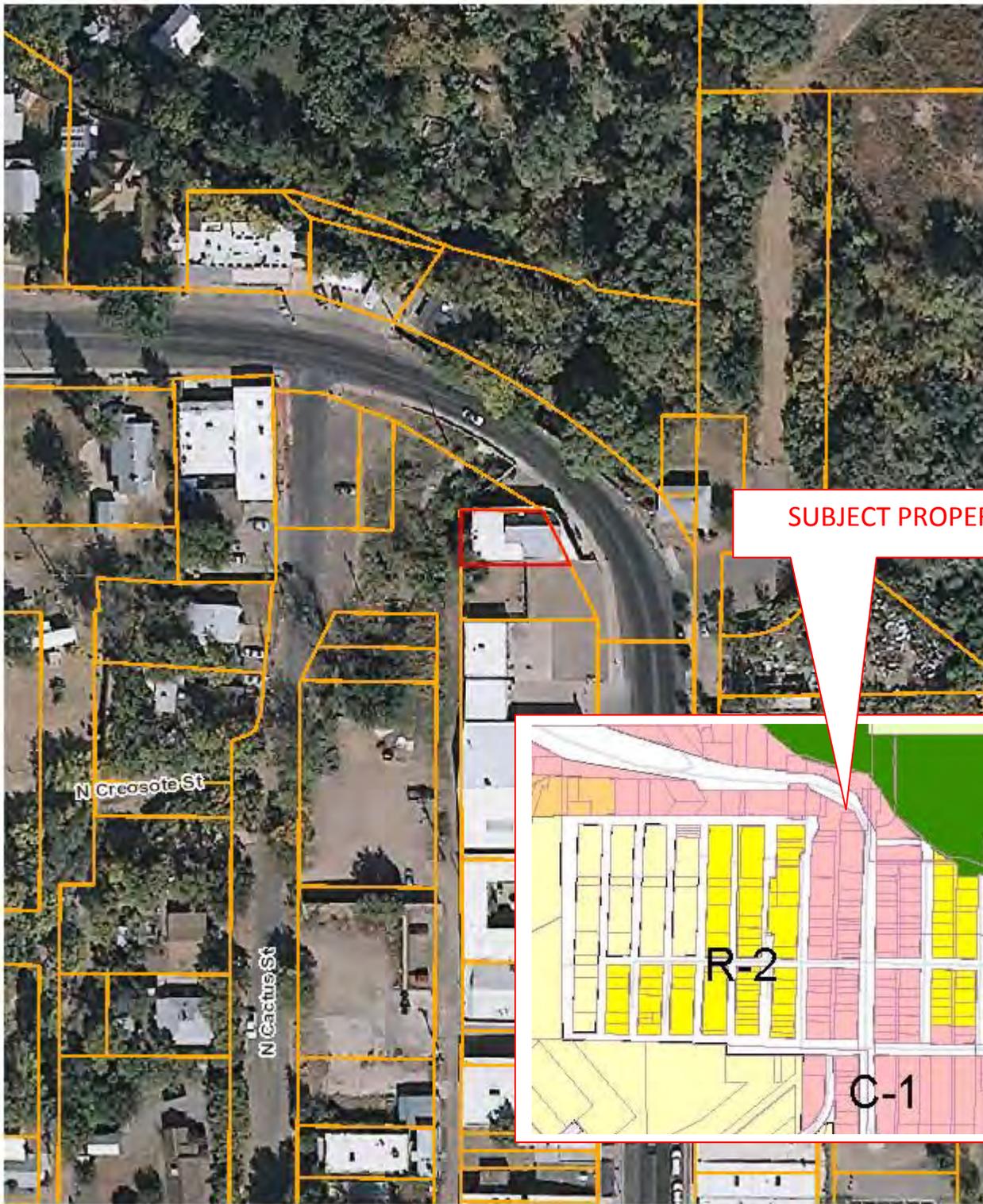
Dear Doug

I am writing this letter at the request of the city to address our intent and needs at 1060 N. Main St. Our intent is to bring this corner of Old Town and specifically this building back to life. Our plans include turning the downstairs into a restaurant called Pizzeria Bocce. Bocce will be an authentic Italian wood fired pizzeria with outdoor seating and a bocce court. The upstairs will be divided into a salon studio and apartment. We think this is our most exciting project for Old Town yet. We believe this building is perfectly positioned to entice visitors riding the train (over 90,000 last year) to stop and take a look around Old Town. This corner already has the stone bridge, mature trees, and with the new city parking lot coming has unbelievable potential. We believe if we make the building look inviting enough with great outdoor space, it will then entice the tourists to stop and take a look around.

As with the Tavern Grille we are looking towards the city to work with us in creating another successful private-public partnership. What we are looking for from the city is the same things we needed to turn The Old Town Theatre into the Tavern Grille. We would like to start using the alley again for deliveries. At the end of the alley we are looking for an agreement from the city to create an enclosed dumpster area, a ramp for deliveries through the rear entrance, and outdoor patio areas for seating. As with the Tavern Grille to make this building usable it requires easements and license agreements with the city. It is our belief as with the Tavern Grille this is a win-win situation for all. We look forward from hearing from you soon.

Thank You

Eric Jurisin



SUBJECT PROPERTY

N Creosote St

N Cactus St

R-2

C-1

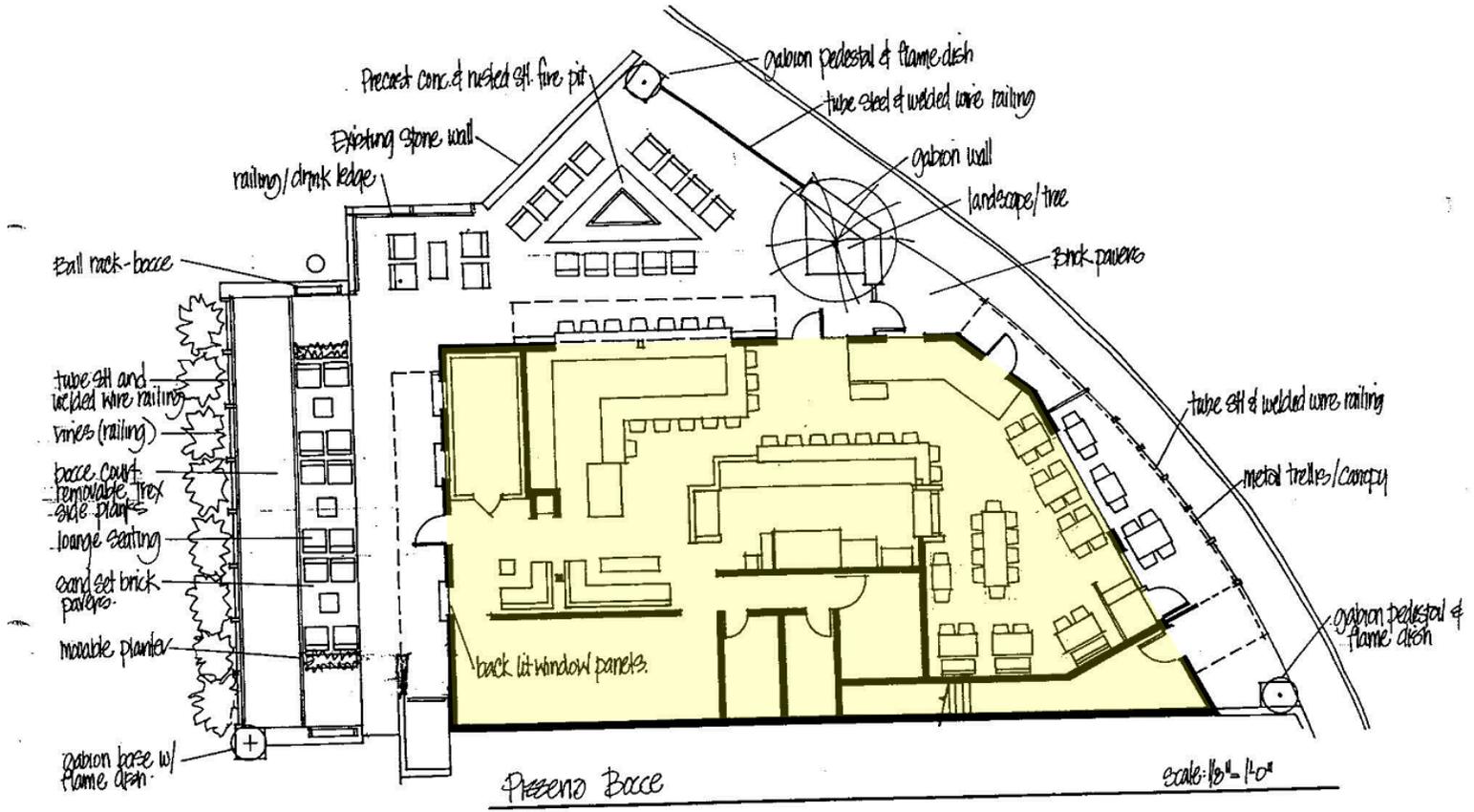


Disclaimer: Map and parcel information is believed to be accurate but accuracy is not guaranteed. No portion of the information should be considered to be, or used as, a legal document. The information is provided subject to the express condition that the user knowingly waives any and all claims for damages against Yavapai County that may arise from the use of this data.

Map printed on: 2.21.2013





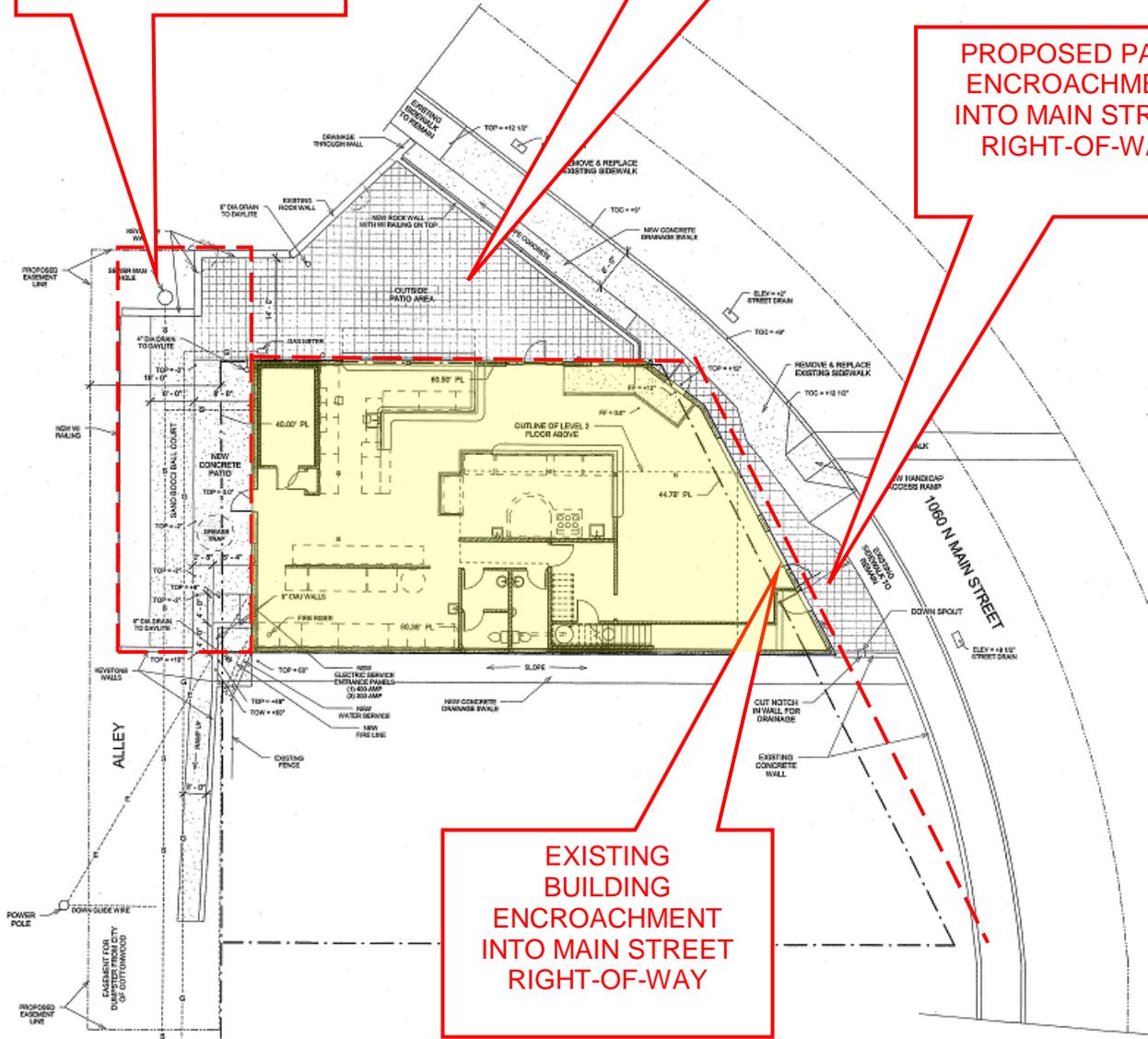


PROPOSED PATIO ENCROACHMENT INTO REAR ALLEY

PROPOSED PATIO ENCROACHMENT INTO SEWER AND DRAINAGE EASEMENT

PROPOSED PATIO ENCROACHMENT INTO MAIN STREET RIGHT-OF-WAY

EXISTING BUILDING ENCROACHMENT INTO MAIN STREET RIGHT-OF-WAY









STAFF MEMO

TO: Planning and Zoning Commission

FROM: George Gehlert, Community Development

FOR: March 18, 2013

SUBJECT: **GP 13-002 and Z 13-003**
Marauder Point Multi-Family Community

This item regards a 15-acre parcel owned by Mingus Union High School District #4 located on Camino Real across from the High School at the SW corner of the Fir Street intersection. The applicant would like to rezone the property to R-2 in order to enable a higher level of residential development on the site. The proposal would require the following approvals by the P&Z Commission and the City Council:

- A minor amendment to the Proposed Land Use Map associated with the Cottonwood General Plan, changing the land use designation for this acreage from “Public/Institutional” to Residential Medium Density.”
- A zoning map change from AR-43 (Agricultural/Residential 43,000 sq. minimum lot size) to R2 (single family/multiple family).

Adjacent Zoning and Land Uses: The site is located along a primary collector street within a transitional area between residential and non-residential uses. Two churches are located to the northwest (zoned R-1). A high density single family residential area (zoned PAD) is located to the north. A self-storage facility (zoned C-1) is located to the northeast. Mingus High School (zoned AR-20) is located to the east. Single family residential development is also located to the west and south, outside the City limits within Verde Village.

Conceptual Site Plan Proposal

The site, which is currently vacant, is characterized by flat and rolling terrain crossed by a portion of Little Oak Wash. The applicant has offered a conceptual site plan in support of the zoning change which depicts a series of two-story multi-family structures including 6-12 units each. The site plan appears to reserve the steepest slopes and drainage areas from development. The plan suggests four new access drives along Camino Real and two along Fir Street.

Public Involvement and Notification

The applicants held a community meeting at Mingus High School on February 15th. Notice regarding the community meeting, P&Z and pending City Council hearings was mailed to all property owners with 300 feet of the property (approximately 70 mailings). Notice regarding the P&Z and Council hearings was also advertised and posted on-site.

The community meeting was attended by the applicants, staff and eight members of the public. The community meeting summary, sign-in sheet and comments are attached for your review. Questions and concerns expressed at the meeting:

- May cause negative affect on property values.
- Preference for commercial uses rather than higher density residential.
- Concern for density and traffic impacts. How many more people?
- When will traffic study be completed (vs. when will improvements occur).
- Will Fir Street intersection be signalized (already too busy).
- Added water use.
- Noise, disturbances. Impact on Verde Village and Cottonwood Commons.
- Police patrol.
- Dust during construction.
- Controlling overall quality of development (low end vs. high end).
- Building height limitations?
- Process is moving too fast. Why just a preliminary plan?

ISSUES

Staff identified the following issues in the review of this proposal:

- **Conceptual Proposal:** The P&Z Commission and City Council have in the past accepted conceptual site plans in support of certain zoning request (as opposed to completed development plans), notably for commercial development along SR 260, including the site of the Larry Green car dealership, the Super Wal-Mart; and the C2 properties located along the east side of SR 260. They were all subject to later approval of a final site plan, grading, drainage and traffic improvements. There is generally a time limit associated with action on a conceptual proposal.
- **Density Issue:** The overall density allowance would be increased from 15 units to 166 units. There is a slight discrepancy between the Residential medium Density allowance and the R-2 zoning allowance in that the RMD designation would cap the development at 11 units per acre. The R-2 designation would allow 11.6 units per acre. To address this issue, the action should cap the total allowable units at 11 units per acre (11 units x 15 acres = 165 units).

- **Traffic and Drainage Improvements:** There will be significant grading, drainage and traffic impacts associated with this proposal. Traffic will increase along Camino Real and East Fir Street; and at the adjacent intersection. Per Ordinance 144 (Off-Site Improvements), the developer will be responsible for providing adequate drainage and traffic information and for their share of associated improvements necessary to offset those impacts. Sidewalk improvements along both Camino Way and East Fir Street will also be required together with possible right-of-way dedications.
- **Location of Driveways:** The number of access points should be reduced along these two collector streets. Access drives should also occur further from the intersection, due to potential for added stacking in this location following development.
- **Elimination of Old Right of Way:** There is an old City right-of-way which crosses the southern portion of the property which the City may quit claim to MUHS.
- **Architecture:** No architectural information has been offered as part of this submittal.
- **Buffering:** The Commission may wish to consider additional buffering treatments adjacent to existing residential areas.
- **Future Land Divisions:** The integrity of the site proposal could be lost with any subsequent division and disposal of portions of this property which do not acknowledge the proposed site design (i.e., continuity of access and drainageways, etc.). Any proposed division of this property should be subject to P&Z review as part of a proposed site plan amendment.

RECOMMENDATION

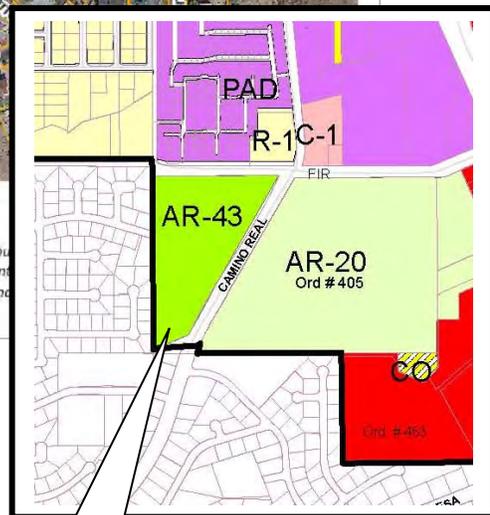
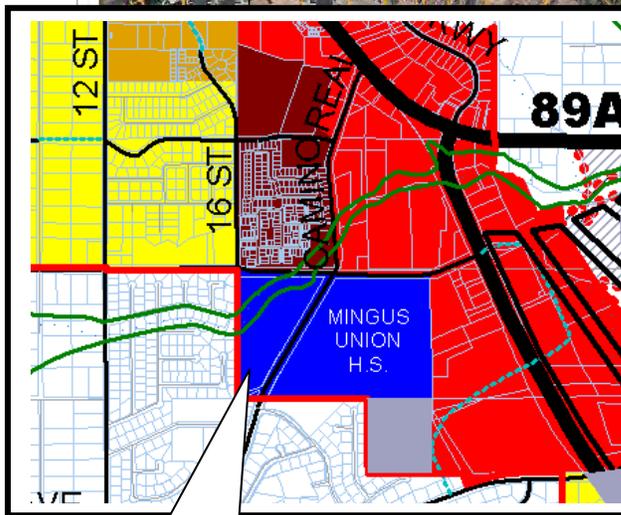
Staff believes the subject property is well suited for the proposed development and supports the plan amendment and zoning change. Staff therefore recommends approval of **GP 13-002** and **Z 13-003** subject to the following stipulations:

1. That a final site plan be approved by the Planning and Zoning Commission, together with building elevations, grading/drainage, surfacing and landscape plans prior to issuance of any permits.
2. That the total number of residential units be limited to 165.
3. That the final site plan establish methods for buffering adjacent residential development located the south and west boundaries
4. That access points adjacent to the Fir Street intersection be eliminated; and other access drives be consolidated to the extent feasible.

5. That all required rights of way and utility easements be dedicated by plat, or otherwise recorded, as may be required by the City. Any division of this property into four (4) or more lots will require plat approval by P&Z and Council.
6. That any subsequent minor divisions of this property also be subject to review by the P&Z Commission.
7. That the developer prove traffic and drainage studies and be responsible for all related improvements determined to be necessary to offset impacts of the resulting development (per Ordinance 144).
8. That a building permit be issued within two years or the action is null and void.
9. That all other Code Review comments be addressed.
10. Any other conditions that may be deemed appropriate as part of the Commission and Council review.

Enc: Aerial Photo and Zoning Exhibit
Conceptual Site Plan
Site Photos
Letter of Intent
Code Review Comments
Community Meeting Summary and Responses

AERIAL PHOTO AND ZONING MAP

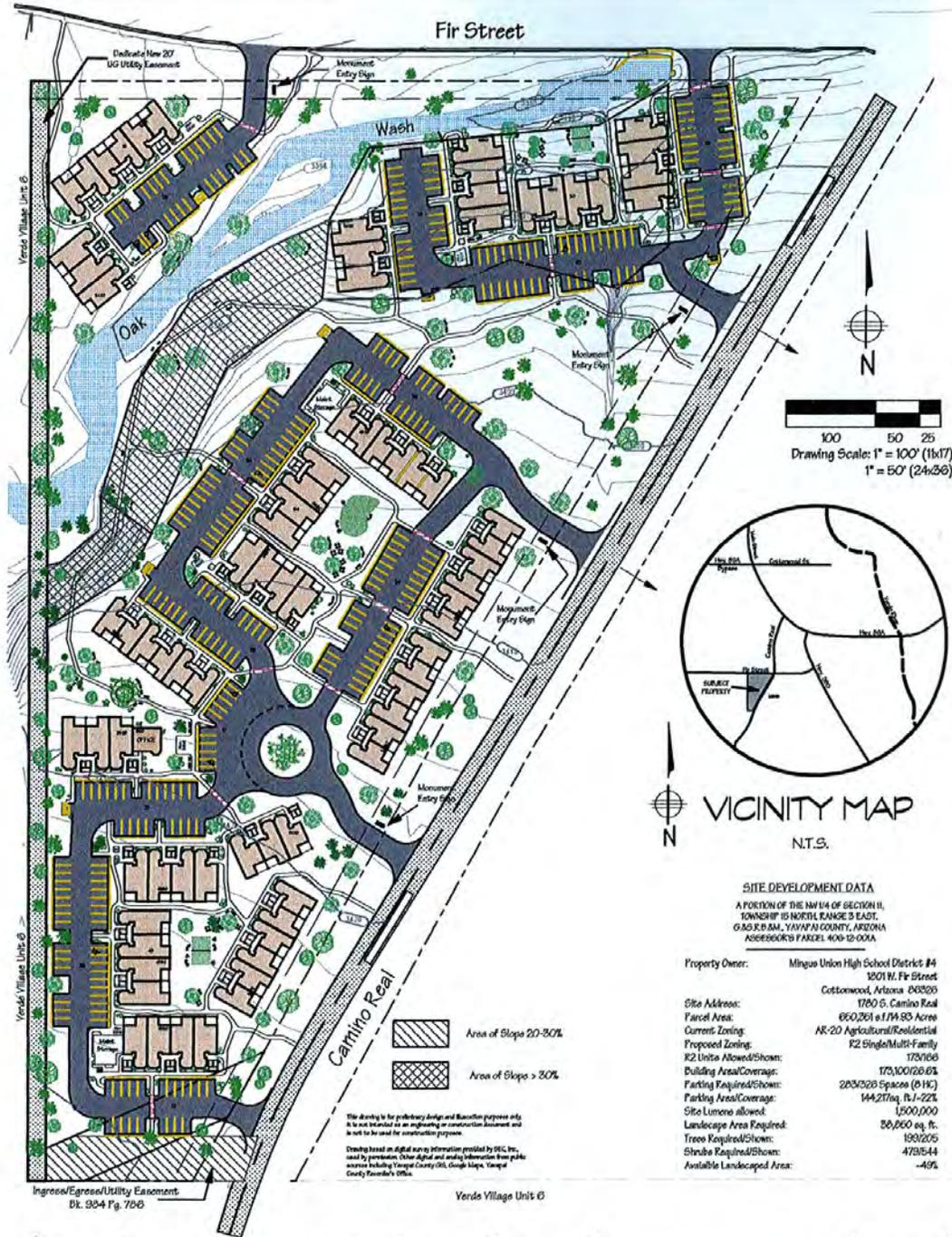


GENERAL PLAN DESIGNATES FOR PUBLIC / INSTITUTIONAL USE"

CURRENT ZONING IS AR-43

PRELIMINARY SITE DEVELOPMENT PLAN

CAMINO REAL



100 50 25
Drawing Scale: 1" = 100' (1k/17)
1" = 50' (2k/36)



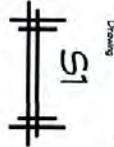
VICINITY MAP
N.T.S.

SITE DEVELOPMENT DATA
A PORTION OF THE NW 1/4 OF SECTION 11,
TOWNSHIP 18 NORTH, RANGE 3 EAST,
GADSDEN, YAVAPAI COUNTY, ARIZONA
ASSESSOR'S PARCEL 400-12-000A

Property Owner:	Mingus Union High School District #4 1201 N. Fir Street Cottonwood, Arizona 86026
Site Address:	1780 S. Camino Real
Parcel Area:	660,261 s.f. (14.93 Acres)
Current Zoning:	AR-20 Agricultural/Residential
Proposed Zoning:	R2 Single/Multi-Family
K2 Units Allowed/Shown:	170/166
Building Area/Coverage:	173,000/26.6%
Parking Required/Shown:	283/326 Spaces (9 HC)
Parking Area/Coverage:	144,277sq. ft./22%
Site Limestone allowed:	1,500,000
Landscape Area Required:	28,660 sq. ft.
Trees Required/Shown:	150/205
Shrubs Required/Shown:	4726/44
Available Landscaped Area:	-49%

Area of Slope 20-30%
Area of Slope > 30%

This drawing is for preliminary design and illustration purposes only. It is not intended as an engineering or construction document and is not to be used for construction purposes.
Drawing based on digital survey information provided by H&L, Inc. used by permission. Other digital and analog information from public sources including Yavapai County GIS, Google Maps, Yavapai County Tax Assessor's Office.



Preliminary Site Plan
Marauder Point
1280 S. Camino Real
Cottonwood, Arizona

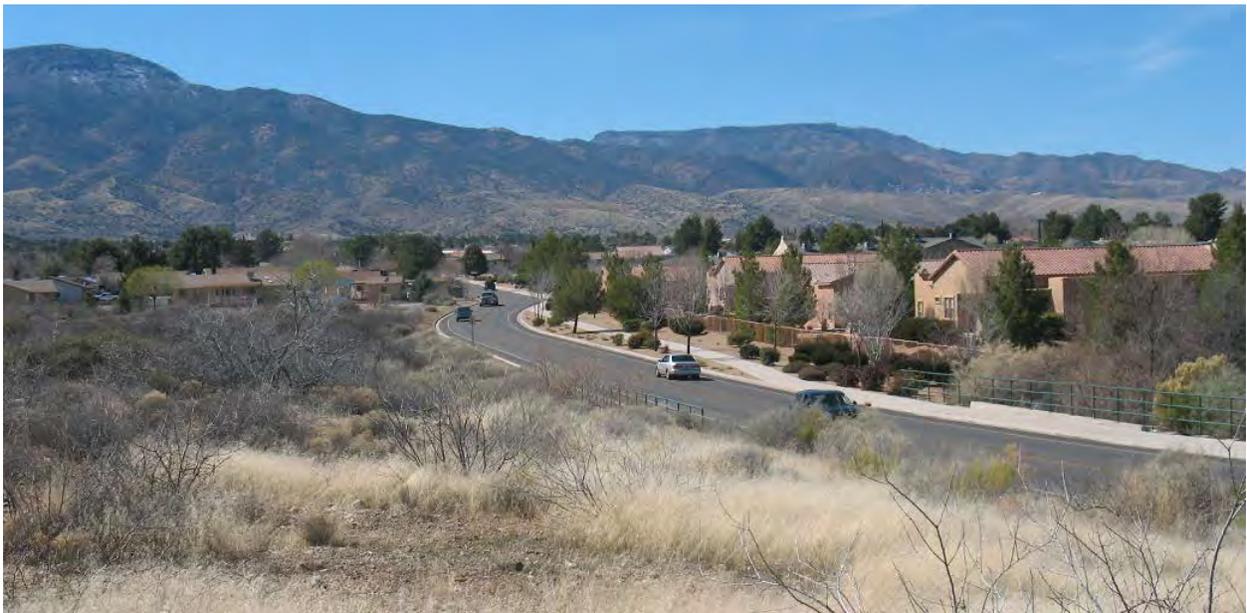
Date:	2/26/2003
Design:	MDG
Drawn:	MDG
Checked:	OKS
Job No.:	MH101

CASA VERDE Consulting
PLANNING and DESIGN
1800 S. Oak Run
Cottonwood, Arizona 86026
Phone: 928-624-7666
Mobile: 928-999-0005



SITE PHOTOS











4. CIRCULATION ELEMENT-DRAFT

A. INTRODUCTION

The Circulation Element examines transportation networks within the city and in adjacent areas and establishes policies intended to help accomplish local objectives related to circulation and transportation. The element provides a conceptual framework to meet the projected transportation needs of the community; and a Street Classification Map that describes existing streets and indicates, in general, future corridors contemplated, including those prepared by regional groups and the Arizona Department of Transportation (ADOT). It also includes discussion of the key issues facing the community and related Goals and Objectives. Related goals and objectives act as guidelines for City Staff, the Planning and Zoning Commission and City Council when programming improvements to the city circulation system.

The City of Cottonwood desires a safe and efficient circulation system for all modes of transportation, including vehicles, transit, bicycles and pedestrians. The system must meet the needs of local residents and visitors, as well as regionally-generated traffic, which provides a significant contribution to the daily use of Cottonwood's transportation system.

B. LEGISLATIVE REQUIREMENTS

Arizona Revised Statutes (ARS §9-461.05.C.2) requires that the General Plan provide a circulation element consisting of the general location and extent of existing and proposed freeways, arterials and collector streets, bicycle routes and any other modes of transportation as may be appropriate, all correlated with the land use element of the plan.

C. KEY ISSUES

1. Traffic Safety, Efficiency and Congestion.

The Circulation Element supports the goals of mitigating traffic congestion by offloading high traffic corridors to alternate routes, identifying and resolving traffic safety issues, implementing "traffic calming" measures, and accommodating alternate modes of transportation, such as transit, pedestrian and bicycle use. Planning and constructing new roads to improve overall efficiency is also a part of the long-term strategy to accommodate growth and development.

2. Providing Adequacy for Regional Needs.

The transportation and street circulation system in Cottonwood is designed to handle traffic loads not only for local residents but also for people going to and from places throughout the region and for many visitors and tourists. ADOT provides critical support by maintaining two major state highways through Cottonwood.

3. Supporting Economic Development Goals.

The city's transportation system is there to serve the needs and interests of ensuring quality economic development, employment opportunities and the general interaction of life which allows people to engage in all types of activities. Streets are intended to accommodate traffic and infrastructure capable of supporting commerce and economic opportunity to its level of need.



4. Enhancing the Overall Quality of the Street Environment.

The streetscape is not only defined by the pavement and sidewalks but also by quality and placement of buildings, structures, trees, landscaping, lighting, signage and everything else along the street corridor. Through coordinated planning of the street, adjacent land uses and economic development objectives it is possible to provide a more effective and attractive environment along the street corridors for the benefit of all.

5. Ensure Accessibility for All.

The Plan supports removing and mitigating environmental barriers to movement and enhancing opportunities that support greater access for all users.

6. Sustainable Transportation Planning.

Changing perspectives in transportation planning are based on taking a coordinated approach that integrates transportation goals with land use, open space, economic development and quality of life values. A long-term sustainable transportation system needs to take a whole system approach when considering the inter-relationship of these various factors.

7. Support for Innovation and Forward-Thinking Solutions.

The Plan supports innovative solutions that protect and enhance Cottonwood's small town atmosphere while at the same time recognizes that growth is likely to continue in the region. In order to balance these interests, it is worthwhile to consider the best new practices in this field. It is important to stay up to date with knowledge of new innovative programs in transportation planning that may provide effective alternatives. Consideration of new technologies and new research related to innovative transportation programs should be included as a standard part of the circulation planning process.

D. REGIONAL PARTNERS

The City of Cottonwood is located at the intersection of State Route SR 260 and SR 89A in eastern Yavapai County, Arizona. SR 260 provides a primary connection between Cottonwood and I-17 (Interstate 17) located approximately 15 miles south in Camp Verde. State Route 89A connects Cottonwood with the Prescott and Prescott Valley area through Jerome to the south west, and to Sedona and Flagstaff to the north. Access to the Phoenix metropolitan region is from SR 260 and I-17, about 100 miles to the south. Regional traffic planning is significant for the City of Cottonwood since a major portion of local traffic is generated outside the City. The Arizona Department of Transportation administers traffic planning and improvements for Arizona's freeways and other highways, including those portions of highway within Cottonwood. The state highways carry the bulk of regional traffic in the Verde Valley and within the City of Cottonwood itself. Coordination with ADOT is essential for transportation planning.

Verde Valley Transportation Planning Organization (VVTPO)

The Verde Valley Transportation Planning Organization (VVTPO) is a committee of local officials which represents Verde Valley communities in the review of regional traffic improvements and long-range transportation planning. Transportation planning in the Verde Valley region is conducted through VVTPO and the Northern Arizona Council of Governments (NACOG). Yavapai County also has a key role in coordinating its planning efforts with VVTPO, NACOG and the local jurisdictions.



NACOG

NACOG coordinates with the Arizona Department of Transportation and the local governments through data collection, priority programming, liaison and coordination services. NACOG also provides technical assistance and regional funding opportunities for local construction projects and serves as a liaison between ADOT and local governments. Major activities include:

- Data Collection - NACOG provides information to ADOT on roadway mileage in the region. NACOG also works to ensure that local governments submit building permit data for developing population estimates and through participation in the State Population Technical Advisory Committee (POPTAC), represents the region in establishing population estimates and projections.
- Priority Programming - NACOG works with local jurisdictions to:
 - ◆ Identify state and federal funding sources for highway construction projects and to add routes to the appropriate Federal Aid System.
 - ◆ Prioritize project requests in the region for state and federally funded programs.
 - ◆ Monitor progress of project development
- Liaison and Coordination/Technical Assistance - NACOG participates on advisory committees for small area transportation studies, attends meetings of area transportation planning organizations, and represents the region at meetings of ADOT's Priority Planning Committee and the State Transportation Board.

Yavapai County

A Transportation Study was prepared by Lima and Associates in May 2009 for the Eastern Yavapai County titled the *Verde Valley Multimodal Transportation Study*. This document identifies existing conditions, future improvement needs and assesses levels of service up to 2030. The transportation system study area consists of about 600 square miles and includes the incorporated municipalities of Camp Verde, Clarkdale, Cottonwood, Jerome and Sedona as well as the Yavapai Apache Nation and unincorporated areas of northeast Yavapai County. Input and data were provided by cities and towns, as well as the Yavapai-Apache Nation and a Technical Advisory Committee comprised of major stakeholders from the public and private sectors was also involved to share information and review draft documents.

The purpose of the *2009 Verde Valley Multimodal Transportation Study* was to develop a long-range, regional transportation plan to guide the implementation of transportation improvements on the roads of regional significance in the Verde Valley including I-17, State Routes and roads on the County Regional Road System. Both the Central Yavapai Metropolitan Planning Organization (CYMPO) which covers the Prescott/Quad Cities area and the Verde Valley Regional Transportation Study have taken into consideration the relationship between future regional road demands and projections on socioeconomic conditions such as population densities and locations of potential growth areas.

Arizona Department of Transportation (ADOT)

Transportation planning processes and plans developed at the local level by VVTPO and NACOG are continually coordinated with the State transportation plans developed by ADOT in accordance with the requirements in Title 23. Local plans are typically 5-year plans and become part of the statewide 5-year plans. On November 18, 2011, the Arizona State Transportation Board approved ADOT's Long-Range Transportation Plan, "What Moves You Arizona" for the time period of 2010 to 2035. The Long-Range Plan "defines visionary, yet pragmatic, investment choices Arizona will make over the next 25 years to maintain and improve its multimodal transportation system." The Plan "provides strategic direction to guide future investments in transportation." The Plan does not identify a specific list of projects for implementation, since that is done through the annual and 5-year plans. The ADOT Long-Range Plan also utilized the comprehensive land use and 2050 vision developed in the Building a Quality Arizona Study (bqAZ) as a framework for the State's desired future.



E. SYSTEM PLANNING ISSUES

This section provides an introduction and general overview of several key issues related to the City's circulation and transportation system:

- ◆ Introduction
- ◆ Regional Coordination
- ◆ Corridor Planning
- ◆ Complete Streets
- ◆ Traffic Mitigation
- ◆ Capacity Planning
- ◆ Traffic Calming
- ◆ Roundabouts
- ◆ Access Management
- ◆ ADA Planning

I. INTRODUCTION

The development of an effective circulation system for the city involves more than just installing physical infrastructure and roads. The transportation system is better understood as a series of features within a context that taken together support a system of movement intended to serve the comprehensive needs and interests of the people. The circulation system is not designed simply for the sake of mobility; the system is intended to serve the higher goals and aspirations of the people to engage in various activities of life, to seek economic opportunities, to facilitate social interaction and personal relationships, to learn and grow, to create and recreate, to contemplate higher meaning, and so on. The system needs to be safe, efficient and cost-effective but transportation decisions also need to be based on how the facilities and programs serve the broad range of community goals. This section describes a number of the key components and concepts for helping us to achieve the goal of ensuring a safe, effective, multi-purpose circulation system.

As the primary market and service center in the Verde Valley, a significant amount of regional traffic converges on Cottonwood on a daily basis. It could be expected that as growth and development picks up in the surrounding region, there will be a corresponding increase of traffic on city streets. The General Plan encourages a pattern of land use which distributes traffic to the extent possible, is sensitive to the impacts of traffic on adjacent land uses and allows flexibility for the development of secondary routes necessary to offload congestion.

2. REGIONAL COORDINATION

Cottonwood developed historically as the commercial and market center for the region, which included the mining-related settlements of Jerome, Clarkdale and Clemenceau. As the population of the Verde Valley region has grown to almost 70,000 (over 32,000 in the Greater Cottonwood area), Cottonwood's role as a regional market center has remained essentially the same. Cottonwood continues to be the center for shopping, personal and business services, medical services, recreation and entertainment venues, affordable housing and government services. It is important that the community's circulation system be adequate to continue fulfilling this regional role. Transportation studies have recommended that all new regional roads be constructed as limited or controlled access highways and necessary rights-of-way be acquired in order to guarantee the most efficient alignment of those corridors. Continuing a regional land use planning process is also recommended as a means of better coordinating traffic planning and improvements. A coordinated process may provide better opportunities to obtain regional funding by demonstrating local cooperation.



3. CORRIDOR PLANNING

Corridor planning integrates land use, transportation, economic development, aesthetics and quality of life concerns into a coordinated approach for development and revitalization of identified portions of street corridors. When combined with a sub-area planning approach, corridor planning provides a public planning technique that can coordinate private development revitalization in an area with public infrastructure and street improvements. A comprehensive approach can be especially helpful for coordinating improvements within established areas with multiple property owners and unique conditions.

A preliminary analysis of a number of major street corridors in Cottonwood indicates that development was established in roughly same time period within a number of corridor areas. Each of these areas has newer development and some amount of variation; however, the general age of the buildings, scale of development, lot sizes, relationship to the street, landscaping and general condition of properties have some similarities along a number of these identifiable street corridors. In a few cases the streets have a wide range of building styles and ages. Each of these conditions provides both challenges and opportunities for coordinated improvements.

One of the objectives of corridor planning is to provide consistent and unified quality to a section of the street corridor. This may include coordinated driveway and access improvements, continuous sidewalks, bike routes and transit stops, street trees and landscaping, signage improvements, street lighting, and façade upgrades to buildings. The land use aspect of corridor planning can also provide an evaluation of existing and proposed options for preferred uses, incentives to treat vacant properties, and methods to combine these objectives with transportation planning.

Potential Corridor Planning Projects

- Main Street north of State Route 89A to Old Town.
- Main Street (SR 89A) from Cottonwood Street to SR 260.
- Mingus Avenue from Main Street to SR 89A.
- SR 89A – west side from Clarkdale to Main Street.
- SR 89A – east side from Bill Grey Rd to Verde River.

4. COMPLETE STREETS

Complete Streets are streets designed for all modes of travel. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and public transportation users. Creating complete streets involves changing the approach used to evaluate, design and construct new streets and improve existing streets. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians and bicyclists.

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), comfortable and accessible public transportation stops that include bus pull outs and shaded bus stop shelters, safe street crossing opportunities, median islands, accessible pedestrian signals, curb extensions at crossings, narrower travel lanes in neighborhoods to slow traffic, roundabouts, and more. A complete street in a rural area will look quite different from a complete street in an urban area, but both are designed to balance safety and convenience for everyone using the road.



COMPLETE STREETS

Incomplete streets are those designed with only cars in mind. They limit transportation choices by making walking, bicycling and public transportation inconvenient, unattractive and too often dangerous. Changing policy so that our transportation system routinely includes the needs of people on foot, public transportation and bicycles as a standard component of the street design means that walking, riding bikes, and riding buses will be safer and easier. People of all ages and abilities will have more options when traveling to work, to school, to the grocery store, to visit family and for all types of activities.

Making these travel choices more convenient, attractive and safe means people do not need to rely solely on automobiles. They can replace trips in their cars with short walks, bicycle trips or bus rides. Complete Streets improve the efficiency and capacity of existing roads by moving more people in the same amount of space as previously used by automobiles. Getting more productivity out of the existing road and public transportation systems can reduce congestion and offer greater choices for transportation options.

- **Land Use Connection.** To understand the concept of complete streets it is essential to recognize that walking and bicycling are legitimate, healthy, cost-effective forms of transportation. Studies consistently indicate that more people would walk and bicycle for transportation purposes, within certain distances, if there were more convenient, safe and interconnected facilities. The effectiveness of walking and bicycling is therefore significantly increased by land use development patterns that integrate residential areas with nearby commercial, institutional, recreational and other uses. Many areas of Cottonwood already have this mix of uses in relative proximity to one and other. A Complete Streets Policy should recognize existing opportunities for redevelopment and set a direction for new development.
- **Benefits of Complete Streets.** Complete Streets are particularly prudent when communities are tightening their budgets and looking to ensure long-term benefits from investments. A well-balanced transportation budget can incorporate Complete Streets projects with little to no additional funding, accomplished through re-prioritizing projects and allocating funds to projects that improve overall mobility. Many of the ways to create more complete roadways are low cost, fast to implement and high impact. Building more sidewalks and striping bike lanes has been shown to create more jobs than traditional car-focused transportation projects by allowing more people to participate in the economy. Complete streets can offer many benefits.
- **Complete Streets improve safety.** A Federal Highway Administration safety review found that streets designed with sidewalks, raised medians, better bus stop placement, traffic-calming measures and treatments for disabled travelers improve pedestrian safety. Some features, such as medians, improve safety for all users: they enable pedestrians to cross busy roads in two stages, reduce left-turning motorist crashes and improve bicycle safety.
- **Complete Streets encourage walking & bicycling for health.** The Centers for Disease Control and Prevention recently named adoption of Complete Streets policies as a recommended strategy to prevent obesity. One study found that 43% of people with safe places to walk within 10 minutes of home met recommended activity levels; among individuals without safe places to walk, just 27% were active enough. Easy access to transit can also contribute to healthy physical activity: nearly one third of transit users meet the Surgeon General's recommendations for minimum daily exercise through their daily travels.
- **Complete Streets can lower transportation costs for households.** Americans spend an average of 18 cents of every dollar on transportation, with the poorest fifth of families spending more than double that figure. In fact, most families spend far more on transportation than on food. When residents have the opportunity to walk, bike, or take transit, they have more control over their expenses by replacing car trips with these inexpensive options. Taking public transportation, for example, can save substantial costs on an annual basis with reduced expenses for fuel and auto maintenance.



- **Complete Streets foster strong communities.** Complete streets play an important role in livable communities, where all people, regardless of age, ability or mode of transportation, feel safe and welcome on the streets. A safe walking and bicycling environment is an essential part of improving public transportation and creating friendly, walkable communities. A recent study found that people who live in walkable communities are more likely to be socially engaged and trusting than residents of less walkable or non-walkable neighborhoods. Additionally, they reported being in better health and happier more often.

5. TRAFFIC MITIGATION TECHNIQUES

The primary means by which traffic impacts are most often addressed include:

- Comprehensive planning at both the local and regional level.
- Development of alternate modes transportation opportunities, including bicycles, walking and public transit.
- Small area planning of neighborhoods and high traffic zones.
- Efficient, compact, mixed-use, town center-type development to reduce vehicular traffic needs and infrastructure requirements.
- Develop secondary routes to offload the most congested traffic areas. Improve efficiency of automobile routes through street classification system.
- Restrict large trucks from certain routes.
- Integrate “traffic calming” techniques in neighborhood settings, such as street chokers, street medians and islands, and shorter block lengths.
- Apply access management techniques to certain roadways regulating access points, driveways and intersections on major arterial streets and highways.
- Coordinated traffic signalization and timing of traffic signals so that traffic is moved most efficiently.

6. ROADWAY AND SYSTEM CAPACITY PLANNING ISSUES

Roadway capacity deficiencies begin to occur as traffic volumes approach the design capacity of a roadway. System deficiencies refer to deficiencies which impact system wide continuity and traffic. While the capacity deficiency refers to the volume of vehicular traffic within a segment, a system deficiency refers to the ease of movement between two points. Examples of current system deficiencies due to interruptions in continuity or inability of traffic to flow smoothly include:

- East - West movement across the Verde River.
- Excessive access driveways to commercial properties along older sections of SR 89A and Main Street.
- Absence of road shoulders and sidewalk facilities to support alternative modes, such as bicycling and pedestrian movement throughout most of the system.
- Heavy reliance on a few streets serving as the primary transportation system for internal travel through the city.



7. TRAFFIC CALMING

Over the past decade communities across the country have been rethinking the design of neighborhood streets. The result of applying this new perspective to street design has been a departure from previous policy considerations. The intent of the City transportation system is to serve a broad range of public policy objectives, including maintaining neighborhood integrity, improving the quality of life and supporting economic opportunities. In this sense, the street is not merely a utility tool for moving people and goods from one place to another but it is an integrated component of a comprehensive environment that defines and serves the broad needs of society.

Cottonwood has a number of examples of traffic calming features. 12th Street has an island installed near Cherry Street to define where traffic enters the residential area. Cottonwood Ranch has islands to slow traffic at intersections. Many cities in Arizona have successfully implemented traffic calming programs, including Phoenix, Tucson, Scottsdale, Tempe and Chandler to name a few. There is extensive data available from professional engineering and planning organizations, the federal government and various cities around the country to indicate the success of these programs.

The volume and speed of automobiles traveling through residential areas is an ongoing concern to the safety and well-being of the residents of the city. This condition degrades the total experience of the neighborhood and erodes the quality of life of the community. Fortunately there are a range of techniques and programs that can be applied to the design of streets to address the concerns of protecting and enhancing community and property values.

The techniques and tools of traffic calming can be used to retrofit existing streets and neighborhoods or they can be planned and built within new developments at the time of initial construction. The cost of reconstruction can be a major issue. Public acceptance is another concern. Education and experimentation are two valuable concepts that should be considered.

It is critical that the design and installation of any traffic calming device within a street environment is done with professional guidance and complete understanding of the engineering consequences. If done according to professional standards, the outcome can provide a successful addition to the street resulting in a friendlier, safer, more attractive neighborhood environment. If traffic calming features are installed in a random or disconnected manner, the result can be increased safety problems, intermittent speeding and a more dangerous condition.





Traffic Calming Program Elements

Traffic Calming is a term used to describe programs that include both physical and behavioral aspects intended to reduce negative effects of vehicles, alter driver behavior, and improve the environment for pedestrians and bicyclists. A comprehensive program to modify the behavior of vehicular traffic may include some of the following concepts:

1. **Passive.** Psychological effects include visual narrowing and shortening of the street view through use of landscaping along street edge and careful placement of physical features to frame in the view. Also, painted edge stripes, designated on-street parking spaces to narrow travel lanes, bike lanes and sidewalks can create a visual narrowing of the street corridor. Informational and educational resources are also part of the passive approach.
2. **Physical.** Integrating traffic calming techniques into the initial design of the street is the best approach but existing streets can be retrofitted with various physical features to control and moderate traffic behavior. These are further defined as vertical or horizontal features, which can be used separately or combined. Examples include:
 - Vertical Deflection: speed humps, raised cross walks, raised intersections.
 - Horizontal Deflection: narrow points, chicanes, chokers, bulb-outs or curb-extensions.
3. **Route Modification.** Controlling cut-through traffic in a neighborhood and redirecting drivers to nearby collector or arterial streets can help reduce volume and speed. Techniques include: turn restrictions, diverters, road closure, dead end streets with cul-de-sacs or hammerheads, directional signage.



Traffic Calming Techniques

The first step is to identify and document problem locations. Where streets are shown to have a high level of speeding and/or cut-through traffic, the next step is to look for standard solutions to mitigate conditions. The first level of response could include installing speed limit signs or changing traffic control at intersections to shorten main runs. Where a location could benefit from a more intensive response, there are a number of traffic calming techniques that can be considered:

Chokers and Neckdowns.

- Typically mid-block swellings to restrict the travel width.
- Bicycle travel needs to be carefully considered due to tight geometrics.
- Pedestrian travel improved due to shorter roadway crossing distance.



Bulb-Outs and Curb Extensions.

- Usually associated with intersections but can be used mid-block.
- The wider sidewalk that “bulbs out” at the intersection reduces the width of the travel lane and shortens the distance for the crosswalk resulting in slower traffic and a safer pedestrian facility.
- The wider sidewalk area can be treated with landscaping, decorative pavement and other details to enhance the pedestrian environment.
- Need to coordinate with emergency services to ensure vehicle radius can navigate corners.

Speed Humps.

- Speed humps typically have a 3 feet cross-section. Speed bumps, which are narrow raised obstructions, such as typically found in parking lots, should not be used on streets.
- Spacing is critical – Typically 300 feet maximum. Studies indicate cars will speed up to make up for perceived lost time depending on the spacing. Exact spacing for effective results is based on a number of factors.
- Limit use to 2-lane streets. 25 mph or less maximum speed street locations. Typically used on local streets only with maximum vehicle trips per day indicated.
- Don't locate on bus routes or primary emergency response routes, if they can be avoided.
- Resident support is essential.

Speed Tables.

Speed tables are similar to speed humps but they have a wider profile across the top. They are typically integrated with raised crosswalks but can be used as separate features.

- Various profiles and widths. Typically minimum 22' –24' cross section in travel direction.
- Can be integrated with raised crosswalk design.
- Can be integrated with choker or bulb-out features on sides.

Raised Intersection.

- Similar to the speed table configuration but where the entire intersection has a higher profile than the connecting streets.
- Often used in association with decorative paving treatments or painted designs on the side ramps; has been shown to result in an overall slower speed interval for cross traffic.
- The height of the raised level is typically 4 – 6 inches to be effective.

Roundabouts.

- Public education is needed on the safety benefits of roundabouts.
- The narrow entry lane for roundabouts is defined by a splitter island that results in a slowing of vehicles as they enter the center.
- Pedestrian routes are connected to a refuge spot in the splitter island.
- The circle can be a focus point on a street axis.

Center Islands and Pedestrian Refuge.

- Mid-block center island medians to narrow and focus the travel lanes.
- Pedestrian refuge at cross walks can be integrated within the island.
- Forced turn channelization (right turn only) is an optional technique.
- Center median islands provide a good gateway treatment to a neighborhood or district.

Chicanes. (mid-block projections)

- Landscaped bump outs on one side of road or on alternating sides of roads.
- Vehicles slow down to negotiate a series of diversions and turns within the path of the street.

Diverter.



- Side street diverters placed diagonally at intersections restrict through traffic on local streets by directing traffic to collector streets.

Short Street Segments.

- New local residential streets should be designed to avoid long uninterrupted straight segments that encourage speeding.
- Longer street sections can be designed or retrofitted with curves or jogs to create visually shorter segments from the driver's perspective.

8. ROUNDABOUTS

Modern roundabouts have become a standard roadway feature throughout the United States due to a number of beneficial aspects, including improved safety and lower cost. These four points are what differentiate a modern roundabout from other similar or related traffic control features.

1. A compact one-way, circular intersection in which traffic flows counterclockwise around a center island. Other styles (i.e. rotaries, traffic circles) are typically much larger than the modern roundabout. This compactness helps keep speeds low and makes it easier for drivers to stay oriented.
2. Entering traffic yields to traffic already in the roundabout or in the inside lane. Other styles may have circulating traffic yield to entering traffic
3. Traffic lane approaches are channelized with engineered splitter islands to deflect traffic into the flow. Other styles do not use channelization or deflection techniques.
4. Designed to slow the speed of vehicles through deflection of the vehicle path. Other styles of circular traffic features may not be designed to slow traffic through carefully engineered and designed features, such as those that define the modern roundabout.

Benefits of Roundabouts

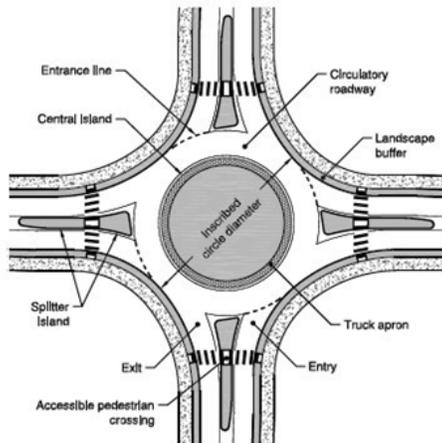
Roundabouts have become popular throughout the United States because of their improved safety and operational efficiency. Roundabouts are not always feasible in every location and do not always provide the optimal solution for every situation but where they do meet the criteria, they can provide outstanding benefits. Each case needs to be evaluated on its own merit. The benefits of roundabouts and some constraining factors are described below.

Traffic Safety.

Numerous studies from around the country have shown significant safety improvements at intersections converted from conventional forms to roundabouts. The physical shape of roundabouts eliminates crossing conflicts that are present at conventional intersections, thus reducing the total number of potential conflict points and the most severe of those conflict points. One recent national study showed overall reductions of 35 percent in total crashes and 76 percent in injury crashes. Severe, incapacitating injuries and fatalities are rare, with one study reporting 89-percent reduction in these types of serious crashes. Due to slower speeds, the incidence of fatalities drops significantly with roundabouts.



ROUNDABOUTS:



Operational Performance.

When operating within their capacity, roundabouts typically have lower overall delay than signalized and all-way stop-controlled intersections. The delay reduction is often most significant during non-peak traffic periods. These performance benefits can often result in reduced lane requirements between intersections. When used at the terminals of freeway interchanges, roundabouts can often reduce lane requirements for bridges over or under the freeway, thus substantially reducing construction costs. However, as yield-controlled intersections, roundabouts do not automatically provide priority to specific users such as trains, transit, or emergency vehicles.

Ongoing Operations and Maintenance.

A roundabout typically has lower operating and maintenance costs than a traffic signal due to the lack of technical hardware, signal timing equipment, and electrical needs. Roundabouts also provide substantial cost savings to society due to the reduction in crashes, particularly fatal and injury crashes, over their service life. As a result, the overall life-cycle costs of a roundabout can be significantly less than that of a signalized intersection in the same location.

Environmental Factors.

Roundabouts can provide environmental benefits by reducing vehicle delay and the number and duration of stops compared with signalized or all-way stop-controlled alternatives. Even when there are heavy volumes, vehicles continue to advance slowly in moving queues rather than coming to a complete stop. This can reduce noise and air quality impacts and fuel consumption significantly by reducing the number of acceleration/deceleration cycles and the time spent idling.

Traffic Calming.

Roundabouts can have a traffic calming effect by reducing vehicle speeds using geometric design rather than relying solely on traffic control devices. In particular, the use of roundabouts on two-lane collector roads in a neighborhood street setting can provide a safer intersection for all users by slowing down vehicles due to the manner in which the splitter islands funnel vehicles into and around the roundabout.



9. ACCESS MANAGEMENT

Access management is the regulation of vehicular access to public roadways from adjoining property. Access management is typically applied to major arterials and highways to improve safety and mitigate traffic congestion along busy, high-speed roads. Access management needs to balance the interests of business owners who want convenient access to their properties with the need to ensure safety for everyone where there are potentially dangerous conditions on heavily traveled busy roads.

Programs to control and manage access to and from major streets to adjacent properties should be considered through a coordinated and consistent approach or the benefit becomes less effective. In particular, left turns from properties onto busy high-speed streets crossing several lanes pose significant risk of collision. A comprehensive access management plan can use appropriate techniques to minimize or eliminate such risk, including:

1. **Driveway Consolidation.** Driveways are shared or consolidated between adjoining uses to limit the number of driveways per mile along a road and provide adequate spacing between driveways in order to reduce the number of conflicts.
2. **Corner Clearance.** Eliminate or relocate driveway entrances away from intersections. Ingress and egress maneuvering at driveways close to intersections results in congestion and conflict where vehicles are stacked and queued in the main travel lanes and turn lanes. Driveway access can be relocated from a primary street to a side street if available.
3. **Left Turn Lanes.** A dedicated left-turn lane is provided in the center of the street to separate left-turning traffic from through traffic. Generally, these left-turn lanes are used where moderate levels of turns occur. Paint markings can be used to indicate turn location; however, raised medians provide the most effective means to control turning movements.
4. **Alternative Access Ways.** (Frontage and Backage Roads) Access is provided to sites adjoining the main road by either frontage or backage roads. Local access traffic is directed from the busy street to a secondary street with slower speeds and less volume to provide access to properties.
5. **Raised Medians at Intersections.** Raised medians at intersections with built-in left turn lanes provide a center barrier near intersections to prevent some turning movements into driveways near the intersection. This reduces conflicts near the intersection.
6. **Full Raised Medians.** Full raised medians are barriers the full length of the main roadway that prevent both left turns and cross traffic. Full raised medians eliminate conflict points along the stretch of the median where traffic volumes are high. Cuts in the median can be placed at mid-block or specific locations to control turning access to major driveways or access roads.





10. ADA PLANNING

Title II (1990) of the Americans with Disabilities Act (ADA) applies to city government. Title II prohibits discrimination on basis of disability related to public facilities (state and local). Title III (1994) prohibits discrimination on basis of disability in “places of public accommodation.” Title III includes certain types of transportation related facilities.

Attention needs to be given to access to government buildings and facilities, bus stops and other transportation services, places of public accommodation, and business districts, as well as walkways serving residential areas. There is no “grandfather” clause from having to comply with the requirements of the ADA. Small municipalities are not exempt from complying with ADA because of their size. Cities must provide program access and make modifications to policies, practices, and procedures that are required by law. New facilities must be designed to accommodate persons with disabilities under the Americans with Disabilities Act. Additionally, existing facilities must be retrofitted and reconstructed to meet ADA standards. Such programs need to be ongoing.

However, the law is flexible. City governments must comply with Title II of the ADA, and must provide program access for people with disabilities to the whole range of city services and programs. There is some flexibility in that city governments are not required to take any action that would result in a fundamental alteration to the nature of the service, program, or activity in question or that would result in undue financial and administrative burdens. This determination can only be made by the head of the public entity or a designee and must be accompanied by a written statement of the reasons for reaching that conclusion. The determination that undue burden would result must be based on all resources available for use in a program. If an action would result in such an alteration or such burdens, a city government must take any other action that it can to ensure that people with disabilities receive the benefits and services of the program or activity.



F. MULTI-MODAL TRANSPORTATION

An effective transportation system provides multiple options for travel within the same corridor or area. Automobiles and trucks are one part of the transportation system. Providing opportunities for walking, bicycling and public transit are also important components of a cost-effective, efficient transportation system that supports a healthy, prosperous community. The best way to incorporate non-motorized transportation facilities into a planned city-wide system is to include sidewalks and bike lanes or adequate lane width for bicycles in the initial design and construction of the street. It is always going to cost more come back after the street is built to install sidewalks or additional pavement width to accommodate bicycle routes.

I. BICYCLE PLANNING

To address issues associated with transportation, recreation and community health, the General Plan encourages the development of a comprehensive bicycle system in the City of Cottonwood. The Plan encourages, “the development of a bicycle and pedestrian plan for the City to consider in the review of new development and to guide City street improvements. The system should address trip generation and destination points, potential hazards and barriers, recommend necessary facilities, opportunities to coordinate with the City bus system, regional connections, safety features and education, encourage compliance with AASHTO standards, special traffic detection devices where necessary and standard signage. The plan should also provide for related promotion and public education; and coordination with ADOT to ensure implementation along State highways.”

Cottonwood Bicycle Plan

Approved by the Cottonwood City Council, October 6, 2009

A summary of key points of the Cottonwood Bicycle Plan is included herein. The complete copy is available on the City website.

At the direction of the City Council, the City’s planning staff began the development of a bicycle plan in the Fall of 2007, as well as the immediate placement of “Share the Road” signs along the City’s primary collector streets. The Council asked staff to develop an inexpensive on-street system which addressed largely the City’s collector streets. Since that time, staff has worked with representatives of the Verde Valley Cyclists Coalition and other interested residents in developing this proposal.

In February of 2009, this initial draft was assembled for preliminary review by the Planning and Zoning Commission and City Council, prior to initiating a formal public review process. The City circulated the proposal for review and comment by the public, other departments and jurisdictions, regarding the designated route system, facilities, regulations and educational components.

Cottonwood Bicycle Plan 2009 Goals and Objectives:

The following goals are offered to guide the development of a bicycle plan for the City of Cottonwood as an affordable amenity that also addresses the community’s needs for recreation and alternative transportation modes:

1. Increase the percentage of all trips made by bicycle in the City of Cottonwood.
2. Work with advocacy groups, such as the Verde Valley Cyclists Coalition and stakeholders to develop a Complete Streets Program for the City.
3. Establish and maintain an integrated system of bikeways that enables safe and convenient bicycling. Promote bicycling as a means of achieving cleaner air, less traffic congestion, better health and preserving the natural, rural environment that surrounds the City.



4. Develop a network of bike routes to link neighborhoods and commercial areas throughout the city.
5. Link bicycling to economic development and tourism. Bicycling is seen by many as an important indicator of the quality of life of an area.

PROPOSED BICYCLE FACILITY ROUTES AND LINKS

The following is a summary of the proposed bicycle facility route system. The criteria for selection includes serviceability, deficiencies (barriers / hazards), and potential improvements. The proposed bicycle facilities include some sections with striped lanes and some as shared routes with the final selection to be determined through a separate process. Some of the proposed routes already include some facility improvements but are listed here as the complete route may need additional work. The individual links are listed alphabetically for reference:

Airpark Road / Airport Road to Old Jerome Hwy – Route from Willard Street extension to Mingus Avenue through Airport industrial area to Black Hills Drive. Could continue north into Clarkdale.

Aspen Street - Connects community facilities area on 6th Street with the commercial corridor on South Main Street.

Camino Real - Old 279 - Connects commercial areas along SR 89A with residential areas and Mingus High School.

Cornville Road – Verde Santa Fe - Bill Gray – Bike lanes along Cornville Road would connect to existing Verde Santa Fe development and future development and extension of Bill Gray Road to north.

Cottonwood Street - West Section: Link from Airpark Road to SR 89A. East Section: Provide bike lanes from Main Street/SR 89A past shopping plaza to Cove Parkway.

Cove Parkway - Includes half-mile link between Cottonwood Street and 89A.

Del Rio - Connects Old 279 to Verde Village through future development of State Trust Land property. Could continue across SR 260 through Verde Village to connect with Verde River route.

Elm Street - Proposed route between Willard Street and retail plaza areas adjacent to the SR 260 / 89A intersection. Gaps need to be identified.

Fir Street - Two miles from residential areas to SR 260. This is a fully improved corridor with striped bike lanes.

Groseta Ranch Road - Three-quarter mile connection between SR 89A and North Main Street in Old Town associated with future development of Groseta Ranch project.

North Main Street - Essential corridor from Old Town to Mingus Avenue. Includes restriping lanes from Mingus to N. 10th Street to include two travel lanes, a center turn lane, and bicycle lanes each side.

South Main Street - Main corridor bicycle route includes shared route signage.

Mingus Avenue - Entire length of Mingus Avenue from section adjacent to the Prescott National Forest through central Cottonwood to Cornville Road intersection with SR 89A..

Monte Tesoro - Rancho Vista – Peila – Connects Willard Extension to Monte Tesoro to County residential area to the south.

Rodeo Drive – UVX Road - Access between Verde Village to the west and Bridgeport to the east with connection to retail areas along SR 260. Associated with future development along SR 260 and extension of Rodeo Drive through area.



Verde River Trail - Proposed natural surface trail from Dead Horse State Park and /or River Front Park, 4-5 miles along the Verde River to Verde Village as part of Verde River Greenway State Natural Area.

West Loop - Bike lanes/route with proposed roadway located to the west of Cottonwood/Verde Village.

Willard Extension - Signed bicycle route with bike lanes from SR 89A to Monte Tesoro.

6th Street - From Mingus Avenue to SR 89A and continuing south to Fir Street.

10th Street - From Mingus Avenue to North Main Street and continuing into Riverfront Park to Dead Horse State Park.

12th Street - Complete corridor from North Main Street to Mingus Avenue then south to SR 89A and continuing to Fir Street. Includes sections with and without designated bike lanes

16th Street - Route extends north from Fir Street to the rear portion of the Food City Shopping Plaza.

BIKEWAY CLASSIFICATION SYSTEM

Standard bikeway classifications as described by the *AASHTO Guide for the Development of Bicycle Facilities* include four types of facilities: 1) Shared Use Path; 2) Bike Lane; 3) Bike Route; and, 4) Shared Roadway.

1. **Shared Use Path** - A multi-use, non-motorized pathway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Multi-use pathways are typically located along uninterrupted corridors with minimal crossings of driveways or side streets, such as undeveloped public open space, wash corridors, flood plain areas, etc. Shared use paths may be used by bicycles, pedestrians, skaters, wheelchair users, joggers and other non-motorized users, although separate lanes may be designated for high use pathways
2. **Bike Lane** - A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.
3. **Shared Roadway** - A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.
4. **Bike Route** - A shared roadway which has been designated by signing as a preferred route for bicycle use.

COMPREHENSIVE BICYCLE PLANNING PROGRAM

Planning for bicycling involves more than just developing the bicycle facilities. Facilities alone do not address the full range of bicycling concerns. A more comprehensive "Four E's" approach, combining engineering and planning with enforcement, education, and encouragement is nationally recognized as critical for the success of such programs. An explanation of the importance of the four E's follows:

Engineering.

Engineering is the most visible part of the bicycle planning process. Important functions of the engineering component include determining locations of routes, types of facilities, surveys of existing and preferred uses, and locations and types of bicycle parking facilities. New roadway development and major reconstruction projects should be evaluated to consider including bike lanes or shared roadways, where appropriate. Factors for bicycle routes should highlight rider safety, convenience, and overall traffic volume. Safety issues include the quantity of motor vehicles along the route, the posted speed limit, the



road shoulder width, and the frequency of parked cars. Convenience criteria includes the number of destination points served by the route, the number of traffic control devices along the route, the surface of the road, and the amount of debris typically found along the route.

Fundamentally, the system itself should take into consideration the geography of bicycle trip generation and destination associated with the needs of commuters, recreation and even tourism, within and around Cottonwood. The City also possesses opportunities to broaden the system as a means of transit and recreation, by overlaying it onto the existing fixed route bus system.

The Manual on Uniform Traffic Control Devices (MUTCD) (Section IX) recommends consistent marking of bicycle facilities to identify bicycle lanes and routes, raise motorist awareness of bicycling, and provide warning signs alerting bicyclists to potential hazards and conflicts. It is recommended to create a coherent, effective and affordable bicycle sign policy that supports the goals of the Bicycle Plan.

Enforcement.

Bicycles are treated by law as vehicles in all 50 states. Bicyclists are granted all of the rights and are subject to all of the duties applicable to the driver of a vehicle (ARS 28-812). Bicyclists must therefore also accept similar responsibilities. Consistent enforcement programs help to encourage lawful behavior for bicyclists and motorists. Improved behavior leads to better safety statistics and builds greater acceptance of bicycles as a legitimate user of the roadway.

Education.

Education programs are key ingredients to building a successful bicycle transportation system and fostering the growth of bicycle use in a community. Education programs can help to encourage courteous and lawful behavior among motorists and bicyclists of all ages, and enhance the skill level of bicyclists and motorists, thus leading to safety improvements. Bicycle safety education programs have been shown to reduce accident rates for adults, as well as children. Public education events and proactive safety training can help to publicize the bike system and rules of the road. In December, 2008, the City of Cottonwood was selected by ADOT as part of their "Safe Routes to School" program. Part of the project is the designation of primary (bicycle and pedestrian) routes for children, related safety improvements and education.

Encouragement.

For relatively short trips bicycles have been shown to provide a safe, convenient, cost-effective, and environmentally friendly form of local transportation. Programs to encourage people to ride bicycles have been shown to help increase the level of ridership in communities. Factors which can encourage bicycling include issues of convenience, comfort and security. Numerous studies have indicated that the availability of safe routes, including designated bike lanes and wide roadways, is one of the most important factors influencing the decision to use a bicycle for transportation by the majority of people. Additionally, convenient and secure bicycle parking facilities, lighting, availability of route maps and directory signage, shade, and bike racks on buses are also important considerations for the majority of potential bicycle riders.



2. PEDESTRIAN PLANNING

Pedestrians are an integral part of any transportation system. At some point most drivers of cars, bus riders and bicyclists will shift to pedestrian mode. Drivers become pedestrians when they park their cars and walk to a building; bus riders become pedestrians once they get off the bus; same with bicyclists when they park their bike and walk somewhere. Pedestrian planning needs to be incorporated as standard part of the design of the city environment.

Walking should be promoted in the design of neighborhoods and new developments as a valued part of the circulation system. Having the option to walk reduces our reliance on the automobile, saves money, contributes to personal health, reduces air pollution, encourages interaction between neighbors and strengthens community. In order for walking to be seen as a viable option for transportation purposes, several things need to be considered.

PRINCIPLES OF PEDESTRIAN PLANNING.

Pedestrian routes need to be safe, continuous, inter-connected and convenient. Additional principles of pedestrian planning include the following:

- For the majority of people, distance is a critical factor in determining whether to walk. A large percentage of people will choose to walk for trips up to 10 minutes, (1/4 mile to destination) and sometimes even longer up to 20 minutes (1/2 mile) if the route is interesting, safe, convenient and comfortable. The number of people who will choose to walk tends to drop off quickly if the distance is too far or the route is challenging or uncomfortable.
- Walking is more likely to be chosen as an option if destinations are closely spaced and building entrances are close to the route. The mix of land uses and the density of such development influences whether people walk.
- Pedestrians seek the most direct route; the lack of a direct route or any challenging obstacles or difficult street crossings may determine whether people chose to walk or not if they have the option.
- Avoid excessively meandering sidewalks. Gradual shifting may be acceptable but sidewalks that meander unnecessarily or for some perceived aesthetic benefit are less pedestrian friendly, especially for the disabled and elderly. Pedestrians prefer to take the most direct route. Gentle curves are okay.
- Pedestrian-friendly intersections and street crossings are essential components of an effective pedestrian system.
- Site planning for development needs to consider on-site pedestrian facilities, including routes through parking lots and from adjacent streets to the buildings.
- If people do not feel personally secure, even if the pedestrian route is protected from traffic, then they will not choose to walk. Issues may include the character of the pedestrian corridor, level of exposure or visibility from surrounding areas, adequacy of night time lighting and general condition of the environment.
- Pedestrian facilities need to be designed to accommodate persons in wheelchairs. The surface needs to be smooth with very minimal vertical shift; the width needs to be adequate; curb cuts and grade transitions need to be designed properly; and signalized intersections need to include accessible controls. In most cases pedestrian facilities should be designed better than ADA minimums. Make improvements to existing facilities and ensure all new development meets standards for accessibility.
- Develop Pedestrian Master Plans for city areas. Pedestrian facility design guidelines can help provide a uniform approach.



PEDESTRIAN IMPROVEMENT RECOMMENDATIONS:

- Review and modify intersection crossings where necessary to allow safe, pedestrian-friendly crossings.
- Ensure traffic signal timing is adequate to allow safe, convenient pedestrian use at signalized intersections.
- Close gaps in the sidewalk network to ensure continuous routes.
- Identify streets that are excessively wide and are candidates for road diets (narrowing the roadway to provide more space for pedestrians and bicyclists.)
- Improve pedestrian and bicycle access to transit stops.
- Review all proposed road projects including new streets and to reconstruction projects to ensure pedestrian and bicycle facilities are included where appropriate.
- Conduct pedestrian and bicycle audits in selected areas to evaluate system effectiveness and use results to prioritize improvements.

SAFE ROUTES TO SCHOOL PROGRAM.

The Safe Routes to Schools program is an optional program for states. Program funds may or may not be available in the future. This program is intended to improve pedestrian and bicycle infrastructure routes to schools. The purpose is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Funds are administered by ADOT to provide financial assistance to state, local, and regional agencies, including non-profit organizations that demonstrate the ability to meet the requirements of the program. Eligible projects include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools (within approximately 2 miles).

Ten Reasons to Support Walking

From the Pedestrian and Bicycle Information Center (PBIC) www.walkinginfo.org

1. **We're all pedestrians** - Whether for recreation or practical purposes, most people make several trips a day on foot, even if it's only a block or so from a parked car to the entrance of a building.
2. **It will make the road safer** - Making streets safer for pedestrians, the most vulnerable road user, usually makes the roads safer for everyone, including bicyclists and drivers.
3. **Many cannot or choose not to drive** - Non-drivers include people who choose not to drive; children; adolescents; people with physical, visual, and mental disabilities; people with financial constraints; people who are temporarily disabled; and many older adults.
4. **It's cheaper to walk** - There are many costs associated with driving (e.g., cost of vehicle, gas, insurance, annual inspection and registration, maintenance, parking fees, traffic violation fees, etc.), but virtually none with walking. Additionally, walking can save money by improving health and reducing health care costs.



5. **It's good for business** - Providing pedestrian access to retailers and commercial centers provides economic benefits and can promote tourism and further economic development.
6. **Other modes depend on walking** - To get from places to their cars, bicycles, buses, or trains, people need to be able to walk.
7. **Walking is good for the environment** - Unlike driving, walking does not contribute to air, noise, or water pollution.
8. **Walking can reduce the demand for existing and new roadways** - Many streets carry more traffic than they were designed to handle, resulting in gridlock, wasted time and energy, and pollution. Providing opportunities to walk can help get more people out of frustrating traffic congestion.
9. **Walking can improve people's health** - Regular walking can aid in weight loss; lower blood pressure; improve cholesterol, blood sugar, immune system function, and insulin dynamics; prevent bone-loss; reduce the risk of coronary heart disease, stroke, and other chronic diseases; and improve mood and mental performance.
10. **Walking improves the quality of our lives** - Walking provides intangible personal benefits (such as a sense of independence and freedom of choice), as well as social benefits (such as opportunities to interact with others and build community closeness and trust) that enrich the lives of children, families, and neighbors.



3. PUBLIC TRANSIT

Using public transportation is an economical way to travel, it reduces carbon emissions, and diminishes America's dependence on foreign oil. Public transit also allows people who do not own personal vehicles or who are unable to drive to participate in civic life and in the economy.

CAT BUS SYSTEM

Cottonwood Area Transit (CAT) is one of the oldest and most successful small transit systems in Arizona. CAT now has two (2) fixed bus routes serving the communities of Cottonwood, Clarkdale and Verde Village. Routes connect on the hour at Garrison Park where riders can transfer from one bus route to another without waiting. Buses run from 7:00 AM - 6:00 PM Monday thru Friday and serve signed bus stops located all along the routes. The system also provides contract services to several specific organizations in addition to a dial-a-ride service. The vehicles are "disabled-accessible" with a wheelchair lift. Both routes meet on the hour at the Cottonwood Library, where riders can also transfer to Verde Lynx.

CAT Fares Effective July 1, 2012

2013 Cash Fare: \$1.25
All Day Pass: \$3.00
20-Trip Pass: \$25.00



CAT PARATRANSIT

Curb-to-Curb Transportation for Persons with Disabilities

CAT PARATRANSIT provides curb-to-curb transportation services for persons with disabilities who are unable to use CAT fixed route transit system. The services are shared-ride and require a 24-hour advance reservation. Vans pick riders up at the curb by their home and drop them at the curb by their destination. CAT PARATRANSIT services are available to persons who are eligible under the Americans with Disabilities Act (ADA). This means that they are unable, as a result of a physical, sensory or mental impairment, to board, ride or disembark from transit buses

Curb-to-Curb Transportation Service Area

CAT's ADA paratransit service area includes origins and destinations that are within 3/4 mile from an existing CAT bus route. Within this area, riders who are ADA eligible are guaranteed a trip.

CAT also provides curb-to-curb service in an extended area which includes locations outside the 3/4 of a mile zone. However, these services (referred to as Dial-a- Ride) are provided on a space available basis and are not guaranteed under the Americans with Disabilities Act. In order to use CAT Paratransit services you must complete an eligibility application. An interview with CAT Paratransit staff and testing for functional abilities may also be required.



Service Hours and Fares ADA Trips:

CAT Paratransit, for trips within 3/4 of a mile of a fixed route bus stop, operates:

Monday through Friday

7:00 a.m. to 6:00 p.m.

Paratransit Fare: \$2.25 per one-way trip.

VERDE LYNX

Verde Lynx is CAT's sister service that provides direct bus service between Cottonwood and Sedona, seven (7) days-a-week. Verde Lynx buses run from the Cottonwood Library to Poco Diablo resort located off of SR 179 in Sedona and the Municipal Parking Lot in Uptown Sedona. All Verde Lynx stops are marked with a distinctive bus stop sign. Free Park & Ride facilities are provided at Garrison Park in Cottonwood and the Sedona Municipal Lot. Riders can also use local transit services in Cottonwood and Sedona to connect to Verde Lynx.

2013 Fare per ride: \$2.00

Monthly Pass: \$40.00

20-Trip Pass: \$40.00

Features include:

- Expanded commuter service between Cottonwood and Sedona.
 - Verde Lynx Sunday service will be expanded to 6 round trips.
 - Weekday service will operate an hour later than Sundays.
- Free Park & Ride facilities at Garrison Park in Cottonwood and the Sedona Municipal Lot in Sedona.
- Verde Lynx riders can transfer to CAT in Cottonwood to connect to locations in Cottonwood, Clarkdale and Verde Village.







G. TRAFFIC COUNTS

TRAFFIC COUNT METHODOLOGY

Traffic counters are installed at key locations to measure traffic over a period of time. The total is averaged to determine Average Daily Traffic (ADT.) This data provides useful comparative information for looking at circulation patterns on a city-wide basis. Traffic count information can serve as a baseline for future measurements to analyze impacts of growth and development on the street circulation system.

Average Daily Traffic (ADT).

Average amount of 2-way traffic on a roadway over a period of 24 hours. Continuous measuring devices are sometimes located within the roadway. Traffic can also be measured for peak flows during the day and broken out for weekends and weekdays.

Locations for Measuring Devices.

Major streets and key entry points to neighborhoods provide locations to develop an understanding of general patterns of traffic. Key control points are identified to determine baseline traffic volume. Recommended locations for measuring traffic include:

1. SR 89A - North of Verde Heights Drive
2. SR 89A - West of Main Street
3. SR 89A - East of SR 26. (Bridgeport)
4. SR 89A - South and/or north of Mingus Extension
5. SR 260 - South of SR 89A
6. SR 260 - South of Western Drive
7. Main Street – North of Yuma (Old Town)
8. Main Street – at Pima Street
9. Main Street – West of 10th Street (Old Town)
10. Main Street – North of Cottonwood Street
11. Mingus Avenue – West of SR 89A
12. Mingus Avenue – East of SR 89A
13. Mingus Avenue – West of 10th Street
14. Mingus Avenue – East of SR 89A
15. Mingus Extension – West of SR 89A
16. Cornville Road – East of SR 89A
17. 6th Street – North of SR 89A
18. 6th Street – South of SR 89A
19. 10th Street – at Riverfront Park
20. 12th Street – South of Mingus
21. 12th Street – North of SR 89A
22. 12th Street – North of Fir Street
23. Fir Street - East of Camino Real
24. Fir Street – East of 6th Street
25. Camino Real – SW of SR 89A
26. Willard – South of Main Street (Old Town)
27. Willard – North of SR 89A
28. Willard – North of Fir Street (Monte Tessoro).
29. Black Hills Drive – West of SR 89A.



H. STREET CLASSIFICATION SYSTEM

Functional classification is the process by which streets and highways are grouped into classes or systems according to the character of service they are intended to provide. Most travel involves movement through a network of roads of varying scale and intensity. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by providing a hierarchical network that allows movement throughout the system: from the local neighborhood to the commercial centers to the surrounding region, and so on.

FUNCTIONAL CLASSIFICATION

Road segments are analyzed based on the number of lanes, the maximum desired level of service capacity, roadway geometrics, and existing or forecasted average daily traffic volume (ADT). The actual functional capacity of roadway facilities varies by the characteristics of each facility. Based on the FHWA classification for “Small Urban” areas (5,000+ population,) major roadways in Cottonwood have been categorized in the following classifications:

- Principal Arterials:** Provides the highest level of service at the greatest speed for the longest uninterrupted distance; carries the major portion of trips entering and leaving the city; provide routes through the city; has some degree of access control.
- Minor Arterials:** Serves to accommodate moderate to longer trips within the community; serves to provide access to sub-areas within the city.
- Collector Streets:** Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and providing access to major land uses and to arterials.
- Local Streets:** Consists of all roads not defined as arterials or collectors; primarily provides direct access to properties; not intended for through traffic.

ARTERIALS

Arterial streets are the major arteries carrying traffic within and through the city and region. The primary function is to carry through traffic, with a secondary function of providing access to adjacent land uses. The location of new driveways is often regulated by access management planning so as to ensure smooth safe traffic flow.

Cottonwood is presently served by two highway arterials, State Route 89A, a generally north/south highway which connects Prescott to Flagstaff via Jerome and Sedona and State Route 260 which provides a connection to Camp Verde and Interstate 17 to the southeast. These arterials carry the highest volume of traffic at the highest speeds.

The intersections of SR 89A and Main Street and SR 89A and SR 260 generally handle the largest daily traffic volume in Cottonwood. Most of the signalized intersections in Cottonwood are under ADOT management; only one intersection (Main & Mingus) is under City of Cottonwood management.

Primary Arterials / Highways:

- State Route 89A
- State Route 260

Minor Arterials:

- North Main Street
- Mingus Avenue Extension



COLLECTORS

Collector streets are designed to carry moderate traffic volumes for limited distances. Collectors receive traffic from local streets and distribute it to arterials, and vice versa. Such streets provide access to major developments, as well as traffic circulation within commercial areas, industrial areas, and residential neighborhoods. Direct access to new residential or commercial lots is discouraged. Instead access from collectors should be channeled to local street systems or shared driveways with internal drive aisles.

East-West Collector Streets include:

- West Mingus Avenue (Airport to Main Street)
- Black Hills Drive (shared with Clarkdale)
- Fir Street (SR 260 to Monte Tesoro)
- Elm Street
- Rio Mesa Trail (SR 260 to Contention Lane)

North-South collectors include:

- Willard Street (SR 89A to Main Street)
- 6th Street (Mingus Ave. to Fir St.)
- 10th St. (Mingus Ave. to Main St.)
- 12th Street (Main St to Fir)
- South 16th Street,
- Camino Real (SR 89A to Rio Mesa Trail)
- Cove Parkway

LOCAL STREETS.

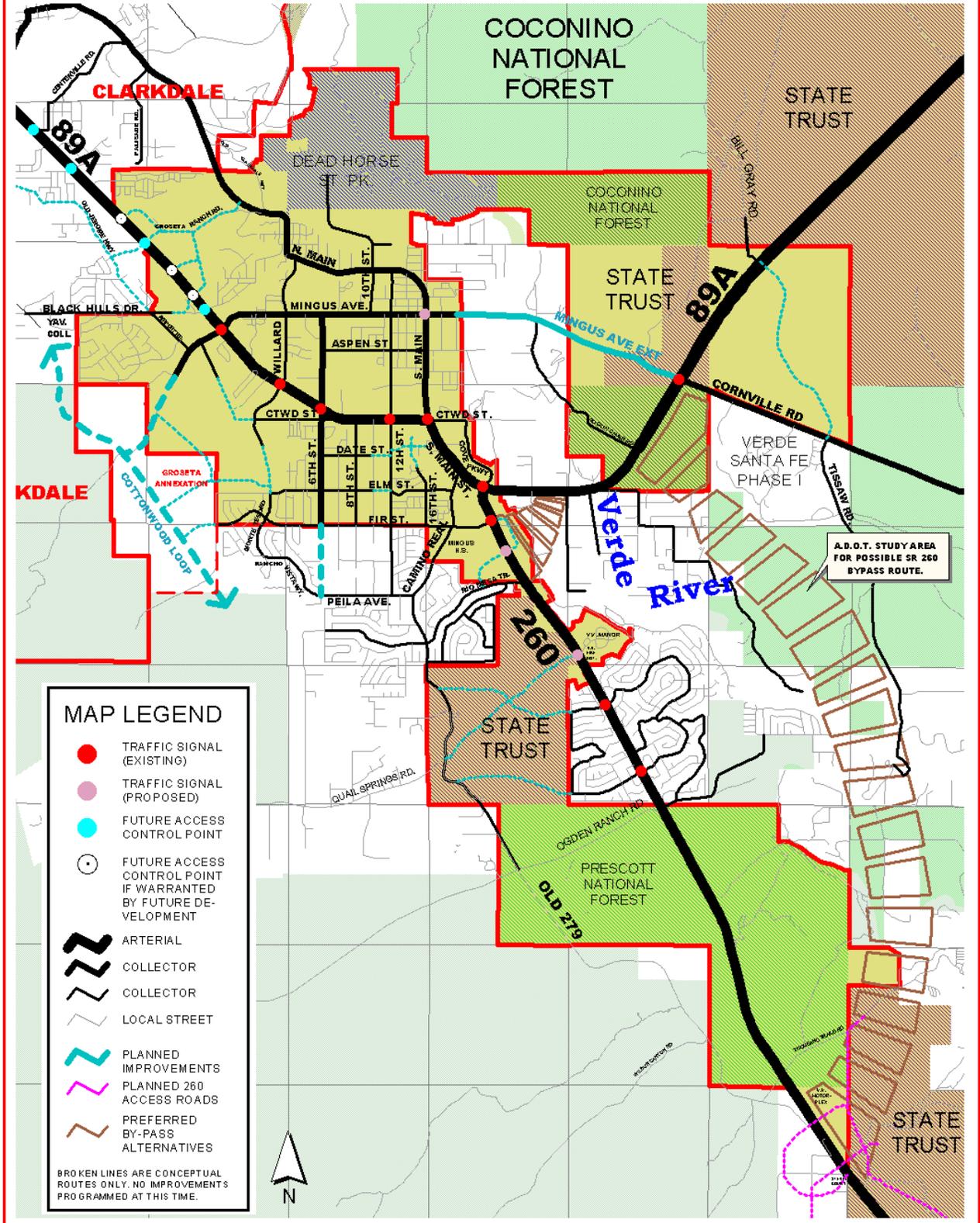
The local street system comprises all facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher order systems.

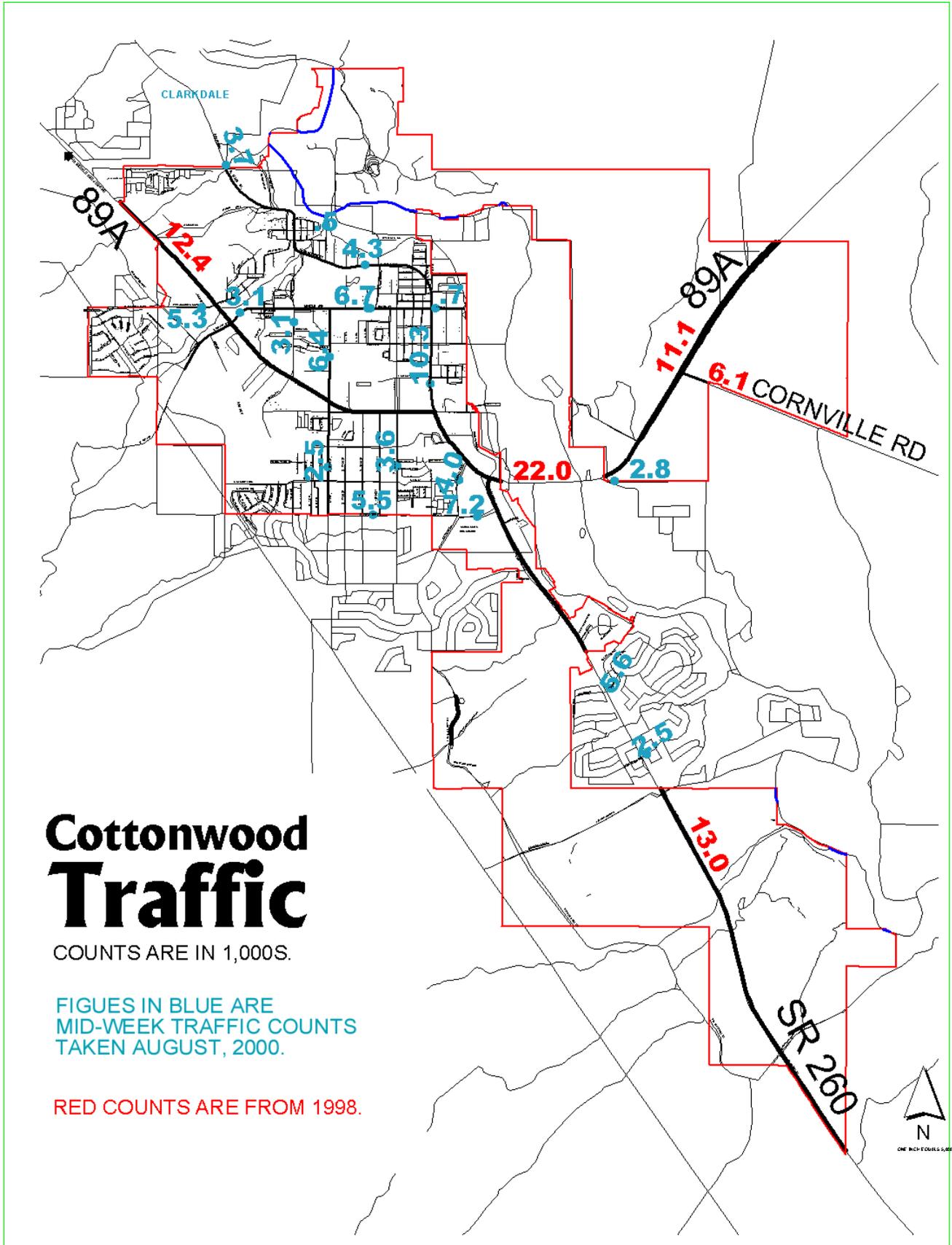
ALLEYS.

Secondary access intended for limited travel from a local road to parking areas or garages at the rear of properties. Alleys are typically located through the middle of a block of properties. Alleyways were a common feature of traditional and historic neighborhood design in the past but fell out of fashion with larger lot suburban development in which attached garages were located facing the street. Alleys have been rediscovered as a contemporary design option for planned developments where parking is located off of a rear alley and the narrower front street includes sidewalks, front porches, reduced setbacks and a place more inviting for people.



STREET CLASSIFICATION AND FUTURE TRAFFIC CORRIDOR CONCEPTS







I. PROPOSED CIRCULATION PROJECTS

CRITERIA FOR SELECTING TRANSPORTATION PROJECTS

Transportation improvement projects indicated in the *Cottonwood General Plan 2025* have been identified through a number of local and regional sources, including the multi-agency *Verde Valley Multimodal Transportation Study, 2009*, as well as City of Cottonwood Strategic Planning and Capital Improvements Planning, ADOT long-range planning and ongoing input from the public. Criteria for evaluation includes the following:

Travel Demand. New and improved roadways are planned to accommodate population growth. A key factor in selecting new projects is the need to provide adequate capacity for current or anticipated demand.

Local Benefit. Proposed transportation projects are not only evaluated in terms of the specific benefit to immediately surrounding properties but also in terms of the benefit to the city transportation system. A bypass road in one area, for example, may provide significant reduction in traffic congestion at a particular bottleneck in another area. The overall local benefit needs to be considered.

Regional Benefit. The city's circulation system is interconnected with a wider surrounding network that functions as a complete system. Projects need to be evaluated in terms of their relationship to the overall regional system.

Public Input. Input from public meetings, spoken comments, written comments, mailed and E-mailed comments are all considered. Input is considered from residents, agencies and organizations.

Environmental Impact. Projects that use Federal funding are subject to environmental review through the National Environmental Policy Act (NEPA) and other Federal overlay legislation. All new projects need to consider impacts on water resources, air quality, wildlife habitat and travel corridors, and other environmental concerns.

Project Cost. Project costs can vary widely depending on land availability, terrain and slope, drainage factors, engineering constraints and various unique issues. The review process to prioritize projects needs to consider the needs and desires of a particular project weighed against the overall effectiveness in terms of funding availability.

Time Frame. Projects are organized as short - medium term in the 1-5 year range; long term projects greater than 5 years; and other proposed circulation and transportation projects where the timeframe may be ongoing.

SHORT - MEDIUM TERM 1-5 years

a. State Route 260 Regional Improvements.

Improvements resulting in a four-lane controlled access highway between Cottonwood and I-17 are needed. Portions of these improvements have already been done; however, it is in the interest of all the communities to ensure the eventual outcome of this work is to ensure the completed project protects the primary role of the highway as a direct transportation link between the communities.

b. SR 89A / SR 260 Intersection.

The SR 89A / SR 260 intersection has had a failing level of service rating for years. Proposed improvements include installation of dual right turn lanes from SR 89A (Main Street) to SR 260, as well as signal phasing changes.



c. S. 12th Street.

South 12th street was originally designed and constructed to serve local traffic from the Palisades neighborhood. As development continued in the surrounding area, 12th Street between SR 89A and Fir Street became a major collector street serving traffic cutting through the neighborhood. Improvements are necessary to serve the increased volume of traffic on this street; however, the character of the street needs to respect the residential nature of the neighborhood.

d. N. 10th Street.

Community Development Block Grant (CDBG) funding has been approved to allow reconstruction of N. 10th Street between Mingus Avenue and Main Street. The improvements include sidewalks, curbs and gutters and pavement reconstruction the entire length.

e. North Main Street Corridor Improvements.

N. Main Street from the intersection with Mingus Avenue heading north to the vicinity of N. 10th Street where the road tapers into two lanes going into Old Town: The street could be re-stripped from a four-lane street section to a three-lane street with two travel lanes, a center turn lane and bike lanes on each side. With a dedicated center turn lane, traffic should flow more smoothly and safely. Bicycle traffic would have a designated bike lane. Pedestrian crossings along this section of Main Street could also be improved since there would be less distance of travel lanes to cross and center medians or similar pedestrian improvements could also be included at strategic locations.

f. Intersection Improvements: N. Main Street and N. 10th Street.

The existing intersection is dangerous and difficult for vehicles, pedestrians and bicycles. A roundabout would provide improved safety and traffic flow for all types of traffic. Location is a major gateway to Old Town and includes the main entrance to Dead Horse Ranch State Park and Cottonwood Riverfront Park. The existing offset intersection between the north and south legs of N. 10th Street results in a dangerous cross turn conflict. A roundabout would provide a safer setting for pedestrian use due to the single narrow entry lane and the tapered medians with built in pedestrian crossings.

g. Bicycle and Pedestrian Facility Improvements.

Efforts to improve both bicycle and pedestrian transportation options are ongoing. Proposed improvements include system wide and corridor scale improvements, as well as individual projects where opportunities are presented. Comprehensive program evaluation is recommended as a part of the capital improvement planning program. Short and long term project selection should be based on prioritization criteria developed to guide such decisions.

h. Neighborhood Traffic Calming Program.

A comprehensive traffic calming program applied to existing neighborhoods should be designed to redirect cut through traffic and generally slow down existing vehicular traffic. Analysis of existing patterns should be conducted to identify problem areas. This type of program works best by identifying a hierarchical system of local and collector streets feeding the nearby arterials. Redirecting circulation patterns through installation of diverters and slow street techniques will help to provide safer, people-friendly street systems in residential neighborhoods.

i. Street Medians.

Center island street medians are used to control turning movements and improve safety on busy streets. In older developed areas with an abundance of individual commercial driveways, the center medians restrict left turns into and out of properties along those sections. The use of landscaping in the median can add to the overall street beautification. Also, medians can provide a safer street crossing for pedestrians by allowing a half-way refuge point.



LONG TERM 5 years or more.

j. West Loop – Phased Regional Connector Road

For several decades, various regional transportation plans, general plans and other long range studies have proposed the development of a “west loop” roadway to be located to the west of Verde Village, Cottonwood and Clarkdale. The west loop was envisioned as local secondary access to those developed areas so as to relieve congestion on SR 89A and SR 260, the main north-south travel route through the city. The West Loop would provide an alternative to having one main primary north-south route through the community. It was not intended as a regional bypass highway but as a relief roadway for local residents to avoid contributing to congestion on the main arterial roads and to accommodate local travel options. It would also provide improved public safety access to adjacent neighborhoods.

The initial proposal was to develop a new two-lane road across the foothills to the west of Cottonwood. The road would connect from a point south of Cottonwood at SR 260 near Ogden Ranch Road, continue west of Verde Village and Cottonwood, cross the Clarkdale foothills and connect to SR 89A near Old Jerome Highway. However, over the years development has occurred in several areas of the proposed route resulting in the loss of much of the clear corridor to the north. The south portion of the proposal could be developed in phases, as follows:

1) West Loop – Black Hills Drive to W Mingus

The Mesquite Hills development off of West Mingus Avenue includes a portion of the West Loop project shown as the main collector road through the subdivision. Completion of this link to Black Hills Drive would require approval of short section through a corner of the Prescott National Forest and approval from Yavapai College for completion of the roadway along the east boundary of the Verde campus.

2) West Loop – W Mingus to W Fir St

New roadway would connect West Mingus Avenue from the Mesquite Hills development south to the west terminus of Fir Street south of the airport. This proposed route covering a distance of less than one mile would be constructed in association with development of the private lands in that area. The proposed route could provide benefits for future development in the area by providing options for connecting to the City circulation system.

3) West Loop – W Fir Street to SR 260

The south segment of the west loop roadway faces a number of technical and political challenges at this time. However, if development of the private lands to the north continues and the large State Trust Land property to the east is developed, there would be a substantial increase in traffic on existing local roads in this area. Development of this segment of the west loop roadway should be coordinated with future development of the adjacent properties.

k. E. Fir Street - East 260 Bypass (from SR 260 to SR 89A)

Bypass alternate would extend Fir Street from SR 260 past the CVS Drug Store north to SR 89A. The route is recommended as a means to offload the intersection of SR 260 and SR 89A, as well as to serve traffic to potential new commercial development east and south of the Fir Street intersection. The route would need support from a number of property owners. Property owners in this area could see substantial benefits from improved access and frontage on a bypass route but would have to weigh such benefits against changes to the character of the area.



l. Rodeo Drive - East Commercial Loop Extension.

The extension of Rodeo Drive to the east of SR 260 at the existing signalized intersection is planned to provide managed access for future development of commercial properties along the east side of SR 260. The road connecting to the existing signalized intersection should be included with development of those properties with frontage on the highway. Coordination of land use development would assist with the traffic improvements in this area.

m. Cornville Road Improvements.

With development of Verde Santa Fe North – Phase II, it will be necessary to improve Cornville Road between Tissaw Road and SR 89A to accommodate higher levels of traffic. Upgrades to the road should include additional travel lanes, turn lanes, sidewalks, bike lanes, crosswalks and other safety improvements to accommodate increased traffic.

n. Verde Santa Fe North Connector.

The approved site plan for the Verde Santa Fe North (Phase II) project indicates a major new collector street between Cornville Road (at Tissaw Road) and SR 89A (at Bill Gray Road.) This road would be constructed as part of the approved development project. The plan calls for a signalized intersection at Bill Gray Road, which would be necessary to accommodate the new commercial development approved for this area, as well as new residential development.

o. Thousand Trails - East 260 Bypass (Major connector between SR 260 and SR 89A)

The ADOT access management study for SR 260 (State Route 260 Access Management Plan, Phase 2 by HDR, Inc.) recommended a bypass route of the most congested portions of SR 89A and SR 260. This new route concept was proposed to connect SR 260 in the vicinity of Thousand Trails Road, cross the Verde River with a new bridge, and tie into the existing SR 89A corridor west of the Mingus Avenue / Cornville Road intersection. This could have a beneficial effect on the intersection of the two state highways in terms of level of service; however, there are other policy questions related to land use, economic development, open space and environmental concerns. Additional study needs to be conducted to determine the desirability of the proposal.

p. Groseta Ranch Road.

Groseta Ranch Road from SR 89A to N. Main Street was envisioned as the primary collector street and access point for future development of the Groseta Ranch property along SR 89A. The route would provide a connection from the roundabout on SR 89A to N. Main Street at Old Town. The development of this road is expected to be completed in connection with future residential and commercial development in this area.

q. Godard Road.

Connect Old 279 to SR 260 at Godard Road intersection with new 2-lane road with bike lanes. Project should be planned and constructed in association with future development of the State Trust Land property in that area.



J. PROPOSED STREET IMPROVEMENT PROJECTS:

Limited funding typically requires prioritization of transportation improvement projects. To assist in establishing priorities, projects are evaluated based on five criteria. The five evaluation criteria are: traffic safety, congestion reduction, cost-effectiveness, design standard conformity, and economic development impact. Some improvements target a specific deficiency. Others are listed as “additional” projects which contribute more generally to the efficiency of the respective network (short-mid-long range). Costs and funding sources would need to be determined.

	STREET	SEGMENT	IMPROVEMENT	RANGE
1.	SR 89A E	260 INTERSECTION	ADD SECOND EAST BOUND RIGHT TURN LANE.	SHORT LONG
2.	6 TH ST S	MINGUS TO 89A	REHAB PAVEMT, BIKE LANES	MID
	6 TH ST S	89A TO FIR ST	REHAB PAVEMT, BIKE LANES	LONG
3.	10 TH ST S	N. MAIN ST TO E. MINGUS AVE	RECONSTRUCTION WITH CURBS, GUTTERS & SIDEWALKS	SHORT
4.	12 TH ST S	89A SOUTH TO FIR.	RECONSTR 2-LN URBAN SECTION BIKE LANES	SHORT MID
5.	16 TH ST S	SKYLINE TO 89A	CONNECTION TO 89A	MID
6.	ALAMO DR	BLACK HILLS TO SCENIC	2-LN URBAN SECTION. BIKE RT SIGNS FROM BLACK HILLS DR TO SCENIC DR	MID
7.	FIR ST W	WEST CITY LIMITS TO WEST LOOP	NEW CONNECTION	
8.	FIR ST E	CAMINO REAL INTERSECTION	LEFT TURN LANES AND POSSIBLE SIGNALIZATION	LONG
9.	GROSETA RANCH RD	N. MAIN ST TO 89A	NEW 2-LN ROAD WITH BIKE LNS WITH PLANNED AREA DEV.	LONG
10.	MINGUS W	WILLARD TO 10 TH ST	RECONSTRUCTION, ADD SIDEWALKS, BIKE LANES	SHORT MID
11.	MINGUS W	10 TH ST TO MAIN ST	RECONSTRUCTION, ADD SIDEWALKS, BIKE LANES	SHORT MID
12.	WEST LOOP -1	BLACK HILLS DR TO WEST MINGUS AVE	COMPLETE 2-LN RD WITH BIKE LANES YAVAPAI COLLEGE TO MESQUITE HILLS	MID LONG
13.	WEST LOOP - 2	W MINGUS AV TO FIR ST	COMPLETE 2-LN RD WITH BIKE LANES WITH PLANNED DEV.	LONG
14.	WEST LOOP - 3	FROM FIR ST TO OGDEN RANCH RD /SR 260	COMPLETE 2-LN RD WITH BIKE LANES	LONG
15	GODARD RD	OLD 279 TO SR 260	NEW 2-LN ROAD WITH BIKE LNS WITH PLANNED AREA DEV.	LONG



K. GOALS AND OBJECTIVES - Circulation

GOAL 4-1 PROVIDE FOR A COMPREHENSIVE, INTEGRATED TRANSPORTATION SYSTEM THAT SERVES THE COMMUNITY IN A SAFE, EFFICIENT, COST EFFECTIVE AND AESTHETICALLY PLEASING MANNER.

- Objective 4-1. A** Provide for the functional needs of the City's transportation system by addressing various levels of service as relates to various land use conditions.
- Objective 4-1. B** Provide a system of functional classifications for various types of roads, including arterial, collector and local streets to ensure that the city-wide circulation system functions as intended.
- Objective 4-1. C** Conduct periodic traffic volume studies on city streets to evaluate growth trends and projected needs.
- Objective 4-1. D** Require development projects, including new subdivisions, commercial developments, and planned area developments to address the adequacy of access and circulation according to the functional classification system and overall interconnection with the city circulation system.
- Objective 4-1. E** Establish guidelines for when traffic studies are required in the review of new development (pertaining to significant change in land use, new arterial access, overall traffic increase, etc.).
- Objective 4-1. E** Discourage direct single-family residential driveway access to collector and arterial streets.
- Objective 4-1. F** Ensure that commercial and industrial developments provide primary access to collector streets and arterial streets and not local streets.
- Objective 4-1. G** Commercial developments are encouraged to coordinate shared driveway access.
- Objective 4-1. H** Protect neighborhood streets from major high-speed, through traffic.
- Objective 4-1. I** Identify new and existing City arterials, local streets and collectors which may need further study, including areas where traffic may need to be rerouted or where there is no apparent solution for congestion.

GOAL 4-2 SUPPORT REGIONAL, MULTI-JURISDICTIONAL TRANSPORTATION PLANNING.

- Objective 4-2. A** Continue involvement with the Verde Valley Transportation Planning Organization (VVTPO), ADOT, NACOG, Yavapai County and others regarding regional transportation planning.
- Objective 4-2. B** Support regional transportation studies and project identification, prioritization and coordination.



GOAL 4-3 IMPROVE OPPORTUNITIES FOR ALTERNATE MODES OF TRANSPORTATION, INCLUDING BICYCLING, WALKING AND TRANSIT.

- Objective 4-3. A** Provide a safe, convenient and interconnected system of pedestrian and bicycle facilities throughout the City.
- Objective 4-3. B** Develop sidewalk engineering standards and design criteria for new development and for upgrades to existing streets.
- Objective 4-3. C** Improve the design standards for intersections to allow safe bicycle and pedestrian access.
- Objective 4-3. D** Identify and implement programs to address improvements for persons with disabilities along sidewalks and other access ways, including access ramps, intersection improvements and tread improvements.
- Objective 4-3. E** Support school child safety as a priority on all streets through the Safe Routes to Schools Program, which includes engineering, education, enforcement, and encouragement.
- Objective 4-3. F** Support innovative transit programs, such as door-to-door, dial-a-ride services for special needs populations, including elderly, sick or disabled persons, and for the general public in dispersed areas.
- Objective 4-3. G** Establish and maintain working relationship with all regional transit providers so as to coordinate linkages where feasible.
- Objective 4-3. H** Provide attractive and safe bus passenger shelters, pull out bays and informational signs for transit routes so as to encourage increased ridership.

GOAL 4-4 SUPPORT DEVELOPMENT OF A COMPREHENSIVE REGIONAL BICYCLE PROGRAM.

- Objective 4-4. A** Improve opportunities for bicycling for people of various ages, skill levels and interests. Establish a comprehensive bicycle program that includes physical improvements to streets, bicycle parking facilities, signed route systems, and education programs.
- Objective 4-4. B** Provide bicycle access in or near mixed-use corridors, neighborhood districts, and community centers that affords easy accessibility to many non-work destinations.
- Objective 4-4. C** Encourage ADOT to include adequate width on rural highways to allow safe bicycle travel, as per accepted state and national design standards.
- Objective 4-4. D** Develop a safe, convenient bicycle transportation system that provides connectivity throughout the city.
- Objective 4-4. E** Work with neighboring communities for bike route connections where possible. Create and implement a regional bicycle plan.
- Objective 4-4. F** Include bike routes in the city's five-year street plans.



GOAL 4-5 DEVELOP A SYSTEM OF IMPROVED PEDESTRIAN ROUTES FROM ACTIVITY AREAS TO SURROUNDING NEIGHBORHOODS.

Objective 4-10. A Identify and develop improved pedestrian routes from Old Town Cottonwood to surrounding neighborhoods, including Verde Heights, On The Greens, Clemenceau and Mingus Avenue.

Objective 4-10. B Evaluate and provide improvements where necessary to ensure safe continuous pedestrian routes from commercial shopping areas along major arterial streets to nearby residential neighborhoods and developments.

GOAL 4-6 RELIEVE CONGESTION FROM HIGHWAYS AND COMMERCIAL AREAS.

Objective 4-6. A Make better use of the City's collector system in providing alternate routes which relieve traffic from congested areas; provides major collector streets for business and visitor traffic; and low capacity through streets so residents can travel across town without the need to use state highways.

Objective 4-6. B Identify areas around the City which may have special traffic problems and conduct sub-area and corridor planning to establish better opportunities for relief of congestion.

Objective 4-6. C Conduct a study to identify appropriate truck routes within the City and develop a comprehensive truck route policy.

Objective 4-6. D Regularly monitor traffic movement through the City and calibrate traffic signals so that traffic movement is most efficient.

Objective 4-6. E Adopt engineering guidelines for driveway to include criteria for size, spacing, design and location.

Objective 4-6. F Participate in access management of state highways and other major City streets.

GOAL 4-7 ENSURE ADEQUATE FUNDING AND IMPLEMENTATION MECHANISMS TO ADDRESS SHORT AND LONG TERM CIRCULATION NEEDS.

Objective 4-7. A Ensure new development takes responsibility for street and transportation improvements to address impacts of their projects to the extent permitted by state law, including dedication of right-of-way and construction of improvements.

Objective 4-7. B Encourage the use of improvement districts to provide street improvements within specific areas to meet area needs.

Objective 4-7. C Coordinate transportation and street improvement projects with the City's Capital Improvement Program. Continue to prioritize, and implement necessary traffic improvement projects and right-of-way acquisition in coordination with the Capital Improvements Plan.

Objective 4-7. D Explore alternative funding and partnership opportunities that allow a high level of maintenance and repair to existing and planned roadways and facilities. Maximize the use of available state and federal transportation funding through match monies, grants and special projects.



Objective 4-7. E Evaluate circulation impacts and roadway maintenance costs of new development and identify short and long term funding sources, ways that adequate fees can be assessed, and “fair share” contributions from developers, taxation sources and potential for regional revenue sharing.

GOAL 4-8 IMPROVE THE VISUAL AND AESTHETIC COMPONENTS OF CITY STREETS, STREET CORRIDORS AND OTHER PUBLIC AREAS.

Objective 4-8. A Develop standards for streetscape design, including landscaping, signage and lighting, which acknowledges the importance of the public realm and supports the goals of maintaining small town character and quality.

Objective 4-8. B Encourage the planting of appropriate, drought-tolerant street trees along streets so as to provide shade and attractive character.

GOAL 4-9 SUPPORT AND IMPLEMENT COMPLETE STREETS DESIGN CRITERIA FOR NEW STREETS AND CORRIDOR REVITALIZATION.

Objective 4-9. A Develop street design standards to encourage walking and bicycling, smaller block sizes, and pedestrian-friendly intersections.

Objective 4-9. B Concentrate housing at greater densities within transit corridors and near transit stops to facilitate walkable neighborhoods that encourage healthy lifestyles.

Objective 4-9. C Explore the advantages of walkable/bikeable neighborhoods in lowering vehicle use and reducing harmful pollutants caused by vehicular traffic and the resulting benefits for the residents.

Objective 4-9. D Develop a street improvement and maintenance plan which also addresses bus stops, bike facilities, trails, sidewalks, street trees and otherwise encourages use by bicyclists and pedestrians

Objective 4-9. E Conduct special area studies to identify safety issues around the City and to improve traffic calming in neighborhoods.

Objective 4-9. F Adopt design guidelines for new streets and roadway improvements which protect neighborhoods from traffic impacts, do not exacerbate traffic speeds or street capacity; and better accommodate pedestrians, bicycles and buses.

Objective 4-9. G Install medians where useful or necessary to restrict turning movements in high traffic areas.

GOAL 4-10 INTEGRATE ACCESSIBILITY STANDARDS WITH CIRCULATION PROJECTS.

Objective 4-10. A Develop an ongoing program to identify barriers to movement in the City and prioritize project implementation to improve accessibility based on established criteria, including safety, use and public input.

Objective 4-10. B Ensure street intersections throughout the city are designed to allow safe convenient use by persons using wheelchairs and others persons with disabilities, including accessible ramps, crosswalks, refuge islands and signal control devices.

Objective 4-10. C





5. OPEN SPACE & PARKS-DRAFT

A. INTRODUCTION

The Open Space and Parks Element examines open space and recreational resources, needs and opportunities within the city, as well as in adjacent surrounding areas, and recommends policies intended to protect and enhance those resources. The element is intended to identify and provide appropriate policies for protecting open space resources, recreational areas, wildlife and natural habitat, riparian corridors, major washes and floodplains within and surrounding the City of Cottonwood. The preservation of natural undeveloped areas within the city provides areas for beneficial use by residents and visitors, as well as provides a context for development that adds value to the community.

Arizona Revised Statutes, under the Growing Smarter legislation, restricts the ability of the City to designate private property as open space, recreation, agricultural or conservation lands on official planning maps without written permission from the owner. There are a number of areas within the city boundaries that are owned and managed by public agencies, including portions of Prescott National Forest, Coconino National Forest, Arizona State Parks and conservations areas of Yavapai County. The City of Cottonwood has Riverfront Park, the Cottonwood Recreation Center and a number of smaller parks but controls very little undeveloped property or open space areas.

Methods to identify and protect public open space may be best accomplished through a multi-level approach that includes working cooperatively with various local, state and federal public land management agencies to ensure mutually beneficial conditions for their properties within and surrounding the city; and working with private property owners through the development process to effectively integrate local and regional open space networks into their development plans for mutual benefit. This element also describes key aspects of these issues and provides goals and objectives along with related implementation strategies for achieving these goals.

B. LEGISLATIVE REQUIREMENTS

ARS § 9-461.05.D.1. General plans; authority; scope

Requirements for an Open Space element include:

- (a) A comprehensive inventory of open space areas, recreational resources and designations of access points to open space areas and resources.
- (b) An analysis of forecasted needs, policies for managing and protecting open space areas and resources and implementation strategies to acquire additional open space areas and further establish recreational resources.
- (c) Policies and implementation strategies designed to promote a regional system of integrated open space and recreational resources and a consideration of any existing regional open space plans.

ARS § 9-461.06.N. Adoption and amendment of general plan; expiration and readoption

N. In applying an **open space element** or a **growth element** of a general plan a municipality shall not designate private land or state trust land as open space, recreation, conservation or agriculture unless the municipality receives the written consent of the landowner or provides an alternative, economically viable designation in the general plan or zoning ordinance, allowing at least one residential dwelling per acre. If the landowner is the prevailing party in any action brought to enforce this subsection, a court shall award fees and other expenses to the landowner.



C. KEY ISSUES

1. Regional Coordination.

Multi-agency coordination and collaboration is essential for achieving effective results with open space preservation and management. Whether it is the riparian corridors of the Verde River and its tributaries, or the foothills of the surrounding mountains or the various major washes that bisect the city, there are numerous agencies, organizations, jurisdictions and private land owners that need to work together to identify, protect and manage these critical lands.

2. Private Property Issues.

Agencies need to work cooperatively with private land owners to identify and conserve open space areas that form critical links in open space networks. Generally open space preservation adds value to the property and directly serves the interest of the land owner; however, where necessary, other methods to encourage protection should be available, including various incentives, trade-offs and negotiable positions.

3. Planned Development Strategies.

Open space and trail amenities can be included with new development as part of the zoning and subdivision process. Related City codes should be used to identify open space areas and provide amenities associated with pedestrian use, streetscapes and landscaping. Parks and trails within master planned communities should provide coordinated links to surrounding public lands.

4. Verde River Preservation.

The Verde River and its tributaries have local, regional and state-wide significance. Any decisions that affect the Verde River corridor, including secondary effects from development proposals, need to be based on protecting the river, its tributaries and the surrounding lands. The Arizona State Parks Board is encouraged to increase support for the Verde River Greenway State Natural Area program.

5. Open Space Preservation.

Key issues include the impact of open space preservation on the developable land base; status of annexed National Forest areas and State Trust Lands; development and management of access points; and lot splitting outside City limits. Consideration should be given to identification of funding sources and strategies for acquisition of property. Primary objectives include the development of a definable “hard edge” of urban development and maintaining open space areas between communities. Key focus areas are located along SR 260 and SR 89A, as well as the Verde River Greenway and the Verde Front area, including the foothills of the Black Mountain Range.

6. Recreational Planning.

A multi-level system of parks is needed to meet the diverse needs and interests of the community. Regional, city-wide and neighborhood parks should all be included as part of a complete system. Local neighborhood park development should be emphasized with new planned development.

7. Environmental, Social and Economic Benefits of Open Space Preservation.

Preservation of open space provides a context for development that adds value to that development. Open space networks with trail access are consistently indicated as among the most popular amenities within developments. Rather than seeing such open space preservation as taking away from development potential, it should be seen as a benefit that adds net value to the overall development context. Interconnected open space networks provide environmental, social and economic benefits from the local to the regional level.



D. INTER-AGENCY COORDINATION

The various governmental entities in the Verde Valley region operate at different levels with different requirements and procedures: City, County, State, Federal, and Indian Nation. Open space preservation presents a variety of challenges that are shared by some of these entities and some that are unique to each. Support for inter-agency partnerships is necessary to achieve a regional system of integrated open space and recreational resources. Some of the key governmental agencies involved include the following:

Cities, Towns and Counties.

A little over half of the population in the Verde Valley lives within the five incorporated cities and towns of Camp Verde, Clarkdale, Cottonwood, Jerome and Sedona. The other half lives in unincorporated areas of Yavapai County, including Verde Village, Cornville and Beaver Creek.

Arizona State Land Department.

The Arizona State Land Department (ASLD) manages approximately 3% of the Verde Valley region. These lands are sold or leased to generate revenue for education and other public beneficiaries in the State. Although State Trust Lands comprise only a small portion of the Verde Valley's total land area, a good portion of these lands are located adjacent to the major highway corridors and therefore have the potential to significantly impact open spaces between Verde Valley communities. At the present time, there are significant limitations on the way in which State Trust Lands may be preserved. State Trust lands may be acquired for open space preservation if funding can be obtained and it meets the criteria of the state land department. Additionally, if such lands are sold for development, it may also be possible to work through the process with the state and the developers to determine acceptable planning outcomes that preserve such open space as a value-added amenity for the development.

State Land intended for residential uses is sold. Commercial uses may apply to lease property for up to 99 years. If the lease is more than 10 years, it must go to auction. Utilities, roads or other uses across State Land also must acquire rights for right-of-way. Permits are required for other commercial uses, such as cell towers and recreational uses.

State Trust Land can be leased for grazing, which is the single largest use of all state trust lands. Land can also be leased for agricultural uses. Mining and extraction of minerals can be allowed by lease with requirements for royalties. Solar and wind energy projects are being processed with a 30 year lease with options. Restoration bonding is required for these types of uses.

Annexation of State Trust Lands requires ASLD approval of a "Conceptual Land Use Plan." The plan must identify:

- a) Appropriate land uses, including commercial, industrial, residential and open space uses;
- b) Transportation corridors and infrastructure requirements; and
- c) All natural and artificial constraints and opportunities associated with the land.

There are two areas in Cottonwood that include State Trust Lands. The Lower SR 260 State Trust Land property includes 758 acres located west of SR 260 with potential access from Del Rio Drive or Rio Mesa Trail to Old Highway 279. The second property includes several parcels located around the intersection of SR 89A and Mingus Extension/Cornville Road. Three of the corners at the intersection include parts of the State Trust land property with a combined 239 acres.

Approximately 10 square miles of State Trust Land located immediately to the northeast of Cottonwood have been proposed for annexation by the City. A conceptual land use plan and application were prepared in 2012; however, the Arizona State Land Department has requested that the application be held until the Cottonwood General Plan process is complete.



Arizona State Parks.

Dead Horse Ranch State Park (DHRSP), located within the City of Cottonwood, is one of the most popular state park facilities in the system. Dead Horse Ranch State Park has 897 acres, containing hiking and equestrian trails, ramadas, picnicking areas, fishing and canoeing. There are over 100 large RV sites, a 46 unit group camping area, 8 cabins, and 84 campsites, including some ADA accessible sites and 17 non-electric, tent-only sites. The Verde River Greenway State Natural Area (VRGSNA) is also managed through DHRSP. The VRGSNA now includes properties along 36 miles of the Verde River corridor. Support is necessary for ongoing management and continued acquisitions along the Verde River to extend the Verde Greenway and to create an interconnected land and water trail system along the river.

United States Forest Service.

Over 70% of the land within the Verde Valley is shown as National Forest managed by the USFS. This includes over 200,000 acres managed by the Prescott National Forest, through the Verde Ranger District, and approximately 400,000 acres managed by the Coconino National Forest through the Red Rock District. These grand landscapes, towering mountains and dramatic formations define where we live to a large extent. The long-term protection and management of these lands in a healthy sustainable manner should be understood as a critical, permanent goal. The water cycle, rainfall and replenishment of ground and surface water sources are all tied to health and well-being of the landscape, including plant life, soil quality, forests, grasslands, riparian corridors, and wildlife of all kinds.

With increasing population growth, the demands on these lands for all types of uses will continue to increase: agricultural, ranching, commercial, private development, recreation and scenic values. While the Forest Service is mandated to manage National Forest for all of the people of the United States, they are also responsible for managing lands for “wild land” character. Part of the Forest Service mission is to protect “wild land” values, including wildlife habitat and corridors, riparian preservation, watershed stability, native vegetation, scenic vistas and primitive recreation opportunities.

National Park Service.

The NPS mission is to preserve unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education and inspiration of this and future generations and to cooperate with partners to extend the benefits of resource conservation and outdoor recreation throughout the country. Nationally, the NPS also helps administer a variety of affiliated sites and programs, including the National Register of Historic Places, National Wild and Scenic Rivers, National Historic Monuments and other valued sites. Tuzigoot National Monument is located a couple of miles north of Cottonwood and contains a 110-room prehistoric site on 112 acres with a visitor center and exhibits. The Tuzigoot site also includes a portion of Tavasci Marsh and a stretch of the Verde River connecting to Dead Horse Ranch State Park. The NPS also manages Montezuma’s Castle and Montezuma’s Well National Monuments, which has 840 acres and is located near Camp Verde.



INTER-AGENCY COORDINATION OF OPEN SPACE PLANNING

Inter-agency coordination needs to be an ongoing process to properly manage shared resources. The “Growing Smarter” legislation as described in Arizona Revised Statutes requires that municipalities prepare open space elements for their general plans that are developed in a regional context.

Discussion, development and implementation of regional open space objectives in the Verde Valley are ongoing concerns. Such efforts could be expected to include broad-based community involvement, support and direction. Recommendations include forming a multi-agency coordinating council or steering committee, neutral facilitation, on-going contact with key stakeholders and the financial and technical resources to ensure that such ongoing regional efforts successful.

Procedures for designating and managing open space resources can be considerably different for the various local, state and federal agencies. Where local, county and state agencies may have a certain amount of flexibility when it comes to designating properties as natural areas, the federal government is subject to a wide range of laws and regulations to ensure the resource is well understood and the public has opportunity for consideration before any action is taken.

Potential benefits include:

- ◆ **Multi-Agency Coordinating Council or Steering Committee:** Improved communication among elected officials and decision makers will help ensure sustained efforts to accomplish goals. Collaboration and prioritization can result in mutually beneficial results.
- ◆ **Regional Coordination:** Improved and strengthened regional coordination among jurisdictions is essential to plan and manage natural resources.
- ◆ **Communication:** Continuing dialogue on open space issues is essential, including identification of general opportunities and constraints relative to open space preservation goals.
- ◆ **Implementation of regional trail planning objectives:** Trails usually cross boundaries and connect to various jurisdictions. Regional coordination is essential for effective results.
- ◆ **Mapping of Verde Valley-wide areas that may have special open space significance.** Use of new technologies and sharing of information will help with planning and management objectives.
- ◆ **Public Input:** Provide opportunities to document public opinions and to allow involvement from all interested persons.
- ◆ **Funding sources:** Funding sources and opportunities change over time. Periodic review of funding and acquisition opportunities is necessary to stay current.



E. RESOURCE PROTECTION

Open space resources are comprised of a number of components that can be understood in terms of their own unique attributes. In addition to the political, economic and cultural aspects of open space, there are scientific perspectives to understanding and managing open space areas as natural resource systems. The land forms, geology, drainage patterns, plants and wildlife are some of the parts that can be classified and studied as part of an integrated ecosystem.

1. Washes and Drainages.

The City of Cottonwood is located along the Verde River corridor and east of the Black Hills Range, which include Mingus Mountain as the most prominent local natural landmark. Six major washes cross through portions of Cottonwood, including Mescal Gulch, Del Monte Wash, Railroad Wash, Silver Spring Gulch, Oak Wash and Black Canyon Creek. These channels usually are dry and carry relatively lower levels of storm water intermittently; however, they can potentially carry high levels of runoff and experience flash flood conditions after seasonal rainstorms. It has been reported that a number of these major washes have had historic flood volumes of 10,000- 15,000 cubic feet per second (cfs) during major storm conditions.

2. Geology and Soils.

The Verde Valley was formed by faulting, subsidence, uplifting and subsequent filling of the valley with lacustrine (related to lakes) sediments which include hard limestone strata with sandstone layers of variable hardness. This lacustrine deposit is called the Verde Formation. The Verde Formation is a composed of layer upon layer of impure limestone and mudstone, along with some conglomerates, sandstones, evaporites and interbedded layers of volcanics. On the western side of the valley, the Verde Formation has been buried by alluvium coming from the Black Hills. Stream terraces formed by the Verde River cross the area and include fan terraces formed by alluvial sediments coming from the Black Hills and outcrops of the Verde Formation.

Between 2.5 to 9 million years ago, the central part of the Verde Valley was covered by a lake which at times covered as much as 300 square miles. Lake Verde, as the ancient inland sea has been called, was a relatively shallow lake throughout most of the 6 million years it was contained within the basin. It was primarily fed by the same drainages that flow into the Verde River today. It was in a near constant state of flux, expanding and shrinking, which left intermittent deposits of limestone and mudstone. After it dried up, it left deposits of gypsum and salt around Camp Verde, as well as major deposits of sand and gravel throughout the area.

3. Flora and Fauna.

The U.S. Fish and Wildlife Service has given the Verde River protected status as critical habitat for several species of flora & fauna. Additionally, the Department of the Interior has listed portions of the Verde River as one of the most significant rivers in the nation.

Two plant communities occur in the Cottonwood area - a grassland/shrub highland and the riparian plant community along the Verde River. The riparian plant corridor, which provides habitat for the largest faunal diversity, consists of mature stands of Fremont cottonwood, Goodding willow, alder and box elder.

Over two hundred species of birds have been recorded in this reach of the Verde, including the bald eagle, endangered southwestern willow fly catcher, and common black hawk (Sullivan & Richardson, 1993). The cliffrose (*c. subtinegra*), a federally listed endangered plant, occurs in part of Cottonwood near the Verde River. A large stand is located off Rocking Chair Road and the Mingus Avenue extension and a management plan to protect this species has been developed. Further, the Verde River is critical habitat for several federally endangered fish, including the razorback sucker, the spikedace and the loach minnow.



4. Invasive Species.

An invasive species is a non-native plant, animal or other organism whose introduction causes or is likely to cause economic or environmental harm, or harm to human health. Many invasive species can rapidly displace native species when introduced into new habitats where they have not evolved as part of a functionally organized community and where their natural enemies are not present to keep them in check. Invasive species often out-compete native species resulting in crowding of habitat, loss of diversity, changes to ecosystems and related economic losses.

In some cases, plants and animals arrived here accidentally. In the past some plant and animal species were purposefully brought here in attempts to control other factors, such as erosion control. Without careful study and testing the result in many cases was uncontrolled spreading of invasive species.

Some non-native plants do not have invasive characteristics and are well liked when used in landscape plantings. Other non-native landscape plants have significant problems with spreading, out-competing native plants and contributing to wildfire fuel and loss of habitat.

Education is one of the main tools to build awareness of this issue. The landscape section of the Zoning Ordinance has a list of prohibited plants, including a number of commonly used invasive plants. Some of these plants have been popular landscape selections in the Verde Valley for years; however, it is necessary to inform people of the long term negative effects of these plants on the local environment and economy. These plants should be removed from existing landscapes. The following plants are not approved for use with required landscape plans due to their tendencies as high water use plants, invasive tendencies, fire prone characteristics, and/or high-pollen producing characteristics. Plants with these characteristics should generally be avoided for landscape plantings in the Cottonwood area, including:

- a. Common Bermuda Grass (*Cynodon dactylon*). Invasive weed grass.
- b. Desert Broom (*Baccharis sarothroides*). Invasive weed plant.
- c. Red Brome (*Bromus rubens*). Non-native invasive winter grass.
- d. Fountain Grass (*Pennisetum setaceum*). Self-seeding perennial bunchgrass.
- e. Mulberry Tree (Male) (*Morus, male var.*) Noxious pollen producers. Female varieties okay.
- f. Oleander (*Nerium oleander*) Large, invasive and toxic shrub.
- g. Olive Tree (*Olea europaea*) Allergy-producing pollen. “Swan Hill,” “Wilson Hill” and similar non-flowering varieties that produce no pollen may be considered.
- h. Russian Olive (*Elaeagnus angustifolia*) Non-native invasive tree.
- i. Pampas Grass (*Cortaderia selloana*). Invasive clump grass.
- j. Paradise Tree (*Ailanthus altissima*). Also known as “Tree-of-Heaven,” non-native, highly invasive weed tree.
- k. Giant Reed (*Arundo donax*). Large, fast-growing invasive non-native grass.
- l. Russian Thistle (*Salsola tragus & Salsola iberica*). Small highly invasive shrub, also known as “Common Tumbleweed.”
- m. Tamarisk (*Tamarix chinensi*) Aggressive invasive tree or large shrub, also known as “Saltcedar.”



F. MAJOR OPEN SPACE AREAS FOR COTTONWOOD

The following areas are indicated as key areas to consider for open space preservation.

I. STATE ROUTE 260 CORRIDOR – SOUTH GATEWAY:

- a. Maintain cross corridors through this area linking the Mingus foothills to the Verde River.** The washes through this area serve as important wildlife corridors connecting the foothills to the Verde River. Acquisition of private lands and/or protected conservation easements within this area, particularly along Black Canyon and larger washes, would enhance their future management potential and provide effective preservation of critical wildlife corridors.
- b. Maintain significant open space along the highway corridor.** SR 260 provides an important gateway to Cottonwood. Open space in this area provides a separation between these developing communities in a manner that helps define the identity of each community. Protect contiguous open space on each side of the highway with connections to nearby National Forest lands.
- c. Ensure any future development of the State Trust Land section west of SR 260 incorporates open space protection.** The 758 acres of State Trust Land is mostly surrounded by developed residential areas. Any future development should be carefully planned to protect natural drainages as integrated open space corridors. These areas provide excellent locations for community trail access and wildlife corridor linkages.

2. STATE ROUTE 89A CORRIDOR – EAST GATEWAY

- a. Ensure development in this area maintains the wide open vistas and views of the surrounding landscape.** The east SR 89A corridor in the vicinity of the Mingus Extension/Cornville Road intersection is mostly undeveloped. Future development of the Verde Santa Fe North (Phase II) property is approved for commercial development along the highway frontage and there are almost 2,000 residential units approved for the master planned community. The surrounding area also includes Coconino National Forest Lands, State Trust Lands and conservation lands owned by Yavapai County. Development in some of those nearby areas may be limited due to endangered cliff rose habitat.

3. VERDE RIVER RIPARIAN CORRIDOR

- a. Support efforts to expand and link together properties that are part of the Verde River Greenway State Natural Area and the riparian corridor.** The Verde River through Cottonwood travels across City property, State Parks lands and private parcels. Most of the property is in a portion of the Flood Plain that is not developable. It would be advantageous to obtain long terms protection of the interconnected greenway through acquisition and/or easements.
- b. Ensure development in proximity to the Verde River is designed in a manner that is sensitive to environmental concerns.** Larger washes and major drainages often function as key wildlife corridors that connect the Verde River to higher elevation habitat. Ensure development in those areas does not interrupt the wildlife corridors.



4. MAJOR WASHES AND DRAINAGES

a. Protect major washes in their natural state.

The washes create important physical links between the river and the surrounding landscape. The washes are a key part of the larger ecosystem providing interconnections that enhance the overall health and biodiversity of the system. There are portions of six major named washed that cross parts of Cottonwood west of the Verde River, including Mescal Gulch, Del Monte Wash, Railroad Wash, Silver Spring Gulch, Oak Wash and Black Canyon Creek.

b. Minor local drainages.

Smaller washes play an important part in the overall drainage patterns throughout an area and there water flow may be protected by state statute. Surface water includes, “Waters of all sources, flowing in streams, canyons, ravines or other natural channels, or in definite underground channels, whether perennial or intermittent, floodwaters, wastewaters, or surplus water, and of lakes, ponds and springs on the surface.” (Arizona Revised Statutes § 45-101)

5. VERDE FRONT PLANNING AREA

a. Support efforts to acquire private lands on the upslope areas of Mingus Mountain.

The eastern face of Mingus Mountain has a significant amount of private, undeveloped land with very high scenic value. Visible throughout much of the Valley, future development on these steep slopes could have significant visual impacts. Development of these areas could also make existing National Forest lands between Mingus Mountain and Clarkdale/Cottonwood more difficult to manage and therefore more desirable to trade.

b. Protect open space resources and improve multiple use opportunities in the Verde Front Planning Area. Continue support for the multi-agency planning efforts working to improve the management and long-term use of the lands immediately west of Cottonwood.

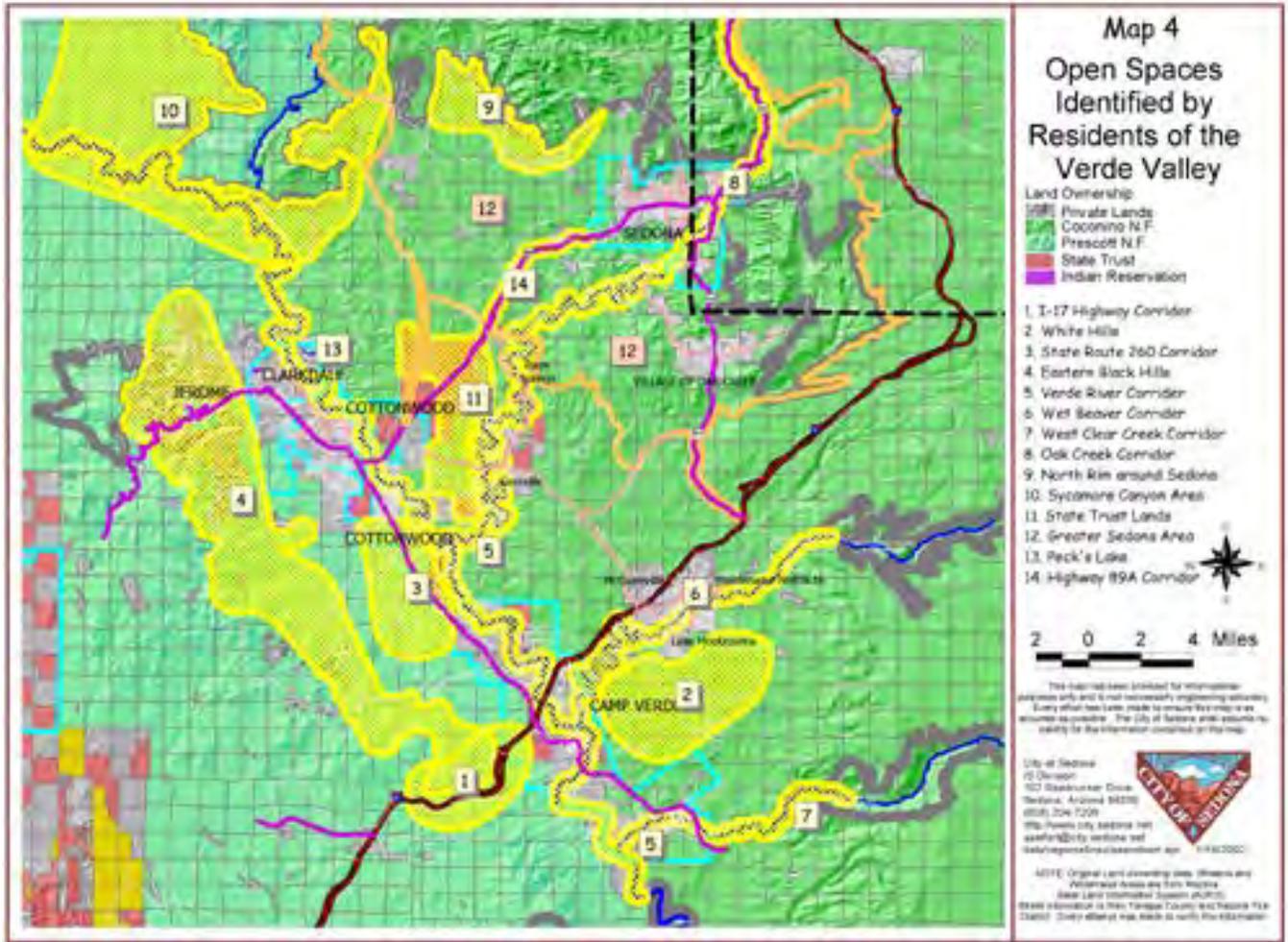


Fig. 9-1 A map of open space areas identified by residents of the Verde Valley as part of the Verde Valley Forum on Open Space issues.



VERDE RIVER GREENWAY

The Verde River riparian corridor is a dense source of biodiversity that forms a critical interrelationship with life throughout the region, including habitat and plant communities in the dry upper elevations of the surrounding mountains. Over the years many individuals and groups have studied the science of the river and debated the best management decisions and long-term policies. There is still much to be understood and much to be decided. The multi-agency, regional Verde River Basin Partnership, that Cottonwood has been a participant with, has developed a set of ten Guiding Principles worth considering:

Verde River Basin Partnership Guiding Principles.

1. Water makes Earth habitable; fresh water, a finite resource, is essential for all life on land.
2. The Verde River and its tributaries, seeps, and springs, are interconnected-to each other, to the Colorado River system, and ultimately to the ocean via the Sea of Cortez.
3. Groundwater and surface water are interconnected and affect each other; groundwater depletion ultimately depletes surface flows and surface water depletion can potentially impact groundwater recharge.
4. Climate and drought have an impact on the Verde River, including the amount of water available for riparian habitat, wildlife, and human use.
5. The Verde River and its perennial tributaries support a broad diversity of life, ecosystems, a rare and important corridor for migrating species.
6. The Verde River is one of the last perennial river systems in Arizona and has the state's longest stretch of continuous interconnected riparian habitat. The value of the riparian habitat and flows are beyond calculation and must be protected.
7. The Verde River System is a regional, state, and national treasure. The river and humans within its watershed are inextricably interconnected. The river is socially, economically, environmentally, and culturally important.
8. The Verde River system is a national asset. More than two-thirds of its watershed is managed by federal agencies on behalf of the American public.
9. Research to date provides a basic understanding of the Verde River system, yet more remains to be learned, and unbiased science is crucial to water and growth policy and decision making. Providing the public with scientific information about the Verde River system gives them a stronger voice in the decision making process.
10. Collaborative decision making amongst all stakeholders is crucial to protecting the interests of all who depend on the Verde River.



G. PARKS AND RECREATION

The Cottonwood Parks and Recreation Department manages a number parks and facilities in the City. The City maintains over 104 acres of park area. Various recreational programs are also administered through this department. These include softball leagues, volleyball leagues, recreational classes, summer youth programs, tennis clinics, swimming lessons, and basketball leagues.

The Cottonwood Recreation Center and Riverfront Park facilities are major regional draws that provide a range of opportunities. The city also has an outdoor pool, tennis courts, a civic center with a stage and a large space suitable for dance classes, etc. The historic river rock Cottonwood Civic Center located in Old Town is also managed by the City providing a location for various dance and performance groups and classes to meet and practice. In addition three schools, Mingus Union High School, Cottonwood Middle School and Cottonwood Elementary provide additional recreation facilities.

City Parks.

1. **Cottonwood Recreation Center and Swimming Center.** (N. Sixth Street) 65,000 square feet multi-use facility opened in 2010.
2. **Riverfront Park and Ballfields.** (N. 10th Street off of N. Main Street) Picnic ramadas, Little League fields, skate park, dog park, community garden, disc golf course, Verde River access.
3. **Cottonwood Kid’s Park.** (N. 12th Street at Cherry St.) Adjacent to Fairgrounds. Soccer fields, picnic and parking.
4. **Garrison Park.** (Brian Mickelson Parkway south of Mingus Avenue) Includes picnic ramada and children’s play equipment.
5. **Lions Park.** (Willard and N. Main St.) Picnic tables and open space along Del Monte Wash.
6. **Old Town Park.** (Pima St behind City Hall) Open field, event space.

City Park System.

The National Recreation and Park Association used to recommend having at least 6.2 acres per 1,000 population, as the standard. Now park planners recommend looking at what’s available in your community and then comparing that with the needs of the population. It may be that more neighborhood parks are needed, or more places for organized sports or other special needs facilities. Every community is different so set standards or formulas are less useful than looking at specific needs and interests.

A comprehensive park plan should serve the interests of all segments of the population and include both active recreational opportunities, such as play grounds, ball courts and athletic facilities, and passive recreational facilities, such as walking paths, picnic areas and sitting areas.

A tiered system of parks for Cottonwood should include neighborhood, city-wide and regional type parks:

I. Neighborhood Parks.

The opportunity to walk to a neighborhood park facility from each home is a highly desirable amenity that addresses a range of quality of life issues, as well as economic development concerns. Neighborhood parks should be located within existing residential areas, as well as required as part of new planned developments and subdivisions. Neighborhood parks are usually from one-half to five acres in size and serve an area up to one-half mile in radius, or a convenient walking distance from surrounding homes. Each park should respond to the prevailing interests of the residents in that area. Such areas may have minimal facilities, such as walking paths, benches and a tot lot playground area. But they could also include features such as, children’s play areas, picnic tables, ball courts, ball fields, pet areas and open space areas.

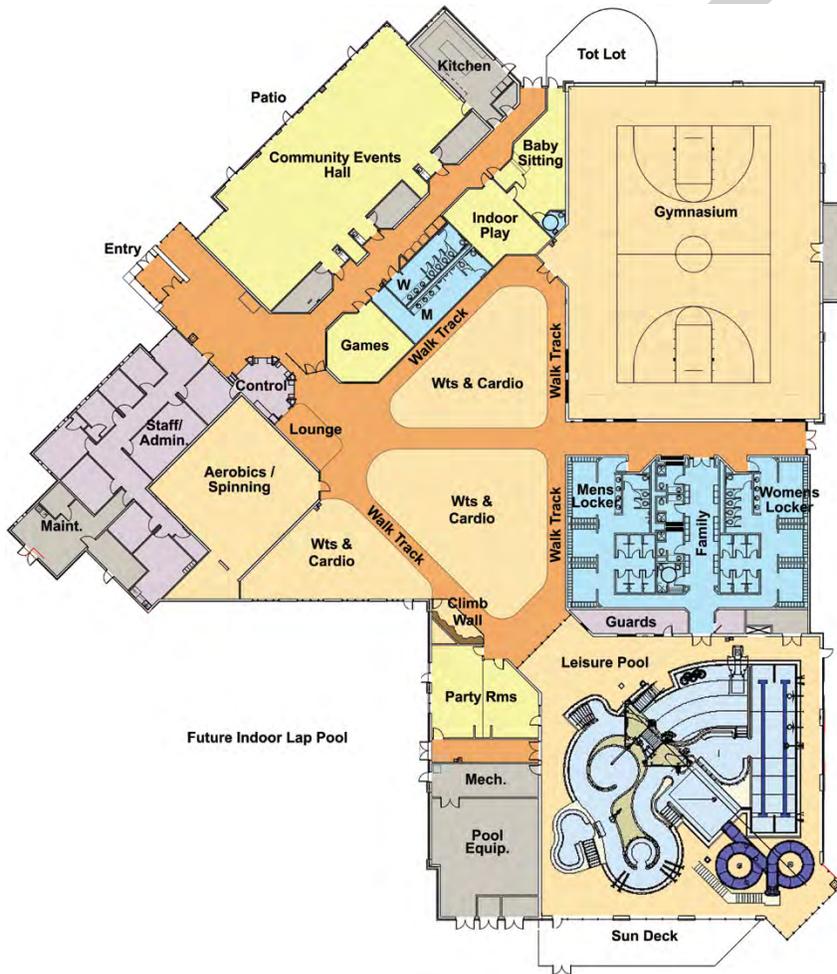
2. Community Parks.

Community parks serving the interests of the entire city would be 5-20 acres in size. City or community parks serve a wider range of interests than neighborhood parks and may include multi-purpose sports fields, play courts, tot lots, ramadas, restrooms, and parking lots.

3. Regional Parks and Recreation Facilities.

Regional facilities can include both indoor and outdoor facilities. Outdoor recreational facilities could include baseball, softball and soccer fields, basketball and tennis courts, children play areas, walking trails, pet areas, covered picnic areas and quiet areas for sitting. This type of park should have adequate off-street parking and be separated from less intensive uses by open space or landscaped area. Riverfront Park and the Cottonwood Recreation Center provide facilities and open space that serves the interests of the wider region.

Cottonwood Recreation Center





H. TRAILS

One of the most important strategies for developing trails within the City of Cottonwood involves working with private property owners to include public access trails with development proposals. Within the City of Cottonwood there is limited public land available for trails. The City has property in Riverfront Park and there is city property along Del Monte Wash between the Airport and Mesquite Hills but in general, City property is limited.

Proposed development projects, including zoning changes, subdivisions, and master planned communities, are always evaluated for inclusion of trails, open space and access to surrounding public lands. Most of the major washes bisecting the city are through private property. Interior washes that form the natural drainage system create some of the best opportunities for locating trails and interpretive areas. Such trails are typically located on the side slopes of the wash and along the edge of the corridor and not directly in the wash bottom, floodway or areas prone to regular flooding or washouts. The preferred approach is to encourage inclusion of trail easements within appropriate open space and wash corridors as part of the development process or where feasible.

Opportunities for locating trails on public lands, include Dead Horse Ranch State Park and the Verde River Greenway, Prescott National Forest lands located within the city along lower SR 260, and the Coconino National Forest along SR 89A near the Mingus Extension and Cornville Road.

TRAIL DEVELOPMENT PROCESS

I. Trail Design Issues.

There are different types of trails that are used in different locations for different types and levels of use. The landscape almost always presents a wide range of conditions with the terrain and soil type, so flexibility is the key to developing quality trails. It is often considered more enjoyable and interesting to travel on trails that have some degree of variation and unique natural characteristics. There is not a one-size-fits-all approach to designing and building trails. Trails in heavily used developed areas will be considerably different than trails in remote backcountry locations in terms of width, surfacing and general level of development. With the design and construction of trails it is more important to be aware of the principles of good trail design rather than specific hard and fast engineering standards.

Trail design and construction techniques in arid land conditions can be significantly different than those in temperate climates. Desert soil types have a number of different characteristics in terms of compaction and displacement. Long dry periods punctuated by heavy rainfall events create a unique condition for design and construction. Controlling drainage and erosion is a key factor in the layout and design of natural surface trails. Design criteria includes:

- a. The development and maintenance of trails should encourage logical, safe and comfortable usage, serve a wide variety of recreation and transportation modes and impact the environment as little as possible.
- b. The design of the trail should be appropriate to the specific environment, surrounding development, anticipated level of use and needs of the trail users.
- c. Non-motorized trails suitable for use by hikers, bicyclists, equestrians and wheelchairs are more appropriate within neighborhoods. Motorized trails tend to be located away from developed areas.
- d. Trails and trailheads should be designed at the earliest possible stage of planning in the site development process for new and expanded development projects to ensure such facilities are well-integrated with the overall site plan, open space system, landscaping plans and preliminary grading plans.



2. Types of Trails.

Trail standards generally vary for different locations, such as highly-developed areas, master planned communities, existing neighborhoods or natural open space areas. The following descriptions provide a summary of some considerations for various types of trails; however, the standards for each trail should be considered on a case-by-case basis. Examples include:

- a. **Highly-Developed Areas:** Trails which are located in more developed or urbanized areas should anticipate a higher level of use and they should be developed accordingly. This may include a higher level of overall development, including a wider trail tread, engineered, compacted or paved surfaces, fencing, lighting, signage, drainage structures and bridges, and close coordination with applicable agencies for any road or highway crossings.
- b. **Master Planned Communities and Traditional Subdivisions:** Trails in new development projects should generally have a somewhat wider tread with an engineered (graded and compacted) natural surface. Such trails should be integrated with the natural environment, such as wash corridors, where possible and include adequate drainage structures, bridges, lighting and safe street crossing design.
- c. **Public Lands and Natural Open Space Areas:** Trails through larger undeveloped open space and natural areas should be designed and developed to achieve the best practices for trail development in that location. This may include natural surface trails developed with minimal improvements or there may be a higher level of improvements depending on anticipated level and type of use. In some areas, such trails may incorporate more challenging design elements, such as steeper grades and more natural obstructions in the tread.

3. Comprehensive Trail System Planning.

Most planning efforts for trails have focused on individual trail projects rather than looking at the bigger picture of regional trail planning, interconnectivity between trail systems and advance planning to secure access from encroaching development.

- a. Collaborate with neighboring agencies to interconnect trail systems and share resources.
- b. Develop regional trail system plans (emphasize multi-jurisdictional planning—involve adjacent communities, landowners and governments as well as trail users)
- c. Identify major trail access points in developing areas and secure use for future generations

4. Interagency Coordination.

Interagency coordination is necessary to achieve a coherent, interconnected system in an area that has numerous incorporated jurisdictions, unincorporated county areas, state agencies, federal agencies and large private land holdings all mixed together. Better communication between agencies is important to ensure a clear understanding of agency plans and policies. Include relevant agencies, organizations and users in planning efforts.

5. Maintenance of Existing Trails.

Non-motorized trails are often eroded and deteriorated. This can be due to natural causes, overuse, improper design or lack of regular maintenance. Often badly eroded trails cause users to develop unauthorized alternate routes. Other trails are in need of tread maintenance and brush clearing. Land managers are facing a lack of financial resources and cut backs on agency-funded crews. Trash and litter has been identified as one of the public's largest concerns.

- a. Identify and prioritize maintenance needs of trails
- b. Incorporate sustainable trail design when maintaining trails
- d. Employ grants, partnerships and volunteers to supplement trail budgets
- e. Provide trash receptacles or other litter control means and provide education about the litter problem



TRAIL PLANNING ISSUES

I. New Trail Development.

There are a limited number of trails within or in proximity to Cottonwood. Having a variety of different types of trails for different skill levels and interests is the preferred situation. This should include easy neighborhood trails, more challenging trails in the surrounding landscape and other trails to meet the needs of different types of trails users. Continued work on developing system trails, connector trails, loop trails and other specialized trails would provide benefits for the entire community.

- a. Prioritize trail projects based on identifying areas with fewer existing trails.
- b. Develop more neighborhood and close-to-home trail opportunities.
- c. Develop trail opportunities to include specific activities (i.e., single-track trails for mountain bicycles and hikers, equestrian trails, accessible trails for wheelchairs.)
- d. Develop and promote trail networks, loop trails and long distance trail opportunities.
 - 1) Loop Trail Systems: loops and stacked networks of loop trails are popular.
 - 2) Circle Trails: trails around cities or towns.
 - 3) Connector Trails:
 - 4) Long-Distance Trails: trails between cities and major features.

2. Protect Access to Trails / Acquire Land for Public Access.

Access refers to the ability of the user to get to the trail. If not planned properly, new development can block access to adjacent public lands and any existing or future trails.

- a. Work with private property owners to obtain trail easements.
- b. Coordinate trail access needs with users/stakeholders.
- c. Permanently secure public access to public trails, trailheads and other access points.
- d. Provide incentives to developers to preserve public access to trails.

3. Develop Signage and Support Facilities.

In addition to the trail corridor development, good trails also include a range of support facilities. Well-designed support facilities increase the user's experience and satisfaction along with protecting the resource.

- a. Develop route marking and directional signs.
- b. Develop trailheads with adequate parking, restrooms, drinking water and litter control.

4. Trail Information and Maps.

Trail users need information and accurate maps that inform them where trails exist. Yavapai County has developed an interactive recreational map that includes many existing trails and trailheads.

- a. Use the Internet to post maps and information so it is widely accessible.
- b. Provide accurate information on how to get to trailheads and the condition of trails.
- c. Provide GPS coordinates and other location information.

5. Education and Trail Etiquette.

Trail users who lack proper trail etiquette and environmental ethics can diminish other trail users' recreation experience and negatively impact the environment. Littering, excessive speed, not staying on trails, vandalism and an inability of managers to enforce regulations leads to continued user conflicts and environmental impacts.

- a. Increase education resources for trail etiquette and environmental education.
- b. Incorporate trail etiquette and environmental ethics material into school and youth programs.
- c. Have agencies collaborate on education materials and programs to provide consistent messages.
- d. Educational messages should emphasize responsible behavior, such as: *Pack it in - Pack it out.*
- e. Post rules and regulations at trailheads for users.



- f. Make allowable trail uses known to users through signage. Promote “share the trail” etiquette for different user types. Install trail etiquette signage with graphic symbols indicating hierarchy of right-of-way for hikers, bikers and horses.

6. Support Volunteer-Based Stewardship Programs.

Volunteers can be a valuable supplement to an agency’s labor force. Volunteers can be trained to help build and maintain trails along with monitoring or educating users. Land managers may have limited time, staff and resources so it can be difficult for them to complete all the projects that people want.

- a. Enlist the support of state-wide and national groups to provide training and program development for trail volunteers.
- b. Provide opportunities for land managers and agency personnel to receive trail management training.
- c. Establish programs to train volunteers for trail maintenance and construction techniques.
- d. Use trained and experienced volunteers as liaisons between agencies and volunteers and to coordinate trail projects.
- e. Recognize and support the need to allocate staff time to volunteer coordination.
- f. Seek grants and partnerships to support volunteers.

7. Enforcement of Existing Rules and Regulations/Monitoring.

Trail rules and regulations are often unknown or ignored by users. Land managers do not have the staff or time to constantly monitor trails or manage a vast number of trails over large areas and cannot effectively monitor all trails. The enforcement of existing rules and regulations gives weight and importance to the rules.

- a. Establish volunteer trail patrol programs with clubs and individuals for monitoring trail use and conditions and for educating users about regulations.
- b. Identify primary enforcement agencies and personnel for specific trails.
- c. Provide opportunities to report trail conditions or violations through web-based reporting or telephone hotlines.
- d. Impose progressively heavier fines for repeat offenders.

8. Provide Accessible Trails for Individuals with Physical Disabilities.

People of differing physical abilities need to have opportunities to get out and enjoy trails and experience natural areas. Trails should be available to all users including people with various levels of mobility impairments, including wheelchairs users.

- a. Develop trails with a variety of difficulty levels that incorporate the natural setting and experience.
- b. Incorporate standards for barrier-free access to trails as specified in the American with Disabilities Act (ADA) and the Architectural Barriers Act.
- c. Evaluate trails regarding their standards and conditions to accommodate various abilities (i.e., the Universal Trail Assessment Process.)

9. Identify and Seek Funding Opportunities.

Funding is always needed for staff time, planning, trail construction and maintenance, support facilities and volunteer programs. Funding opportunities tend to change over time with new programs developed and existing ones cut. It is advisable to periodically check available opportunities.

- a. Work with nearby land management agencies to collaborate on seeking funding for projects.
- b. Research and apply for grants and other funding sources.
- c. Provide opportunities for volunteers to get involved.
- d. Provide relevant information regarding the importance and benefits of trails to decision-makers and elected officials.



10. Reduce Cultural and Environmental Resource Impacts.

A balance needs to exist between resource protection and access to recreational opportunities. Trails that are not properly designed and managed can negatively impact natural, cultural and archaeological resources.

- a. Provide environmental educational information to users.
- b. Consider impacts to the natural and cultural resources, wildlife and sensitive areas when planning and designing trails.
- c. Understand that wildlife viewing and visiting archaeological and historical sites are the top reasons for recreational trail use and plan accordingly.

I. PROPOSED RECREATION IMPROVEMENTS

The Parks and Recreation Department suggests improvements for incorporation into the City’s Capital Improvements Plan. Priorities include the following:

TABLE 9.2 PROPOSED RECREATION IMPROVEMENTS		
PROJECT	SHORT TERM	LONG TERM
1.	\$	
2.		
3. Local trails		
4.		
5. Civic Center rehabilitation		
6.		



**TABLE 9.1:
OPEN SPACES AND RECREATIONAL FACILITIES**

AREA / FACILITY	TYPE	JURISDICTION	ACRES
Cottonwood Recreation Center	Opened in 2010, the Cottonwood Recreation Center is a 65,000 square feet facility that includes swimming pools, exercise equipment, fitness classes and community meeting rooms.	City Of Ctwd	
Ctwd-Oak Creek School Dist.	Includes Clemenceau Museum as well as full size baseball, softball, soccer fields, basketball courts, shaded picnic, open area and parking.	School Dist	17
Cottonwood Ranch	Public park facility developed in association with the Cottonwood Ranch development. Includes developed and undeveloped open area.	City Of Ctwd	11
Dead Horse State Park	State park facility located along the Verde River Greenway. Includes day use and overnight camping facilities, full service R.V. areas, riverside fishing and lagoon. Added two 20-acre lagoons in 2003 and 100 additional campsites.	State Of AZ	600+
Dr. Daniel Bright School	Includes youth baseball, football and soccer fields, open areas and parking	School Dist.	8
Fair Grounds	Open air event facility with exhibit enclosures and parking.	V.V. Fair Assoc.	26
Fair Grounds Slag Pile	Planned commercial reclamation and processing operation.	V.V. Fair Assoc.	16
Cottonwood Kids Park	Adjacent to Fairgrounds. Soccer fields, picnic and parking.	City Of Ctwd	5
Floodplain	100 year floodplain established by FEMA and administered by the city. A trails system may be developed as the product of pedestrian easements obtained by the city in association with private development of adjacent areas.	City Of Ctwd Private	512
Garrison Park	Includes children's park, picnic ramadas, open area and parking.	City Of Ctwd	5.5
Lions Park	Neighborhood park in Old Town with picnic tables. Also includes a portion of the Del Monte stream channel.	City Of Ctwd	0.3
Mingus Union High School	Sports facility with two full size baseball fields, softball field and football field.	School Dist.	22.5
Old Jail Trailhead	Includes historic jail building, outdoor area and trailhead. Jail trail proceeds north across state land to join Verde River Greenway.	State Of Az., City Of Ctwd	0.25
Old Town Park	Former Little League field now used for Farmers Market, Boys and Girls Club and general use. Includes adjacent basketball courts and outdoor picnic area.	City Of Ctwd	1.5
Riverfront Park	Multi-use city park located along the Verde River Greenway and Dead Horse Ranch State Park. Includes Little League complex, skate park, disc golf course, picnic areas, hiking trails, and river access.	City Of Ctwd	90
Verde River Greenway	Riverside areas shown as part of the Verde River Greenway Plan, managed cooperatively between Arizona State Parks, other agencies and private holdings. Currently there are about 200 acres of the greenway located inside the city limits, overlapping Dead Horse State Park, Riverfront Park and a few private parcels north of Old Town.	State Of AZ, City Of Ctwd & Private	200



J. ECONOMIC BENEFITS OF TRAILS, PARKS AND OPEN SPACE

Real Property Values.

Open space and parks are desirable amenities that contribute to increased resale values and increased property values for properties located in proximity to such facilities. Numerous and extensive before and after studies done in rural, suburban and urban areas across the country have repeatedly confirmed that trails, open space and recreational facilities provide measurable economic benefits to surrounding properties.

Tax Benefits.

Increased property values result in increased sales values, increased assessments and increased property tax revenue. Although Cottonwood does not have a local property tax, there are other revenue streams that are generated by improved property values. Assessed values may lag behind market values but will eventually show higher levels over time.

Multiplier Effect.

Economic models indicate that both personal and institutional recreational expenditures generate 1 ½ to 3 times more to the local economy than the actual amount of direct expenses. There are direct and indirect benefits of spending on recreation uses which contribute in a chain reaction to the local economy. Management and maintenance expenditures contribute to salaries, equipment costs and material expenses.

Resident Expenditures.

National studies indicate that local residents typically spend from one to a few extra dollars per day in relation to use of local parks, trails and recreation facilities, which looked at over time adds up to measurable benefits.

Tourism Revenues.

Open space areas, trail systems, parks and recreation sites can attract visitors who spend on food, lodging, fuel and various hard goods. Tourists may be encouraged to spend extra days in the area to use popular trails and facilities.

Sporting Events.

Organized sporting events, such as running and cycling races, triathlons and similar sanctioned events can generate hundreds of thousands to millions of dollars to the local economy from a single event. Popular well-organized birding events, such as the Verde Birding Festival, also provide tourism revenue to the region from participants who travel, stay at hotels, eat at restaurants and shop at local stores.

Business Expansion and Relocation.

Quality of life considerations are increasingly important in competitive retention and relocation of desirable businesses. Parks and recreation facilities are considered among the most important amenities in national surveys concerning quality of life indicators.

Other Benefits.

Open space and park development has a direct relationship with clean air, clean water and public health benefits. Healthy residents contribute to a range of personal and community benefits, including lower medical expenses and higher worker productivity. Trails and recreational facilities provide outstanding opportunities for healthy, family-oriented activities, which ultimately contributes to a range of positive social and economic benefits.



K. OPEN SPACE FUNDING AND IMPLEMENTATION STRATEGIES

Funding sources and strategies typically change over time so it is necessary to periodically review opportunities for consideration. Successful programs generally include multi-level strategies that take advantage of more than one approach. Coordination and management is essential for sustainable long-term programs.

STRATEGIES AND PROGRAMS

1. **Open Space Planning.** A considerable amount of effort has gone into regional open space planning and advocacy in the Verde Valley over the years. A great many resources are available on the topic. Developing an up-to-date local open space master plan would provide a number of benefits. An open space plan would identify various types of open space resources and prioritize key areas for preservation. A comprehensive plan developed through a public planning process would provide a valuable foundation for seeking grants and developing programs.
2. **Preservation.** Preservation of existing resources needs to be one of the first priorities for an open space program. A public planning process would help to identify existing open space resources and establish appropriate policies and programs to protect and preserve such areas.
3. **Maintenance, Repair and Restoration.** Maintenance of existing recreation facilities and restoration of natural areas that have experienced deterioration should be a high priority. Environmental restoration should follow accepted practices to evaluate conditions, mitigate any ongoing problems and take actions to restore lands to a healthy condition.
4. **Acquire New Open Space Resources.** New open spaces areas may be acquired through a wide range of strategies ranging from donation, purchase or trade. For some properties it may be necessary to incorporate a number of strategies to obtain a complete interconnected area.
5. **Inter-agency Partnerships and Collaboration.** Support inter-agency partnerships, volunteer organizations and other groups that would assist in management activities and preservation for local, state and federal public lands. Support Inter-Governmental Agreements (IGA's) between Cottonwood, other jurisdictions and the United States Forest Service (USFS) to establish collaborative partnerships regarding certain management activities for nearby National Forest lands.
 - ◆ Work with the Forest Service to coordinate trail access points from abutting private developments. Ensure private lands do not develop unofficial access routes known as “social trails.”
6. **Public-Private Partnerships.** A wide range of partnership opportunities exist between public agencies and private individuals, organizations and businesses. Individuals and organizations may assist with various management activities on public lands. Where private lands provide easements and agreements for conservation or recreational use, government agencies, including the City may enter into long-term agreements to manage the property.
7. **Grants.** Grants are typically competitive and cannot be expected as a guaranteed source from year to year. However, grant funding Grants may be available for planning, acquisition or management of open space resources. Grant sources may be available from government programs, corporate support programs and non-profit foundations. Grants vary widely in their scope, associated requirements and expectations. Grants sometimes require matching funds and sometimes provide complete project funding. Private sources often provide funds through a partnership type approach with an emphasis on projects that provide multiple benefits.



8. **Volunteerism.** Citizen advocates and agency partners are needed to provide the energy and creativity necessary to identify and protect valued open space, parks and recreation resources for the benefit of the community. There are many different levels of volunteerism that can help achieve these goals, including various innovative programs such as:
 - a. **Adopt-A-Park.** An Adopt-A-Park program allows individuals, organizations or businesses to assist with maintenance, clean-up and general oversight of specific parks or trail facilities. There needs to be adequate staff capacity to assist with coordinating such programs. Participants typically agree to adopt a park for a period of time in return for recognition and support from the City.
 - b. **Agency Sharing Strategies.** Inter-agency volunteer programs can provide greater opportunities for the volunteer and improved efficiencies with program coordination.
 - c. **Leadership Training Programs.** Successful outdoor volunteer programs always have ongoing leadership training programs.
 9. **New Development.** Incorporating open space into the planning for new development should be considered at the earliest stage of review. One of the most important tools for protecting open space involves working with the private development sector to include open space networks within private development projects. Open space areas, especially with related trail facilities, are extremely popular amenities that add value to a development. It is best to plan trail facilities with new development projects at the earliest phase of project planning; however, existing development projects can also be evaluated for opportunities to designate trails and open space, such as within wash corridors.
 - ◆ Open space can be preserved through subdivision and planned development zoning process.
 - ◆ Development standards included in the zoning ordinance, grading ordinance and engineering requirements can be used to ensure open space areas, natural drainage areas, flood areas, steep slopes and other critical resources are preserved as part of a development plan. Protect natural wash corridors and similar features as open space separation and buffer zones between different types of uses and development sub-areas.
 - ◆ Require land survey and marked boundaries for private development along US Forest Service boundaries prior to construction so as to ensure proper buffering and setbacks.
 10. **Voter-Approved Special Bond or Tax Measures.** Revenue bonds are one example of a type of funding mechanism that uses borrowed funds to finance public service expansion. Funds are paid back over time through future revenues from a designated source that is pledged to the bond issuer. Trails, pathways and pedestrian facilities could potentially be developed through revenue bonds. The source may be from sales tax or Highway User Revenue Funds (HURF) that are distributed annually to local jurisdictions from state fuel taxes.
 11. **General Funds.** General fund revenue sources, consisting of local sales tax and property tax, state-shared revenues, and various grant sources, can potentially be used for purchase and/or management of property for open space purposes; however, there are typically many uses competing for limited general funds. General funds can also be used where a cash match is required for grant requests.
 12. **User Fees.** User fees are assessed for the specific use of a service or activity. A user fee can be used to defray a portion or the total cost that service. Local jurisdictions typically do not charge park entrance or use fees but they often charge for specific recreation programs or specialized activities. One advantage of the user fee is that it is incurred directly by the person or group using the specific service. The disadvantage of user fees is that they are seen as double taxation and essentially result in the exclusion of lower income residents from enjoying the public domain.
-



- 13. Right-of-Way Projects.** All right-of-way projects and similar capital improvement projects, such as new street development, existing street upgrade projects, and utility corridor projects, should be evaluated for opportunities to include bicycle, pedestrian and trail facilities. Communities can benefit by having local bicycle, pedestrian and trail plans and related policies already in place to guide the evaluation of proposed right-of-way projects for inclusion of bikeway, pedestrian or trail facilities.
- 14. Land Trusts.** A private, nonprofit organization that, as all or part of its mission, actively works to conserve land by undertaking or assisting in land or conservation easement acquisition, or by its stewardship of such land or easements. Many different strategies are used to provide this protection, including outright acquisition of the land by the trust. In other cases, the land will remain in private hands, but the trust will purchase a conservation easement on the property to prevent development, or purchase any development rights on the land.
- ◆ Provide support for multi-agency efforts to form a regional nonprofit land trust type organization to receive private donations such as land, financial contributions, appreciated stock, proceeds from fund-raisers and volunteer work, and other valuable considerations. A land trust could also provide management staff for regional planning, grant writing, seeking assistance from federal, state, and private organizations.
- 15. Conservation Easements.** When a landowner designates a conservation easement they typically give up some of the rights associated with the land in exchange for other benefits. For example, the landowner might give up the right to build additional structures, while retaining the right to grow crops. Future owners also will be bound by the conservation easement's terms. Conservation easements can offer great flexibility. An easement on property containing rare wildlife habitat might prohibit any development, for example, while an easement on a working farm might allow the addition of agricultural structures. An easement may apply to all or a portion of the property, and need not require public access. Each conservation easement is carefully crafted to meet the needs of the landowner while not jeopardizing the conservation values of the land.
- ◆ Provide development incentives for the use of Conservation Easements as an option in the land development process.
 - ◆ In return for the conservation easement, a community may provide greater flexibility with zoning regulations, for example, to allow a net increase in the number of residential units that may be constructed by allowing, smaller lots, town homes or clustered design format for a portion of the property.
 - ◆ Conservation easements may be managed by a land trust or a property owners association. Responsibility for the long-term management of the land needs to be included in the recorded documents.
- 17. Land Exchange Opportunities.** Support appropriate use of the Land Exchange process where private lands with important open space value may be added to the National Forest within the Verde Valley. The process typically includes exchange of private land for National Forest lands that have less value for open space or wild lands. Good candidates for exchange may include small remnant parcels located near developed areas that are difficult to manage but have high value for infill development. These may be exchanged for large private lands in more remote areas.
- ◆ In addition to the potential acquisition of private lands through USFS land exchanges, private lands may be acquired by other jurisdictions/entities (such as the County or State, or private Land Trusts) for open space preservation or for public park/recreation sites.



- 18. Bicycle Registration Fees.** Bicycle registration programs are usually administered by a police department but could be managed through other methods. If the fee level is too low, it may not cover administrative costs; however, if the fees are considered too high, an unfair burden is placed on low income residents. Registration fees may help support bicycle education and safety programs but are not likely to support construction projects. Another benefit can be to help identify bicycles in theft recovery. Grant programs and waivers should be considered for low-income residents and children so as to encourage wider participation in such programs. Costs and benefits of such programs need to be carefully weighed.
- 19. Gifts and Donations.** Cash donations or in-kind services from individuals or companies should be accepted for land, park and trail projects. Charitable giving programs to secure private funds should clearly define the objectives and any incentives offered, such as tax benefits or donor recognition opportunities. Voluntary right-of-way dedications and donations of access easements should always be sought when applicable to approved plans, as these facilities almost always add value to the related properties and can be seen as a partnership relationship. Government agencies need to be careful not to request private donations as a general policy without some form of clearly defined benefit for the property owner.
- 20. Coordination.** Support for program coordination, including designated professional staff, can greatly improve the potential for achieving measurable success with open space goals. Whether such professional coordination is provided by government agencies, nonprofit groups, or a combination of efforts, the program development can greatly benefit from having experienced staff with adequate support and resources.

LOCAL OBJECTIVES

- 21. Serve All Populations.** Parks and open space programs need to be designed to accommodate the broad range of people in the community, including elderly residents, families, persons with disabilities, young healthy people, sports enthusiasts, nature watchers, tourists and everyone else.
- 22. Access Improvements.** In general there is a need in the Cottonwood area to provide additional opportunities for people to be able to access their public lands in officially designated, convenient and no cost locations. Several proposals to develop improved parking and trailhead locations are in the process of being considered but additional access points could also be considered.
- 23. Watershed Values.** In an arid region it is essential that healthy natural landscapes be preserved as essential critical components of the water cycle.
- 24. River Access.** For years people in this region accessed the Verde River at undeveloped, unmanaged locations. With a growing population and increasing demands on these limited resources, it has become necessary to consider the need to identify and develop well-planned and managed river access areas. A comprehensive river access plan should be considered to include local, state, federal and private opportunities. Such river planning should include both direct river access planning for boating and fishing, as well as comprehensive facility analysis looking at parking, restrooms, picnic ramadas, trails and similar facilities.
- 25. Neighborhood Parks.** Smaller local neighborhood parks provide a range of benefits for residents, including improved social opportunities for children and adults. Opportunities for developing local neighborhood parks should be considered.
- 26. Community Gardens.** An expanded community garden concept could include facilities for training and research, municipal composting and alternative energy programs. School gardens could be located at elementary schools. Community gardens could be included with new neighborhood parks if there was interest.



STATE AND FEDERAL SOURCES

- 27. Arizona Preserve Initiative.** The Arizona Preserve Initiative (API) was passed by the Arizona State Legislature as HB 2555 and signed into law by the Governor in the spring of 1996. It is designed to encourage the preservation of select parcels of State Trust land. State Trust land in and around Cottonwood is listed as eligible for consideration through the API program.

Conservation is defined in the law as “protection of the natural assets of State Trust land for the long-term benefit of the land, the beneficiaries, lessees, the public, and unique resources such as open space, scenic beauty, protected plants, wildlife, archaeology, and multiple use values.”

A state or local government, business, state land lessee or a group of citizens may petition the State Land Commissioner to have certain Trust land nominated and reclassified for conservation purposes. After all appropriate notifications, public hearings, consideration of physical and economic impacts to lessees and the Trust, the Commissioner may reclassify the subject land as suitable for conservation purposes. The Commissioner must consider recommendations from a five-member Conservation Advisory Committee that was established by law, as well as consult with local and regional planning authorities. Existing leases on any land reclassified for conservation purposes may not be canceled or impaired in any way. Once the land is reclassified, the Commissioner may adopt a coordination plan, prepared by the interested parties, for the property to protect conservation values. The Commissioner may also withdraw land from sale or lease for three to five years (with a possible extension of up to three years) to allow prospective lessees or purchasers time to prepare the plan for the property and to raise funds.

- 28. Land and Water Conservation Fund (LWCF) – Federal Side.** Historically, this program has been a major source of funding to acquire important land and open space resources that support recreational and community-based objectives. The program includes a Federal side and state-side, each with unique program requirements and emphasis. The availability of funding through either the Federal or state programs has varied greatly over the years and needs to be closely monitored to determine availability. Arizona State Parks manages any state-side LWCF programming through their grant program. Federal side funding is provided directly to the Federal land management agencies, such as the U.S. Forest Service or National Park Service, based on program need and unique qualifications after a competitive review process that requires support of the President and Congress.

- 29. Land and Water Conservation Fund (LWCF) – State Side.** The state-side portion of the LWCF grant program comes from the National Park Service. Annual funding amounts have varied widely over the years. The Land and Water Conservation Fund (LWCF) Grant Programs provides funding assistance to cities, towns, counties and tribal governments for outdoor recreation and open space projects. Governmental entities are eligible to apply for LWCF grants. Grants are awarded on a matching basis, where the applicant must provide at least 50% of the total project cost and the grant provides the remainder. Eligible project activities include park development (for example, playground equipment, lighting, picnic facilities, ball fields, restrooms) to serve outdoor recreation needs, and land acquisition for outdoor recreation and/or open space.

Monitor the availability of these funds. Having a publicly supported and developed comprehensive open space plan with priorities identified will assist with efforts to secure these types major funding sources to protect critical resources.

- 29. State Grant Program.** Support reinstatement of the Heritage Fund and other State Parks Grant Programs as a significant source of funding for acquisition of open space, critical habitat, riparian areas and recreational trail corridors.



L. GOALS AND OBJECTIVES – Open Space / Parks

The focus of this element is to highlight opportunities for preservation of open space and the further development of recreation in and adjacent to the City of Cottonwood which may serve to enhance the community by helping to preserve its pristine views and open areas which contribute to its rural character, community separation and relief from urbanization; the quality of its public realm, pedestrian routes, parks, trails and historic amenities; its neighborhoods and home values, sense of place, small town qualities, economy and tourism. Cottonwood’s General Plan offers the following goals and objectives pertaining to Open Space and Recreation:

GOAL 5-1 SUPPORT MULTI-AGENCY EFFORTS IDENTIFY AND PROTECT KEY OPEN SPACE RESOURCES INSIDE AND OUTSIDE THE CITY.

Objective 5-1. A Support cooperative regional planning efforts for an integrated system of open space and recreation development with adjacent communities, the U.S. Forest Service, State Land Department, ADOT, the U.S. Fish and Wildlife Service, private land owners, the general public and others.

Objective 5-1. B Support partnership agreements for cooperative management of certain National Forest lands within and adjacent to the City of Cottonwood where there is mutual commitment to manage such lands for the public good for recreation, open space and appropriate uses. Cooperative activities could include public safety activities, trash removal and clean up, facility maintenance, and funding partnerships.

GOAL 5-2 IDENTIFY, PRIORITIZE AND PROTECT OPEN SPACE RESOURCES.

Objective 5-2. A Support establishment of substantial open space buffers between Cottonwood and other communities in the Verde Valley, including between Camp Verde to the south along SR 260 and toward Cornville and Sedona along SR 89A.

Objective 5-2. B Ensure development projects do not negatively affect key wildlife migration corridors as identified by the Arizona Game and Fish Department.

Objective 5-2. C Support the management objectives of the Verde River Greenway State Natural Area.

Objective 5-2. D Preserve major open space connections between the Verde River and the Mingus foothills and Black Hills mountain range. Major washes and drainages linking these areas should be preserved as continuous open corridors.

Objective 5-2. E Ensure that any areas proposed for annexation, including the 10 square mile State Trust Land block northeast of the city, protect critical open space resources, with attention to protecting wildlife corridor, sensitive riparian areas, buffering between uses and important visual assets.



GOAL 5-3 DEVELOP A COMPREHENSIVE FUNDING AND ACQUISITION STRATEGY FOR KEY OPEN SPACE RESOURCES AND PARKS DEVELOPMENT.

- Objective 5-3. A** Participate with various organizations, agencies and jurisdictions to identify and acquire properties which have significance as regional open space; evaluate the impact of open space acquisitions on the developable land base; and evaluate the status of annexed National Forest lands for possible exchange bases.
- Objective 5-3. B** Consider establishment of a regional land trust to acquire and manage key open space properties.
- Objective 5-3. C** Establish criteria for identifying National Forest areas within the city that may be suitable for inclusion in base and exchange programs. Priority shall be given to programs which allow exchange for private lands on the face of Mingus Mountain.
- Objective 5-3. D** Consider neighborhood park acquisition and development as part of the Capital Improvement Program.
- Objective 5-3. E** Ensure new master planned communities, planned area developments and residential subdivisions provide land for neighborhood park sites as part of the rezoning and subdivision process.
- Objective 5-3. F** Support volunteer programs that provide opportunities for citizens to assist with various parks and recreation activities. Such programs should include leadership training, established standards and recognition programs.

GOAL 5-4 ESTABLISH A TIERED SYSTEM OF PARK FACILITIES TO BE DISTRIBUTED THROUGH THE COMMUNITY.

- Objective 5-4. A** Establish a tiered system of regional, city-wide and neighborhood types of park facilities throughout the city to meet the needs of people with different interests and skill levels.
- Objective 5-4. B** Identify potential locations for neighborhood park sites as part of a city-wide neighborhood revitalization program. Include various types of facilities, such as playgrounds, picnic areas and seating areas in neighborhood parks.

GOAL 5-5 ESTABLISH DEVELOPMENT STANDARDS FOR OPEN SPACE AND RECREATION FACILITIES.

- Objective 5-5. A** Encourage methods to protect the wild land character of National Forest and other public lands adjacent to private development, including new standards to provide effective buffering between uses and a method to step down residential densities adjacent to public lands.
- Objective 5-5. B** Amend codes and subdivision regulations to address specific standards for public areas, parks, trails and other open space and recreational development.
- Objective 5-5. C** Encourage the development of open space and recreational amenities as part of new development. Require that new development provide public parks and connective trails that are open to the public.



Objective 5-5. D Create standards for development on steep hillsides, washes and flood areas to ensure the preservation of key natural resources while allowing a reasonable level of development.

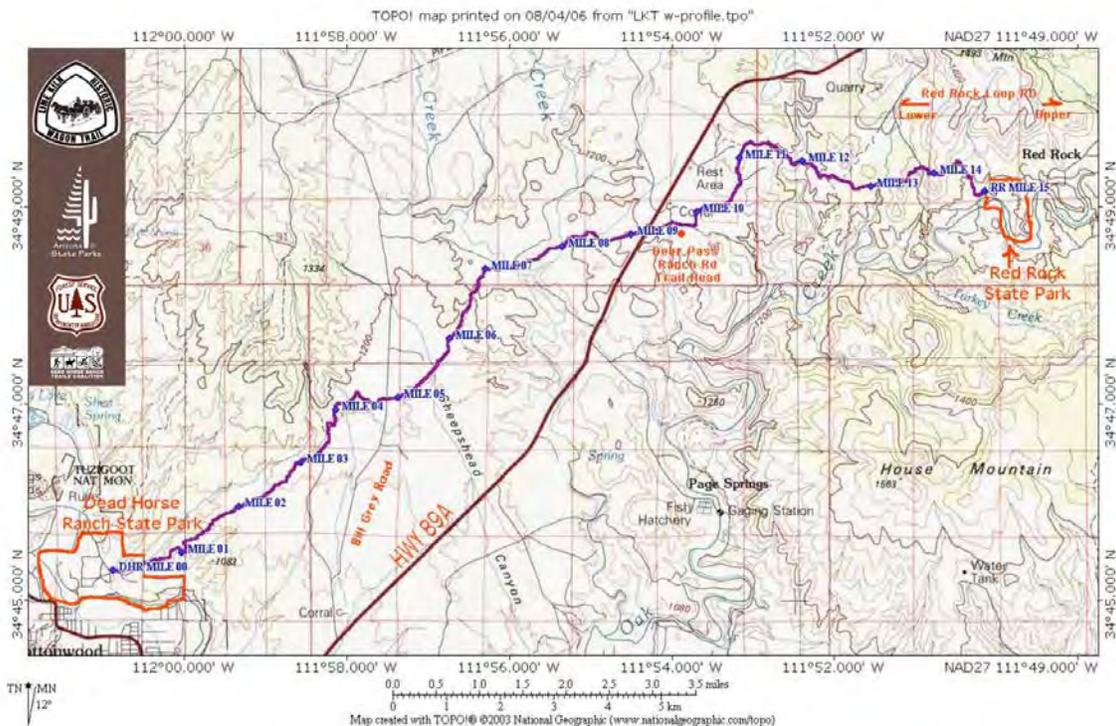
Objective 5-5. E Development or redevelopment of park facilities shall use reclaimed water for irrigation where available, preserve natural areas and washes to the greatest extent possible, use native plants and drought-tolerant varieties for new landscaping, and include rainwater harvesting techniques.

GOAL 5-6 SUPPORT DEVELOPMENT OF RECREATIONAL TRAILS IN COTTONWOOD AND ON NEARBY PUBLIC LANDS.

Objective 5-6. A Work with private developers to incorporate trails and open space networks within new planned developments and subdivisions.

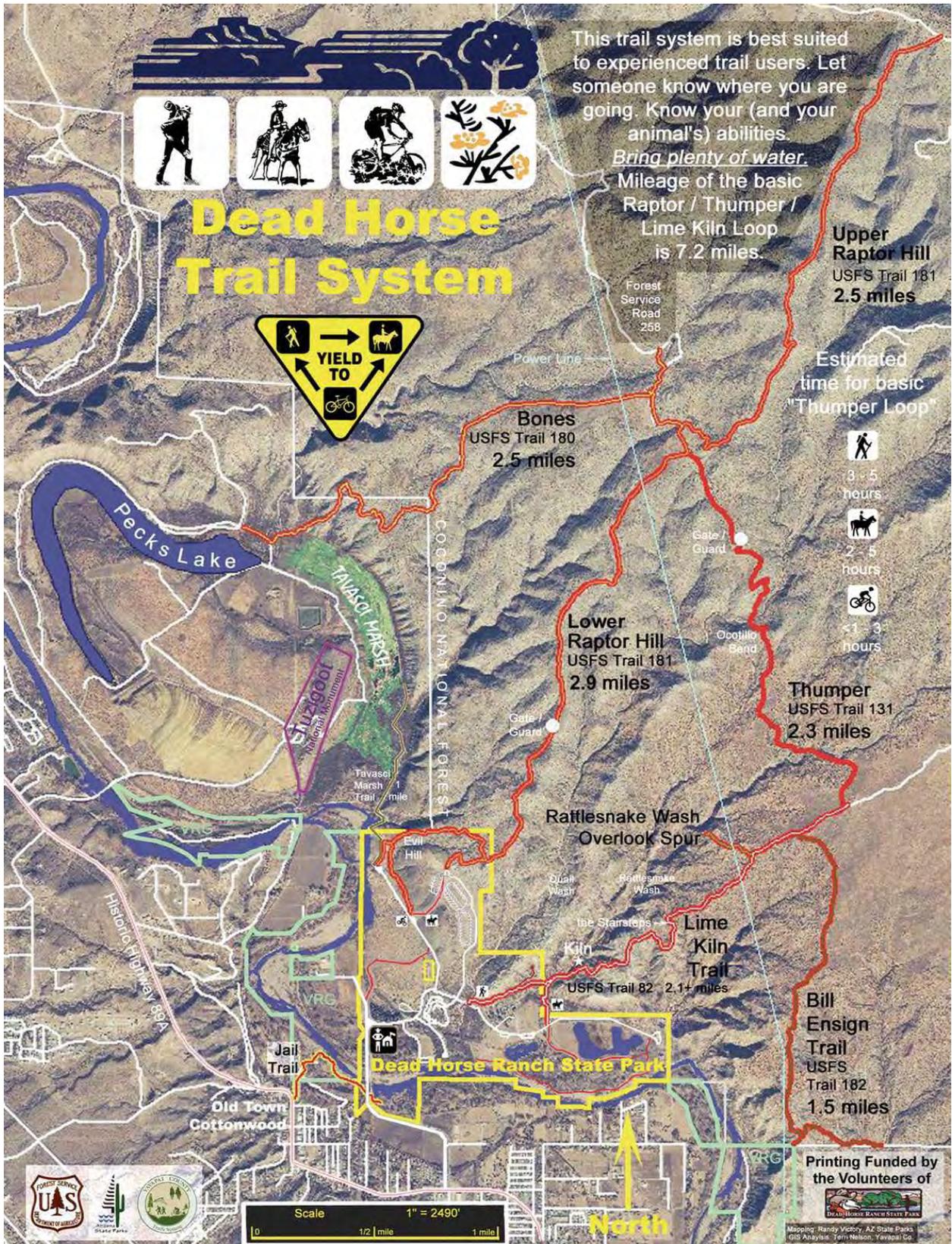
Objective 5-6. B Encourage the use of easements, particularly in washes and near the Verde River, to obtain public use and access over private property.

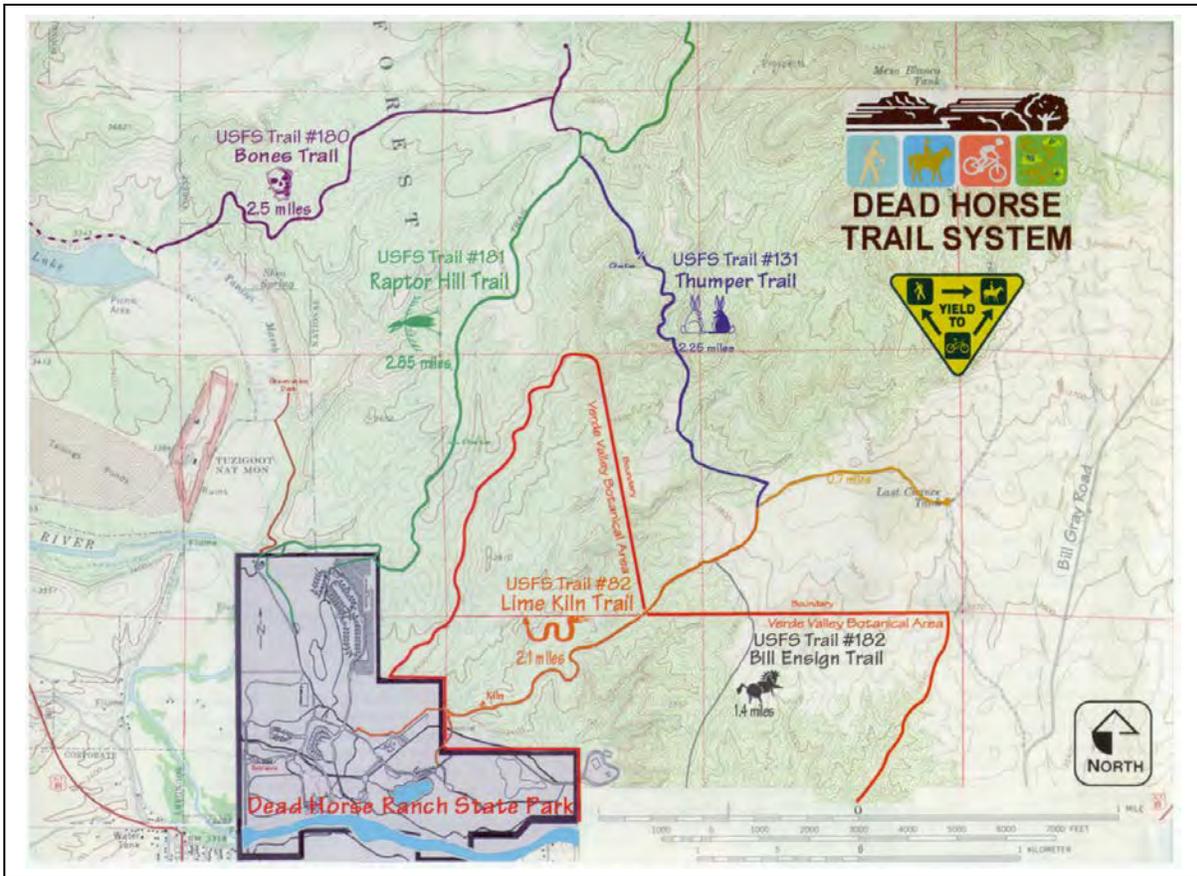
Objective 5-6. C Continue to work collaboratively with public lands agencies in and around Cottonwood to encourage development of new trailheads and trail facilities.



Segments include: estimated mileage

Dead Horse Ranch S.P. to Bill Grey Rd. (4 miles), Bill Grey Rd to Hwy 89A (5 miles 1/2 motorized, 1/2 non-motorized), Hwy 89A to Lower Red Rock Loop Road (5 miles mostly motorized) and Lower Red Rock Loop Rd. to Red Rock S.P. (1 mile non-motorized)





DRAFT

CITY OF COTTONWOOD BUILDING & ZONING SUMMARY REPORT
2013 ACTIVITY REPORT FOR THE MONTH OF FEBRUARY

USE	CODE	CURRENT MONTH		LY SAME MONTH		LAST FY TO DATE		THIS FY TO DATE	
		#	VALUATION	#	VALUATION	#	VALUATION	#	VALUATION
SINGLE FAM RES:									
DETACHED	101	3	492,088.10	0	0.00	18	2,651,246.97	39	5,933,700.59
ATTACHED	102	0	0.00	0	0.00	0	0.00	0	0.00
MULTI FAM RES:									
2 FAMILY	103	0	0.00	0	0.00	0	0.00	0	0.00
3-4 FAMILY	104	0	0.00	0	0.00	0	0.00	0	0.00
5 OR MORE	105	0	0.00	0	0.00	0	0.00	0	0.00
MOBILE HOMES	112	0	0.00	0	0.00	5	167,515.97	10	282,915.97
NEW RESIDENTIAL	213	0	0.00	0	0.00	1	374,247.00	1	374,247.00
NON HSKPNG RES	214	0	0.00	0	0.00	0	0.00	0	0.00
NEW NON-RES BLDG									
AMMUS/SOCIAL/REC	318	0	0.00	0	0.00	0	0.00	0	0.00
CHURCH/RELIGIOUS	319	0	0.00	0	0.00	1	502,218.40	3	1,029,274.40
INDUSTRIAL	320	0	0.00	0	0.00	0	0.00	0	0.00
PARKING GARAGES	321	0	0.00	0	0.00	0	0.00	0	0.00
SVC STA/REP GAR	322	0	0.00	0	0.00	0	0.00	1	33,228.20
HOSPITAL/INSTITU	323	0	0.00	0	0.00	0	0.00	0	0.00
OFFIC/BANK/PROF	324	0	0.00	0	0.00	2	649,450.00	4	758,250.00
PUB WORKS/UTILITY	325	0	0.00	0	0.00	0	0.00	0	0.00
SCHOOL/OTHER EDU	326	0	0.00	0	0.00	0	0.00	0	0.00
STORE/CUST SERVICE	327	0	0.00	0	0.00	4	502,140.00	7	2,049,296.70
OTHER NON-RES BLG	328	0	0.00	0	0.00	0	0.00	1	800.00
STRUCT-NON-BLDG	329	0	0.00	1	1,792.80	4	29,042.40	12	81,296.20
SPECIAL RES INSTAL	430	17	141,231.60	7	47,653.00	149	1,136,527.80	290	2,689,585.70
RESIDENTIAL SEWER	430A	0	0.00	1	2,900.00	24	44,000.00	37	61,970.00
ADD'S/ALT NON-RES									
HOUSEKEEP/ADD	433	0	0.00	0	0.00	0	0.00	0	0.00
HOUSEKEEP/NO CHG	434	1	6,652.80	0	0.00	8	218,165.70	19	409,640.80
HOUSEKEEP/DECRES	435	0	0.00	0	0.00	0	0.00	0	0.00
SPEC COMM'L INSTAL	436	5	115,240.00	2	61,881.00	121	2,947,461.15	178	4,728,930.15
COMMERCIAL SEWER	436A	0	0.00	0	0.00	1	500.00	1	500.00
ADDS/ALT NON-RES	437	0	0.00	0	0.00	1	25,843.20	1	25,843.20
GARAGE/CARPRT RES	438	0	0.00	2	4,531.70	11	355,650.40	23	704,445.60
CONVERSIONS	540	0	0.00	0	0.00	0	0.00	0	0.00
	541	0	0.00	0	0.00	0	0.00	0	0.00
DEMOLITONS									
RESIDENTIAL	645	0	0.00	0	0.00	4	6,700.00	8	12,600.00
ALL OTHER	649	0	0.00	0	0.00	4	5,800.00	8	54,900.00
GRADING	700	0	0.00	0	0.00	2	32,000.00	6	96,000.00
TOTALS		26	755,212.50	13	118,758.50	360	9,648,508.99	649	19,327,424.51
FEES									
CONST PERMITS (REG)		21	7,101.87	15	2,783.70	398	87,865.37	636	148,766.99
CONST PERMITS (SWR)		0	0.00	0	0.00	0	0.00	0	0.00
PLAN CHECKS		5	4,041.11	8	1,669.94	144	48,058.68	234	83,545.72
DRB		0	0.00	0	0.00	3	750.00	5	1,250.00
SIGNS		6	355.00	4	200.00	100	5,075.00	168	7,875.00
MAPS		0	0.00	1	30.00	4	120.00	5	145.00
ZONE MAP CHANGES		0	0.00	0	0.00	0	0.00	2	6,515.00
ZONING ORDINANCES		0	0.00	0	0.00	0	0.00	0	0.00
CPU'S/VARIANCE		0	0.00	0	0.00	7	1,500.00	14	3,430.00
OTHER		2	110.00	1	50.00	67	5,636.25	123	8,509.00
FIRE DEPT PLAN CHECK		4	160.00	2	40.00	102	2,160.00	153	3,580.00
ENG PLAN CHECK		0	0.00	0	0.00	8	8,120.00	9	9,120.00
ENGINR INSPECT FEE		0	0.00	0	0.00	11	8,240.00	12	10,240.00
TOTALS		38	11,767.98	31	4,773.64	844	167,525.30	1361	282,976.71