



2024
CITY ATLAS
CITY OF COTTONWOOD, ARIZONA



“Inspiring a Vibrant Community”

2024

CITY ATLAS

CITY OF COTTONWOOD, ARIZONA

City of Cottonwood
Community Development
111 N. Main Street
Cottonwood, AZ 86326

928-634-5505
cottonwoodaz.gov/157/Community-Development

2024

CITY ATLAS

Cottonwood City Council

Ann Shaw, Mayor
 Debbie Wilden, Vice Mayor
 Felicia Coates
 Stephen DeWillis
 Christopher Dowell
 Bob Marks
 Joy Mosley

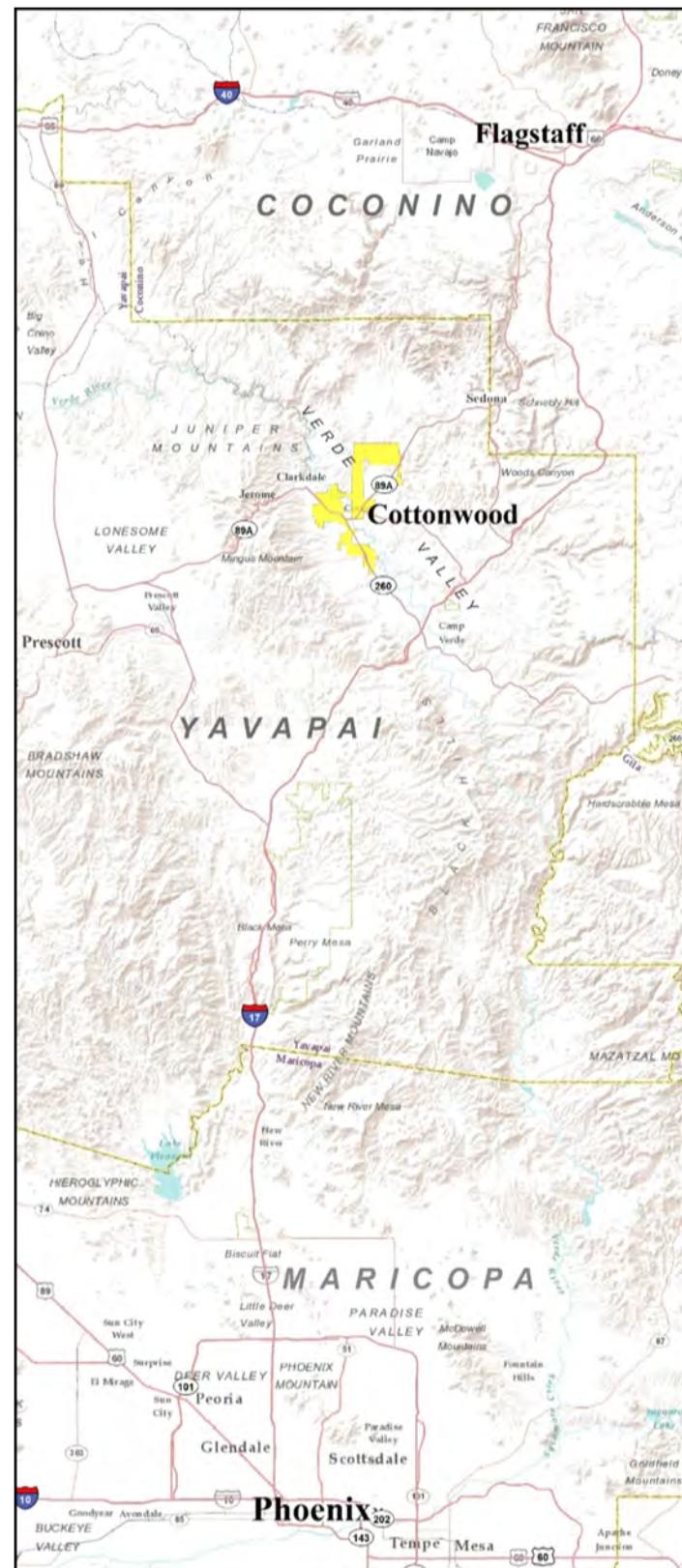
Planning and Zoning Commission

Lindsay Masten, Chair
 Randy Garrison, Vice Chair
 George Gehlert
 James Glascott
 Bob Rothrock

City Staff

Tom Whitmer, Acting City Manager
 Rudy Rodriguez, Deputy City Manager
 Scott Ellis, Community Development Director
 Gary Davis, Senior Planner
 Kristina Hayden, Planner
 Clover Pinion, Assistant Planner
 Laura Herrera, Marketing & Public Info. Specialist

Ryan Bigelow, Director of Strategic Initiatives
 Brian Freudenthal, Police Chief
 David Hausaman, Public Works Director
 Kirsten Lennon, Financial Services Director
 Tricia Lewis, Tourism and Econ. Dev. Director
 Tami Mayes, City Clerk
 Ron Sauntman, Fire Chief
 Jak Teel, Parks and Recreation Director
 Tom Whitmer, Utilities Director
 Amanda Wilber, Human Resources Director



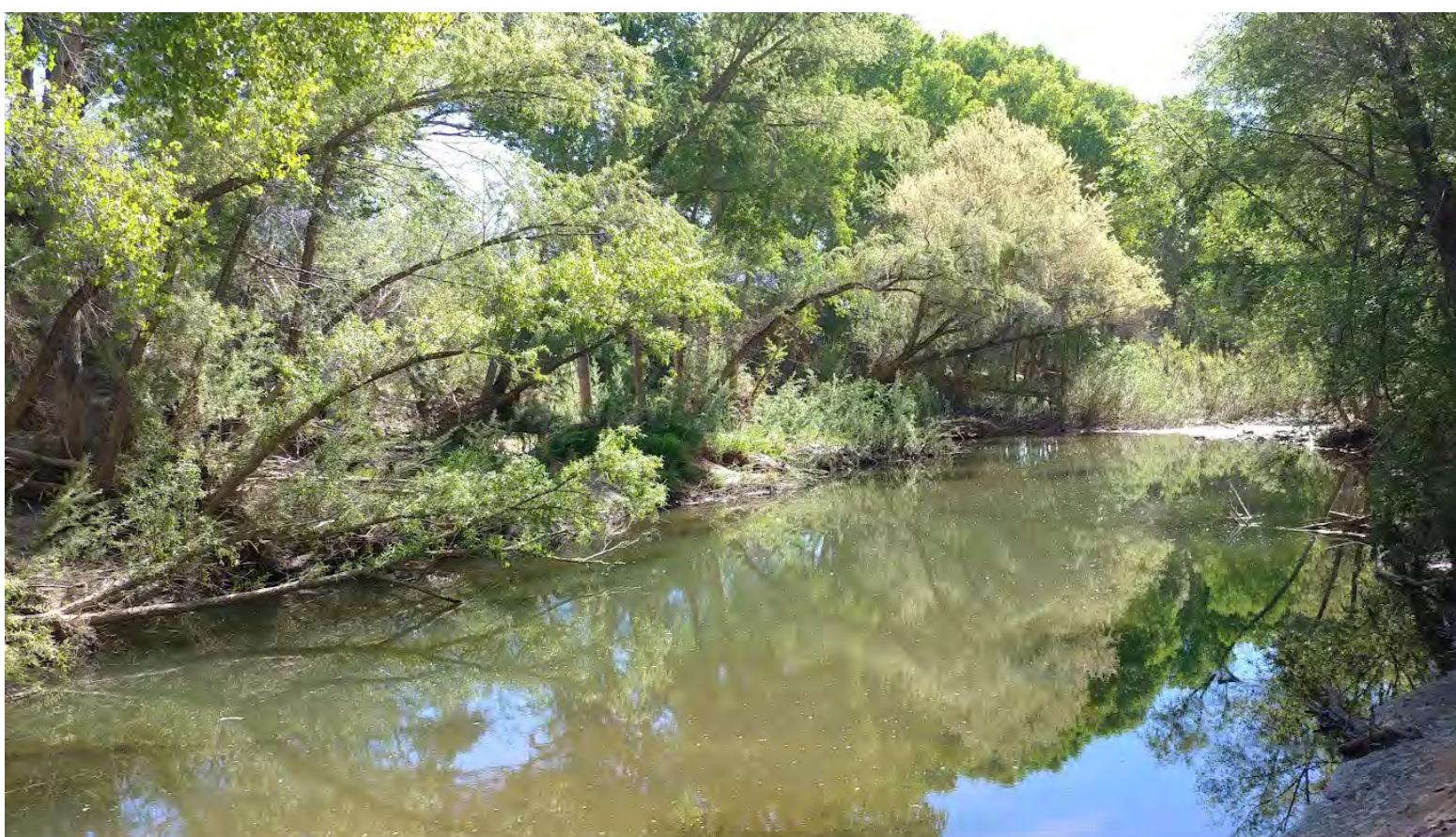
INTRODUCTION

This *City Atlas* is a collection of maps, charts, and text compiled to present a comprehensive description of Cottonwood, Arizona. This edition contains the most up-to-date information available as of the end of calendar year 2024. The topics in the *City Atlas* are arranged to align with the structure of the 2024 *Cottonwood 2024 General Plan*, which was adopted in 2024.

The *City Atlas* is a companion document to the *General Plan*. Current maps and data are contained in the *City Atlas*, so the *General Plan* can focus on policies for the future. While the *General Plan* is a long-term document that gets a major update every ten years, the data in the *City Atlas* can be updated more frequently.

Cottonwood Overview

Area (acres)	17,576	Population, Percent Under 18 (2023)	12.5%
Area (square miles).....	27.4	Population, Percent 65 & Older (2023)	34.1%
Commute Time (average minutes)	18.8	Property Tax, City Portion	0
Elevation at Airport.....	3,560	Public Land (percent of City).....	74.3%
Elevation at Old Town	3,314	Rent, Median Gross (2019-23).....	\$1080
Founded	1879	Roadways, ADOT (linear miles)	11
Homeownership Rate.....	50.1%	Roadways, City-Owned (linear mi.)	67
Housing Units, Total	6,162	Roadways, City-Owned (lane mi.)	148
Incorporated	1960	Roadways w/ Bike Lanes (lin. mi.)	11
Median Age (2023)	55.8	Runway Dimensions (feet)	4,252 x 75
Median Household Income (2023)	\$47,162	Sales Tax	9.85%
National Forest Land (acres)	9,718	Sales Tax, City Portion	3.50%
Open Space (acres).....	11,041	Sidewalks (miles).....	41.7
Open Space (percent of City)	62.8%	State Trust Land (acres).....	969
Park Land, City (acres)	97	Trails, City-Owned (miles)	5.6
Park Land, State Park (acres).....	694	Vacant Commercial/Industrial Land (acres)	272
Population (2024)	12,658	Vacant Residential Land (acres).....	755



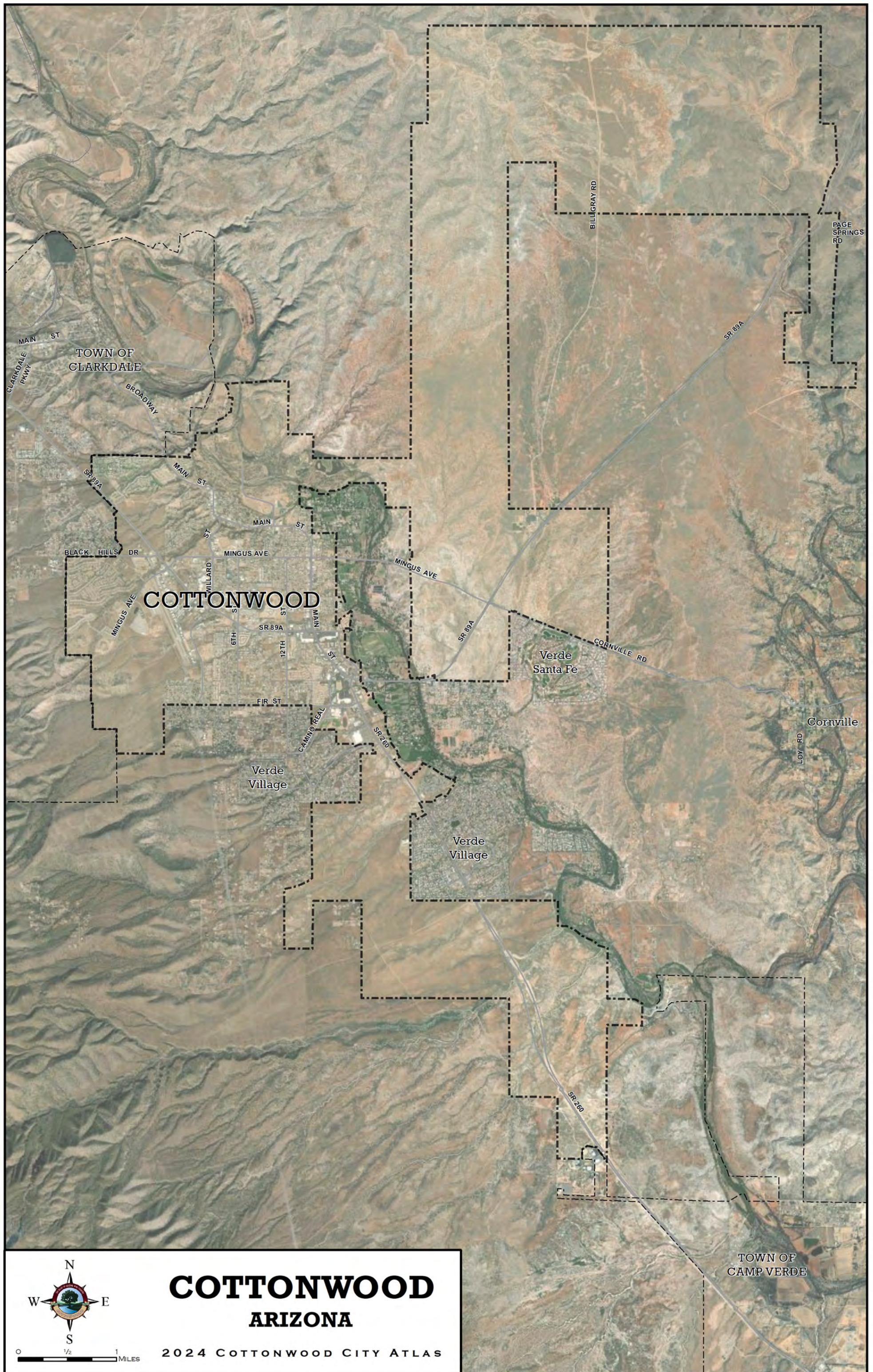




TABLE OF CONTENTS

1. LAND USE

Land Use History	8
Incorporation and Annexation	12
Population.....	14
Public Facilities	16
Public Education	18
Land Ownership.....	20
Planned Land Use.....	22
Zoning Districts.....	24
Other Districts	26

2. GROWTH AREAS

Developable Land and Infill.....	28
Residential Capacity	28
Growth Areas and Infill	30

3. CHARACTER AND ECONOMY

Economy	32
Commercial and Industrial Areas	34
Property Value.....	36

4. HOUSING

Housing Age.....	38
Housing Types	40
Housing Occupancy.....	42
Housing Affordability	44

5. COST OF DEVELOPMENT

Res. Development and Infrastructure.....	46
--	----

6. CORRIDORS

Arterial Corridors.....	48
Hybrid Arterials	50
Parking	52

7. CIRCULATION

Transportation Facilities.....	54
Traffic Volume	56
Traffic Speed	58
Pedestrian Network.....	60
Transit Service.....	62
Transit and Land Use	64

8. AIRPORT

Air Transportation	66
--------------------------	----

9. ENVIRONMENTAL PLANNING

Natural Resources.....	68
Hillside Protection	70

10. WATER RESOURCES

Water.....	72
Wastewater.....	74

11. OPEN SPACE AND RECREATION

Open Space	76
Regional Outdoor Recreation	78
Parks and Recreation.....	80
Library.....	80
State Parks	80

12. HEALTH AND SAFETY

Law Enforcement.....	82
Emergency Management.....	82
Building and Fire Safety.....	84
Fire and Medical Service	84
Property Maintenance Codes	84
Traffic Safety	86
Crash Rates	88
Flood Prevention	90



INDEX OF TOPICS

Airport: 11, 16, 17, 34, **54**, 66, 74, 76

Annexation: 12, 13, 30

Archaeological resources: 11

Arizona Dept. of Transportation (ADOT): 20, 48, **49**, 50, 54-58, 60, 61, 66, 86

Bicycles: 48, 55, 60, 78, 79, 86, 88

Business, local: 8, 26, **32-35**, 48, 52, 66, 82

Commercial land uses: 22-26, 33, 36, 48, 50, 52-56, 60

Developable Land: 28-31

Environment: 68

Fire protection: 16, 36, 66, 82, **84**, 85

Flooding and drainage: 82, **90**, 91

Forest Service, U.S.: 18, 20, 21, 24, 33, 60, 76-79

Growth areas: 28, **30**, 31

Healthcare: 32, 36, 64, 82, 84, 85

Highways: 8, 10, 11, 34, **48-50**, 54-60, 88

Hillside development: 70

Historic areas: 8, 26, 27, 52

Housing: **38-46**, 52, 56, 64, 65

Hybrid corridors: **48-50**, 52, 53, 88, 89

Industrial land uses: 23, 25, 34, 35, 54

Infill development: 28-31, 40

Library: 16, 17, 62, 63, **80**

Manufactured homes: 24, 28, 40, 41, 44, 64

Multi-family housing: 24, 28, 40, 41, 46, 64, 65

Neighborhoods: 38, 40, 46, 60, 82-84

Old Town Cottonwood: 30, 32-38, 48, 52, 70, 80

Open space: 22, 28, 74, **76**, 77

Parking: 36, 48, **52**, 53

Parks, City: 16, 17, 76, 77, **80**, 81

Parks, state: 16, 17, 20, 21, 68, 76-81

Pedestrian facilities (see Sidewalks or Trails)

Police: 16, **82-84**

Railroads: 9, 10, 54

Recreation Center: 16, 17, **80**, 81

Recreation, outdoor: **78**, 79

Recreation: 20, 60, 64, 68, **76-81**

Recreational vehicle parks: 40, 41

Roadway design: 48, 88

Roundabouts: 54, 55, 88

Schools: 8, **18-21**, 28, 32, 36

Sewer (see Wastewater)

Shared use paths: 60, 79

Sidewalks: 48, 52, **60**, 61

Signalized intersections: 54-57, 88, 89

State trust land: 20, 21, 28-31, 33

Traffic safety: 86

Traffic signals (see signalized intersections)

Traffic speed: 48, 50, 51, **58**, 59, 88

Traffic Volume: 50, **56**, 57, 88

Trails: 60, 61, **78-81**

Transit: 16, 17, **62-65**

Verde River: 8, 14, **68**, 70, 72, 76, 78, 80, 82, 90

Water resources: 16, 28, 36, 68, **72-74**, 76

Wastewater: 16, 28, 36, **74-75**

Wine industry: 33, 74

Zoning: 8, 24-28, 34-36, 46, 50, 52, 70

1. LAND USE

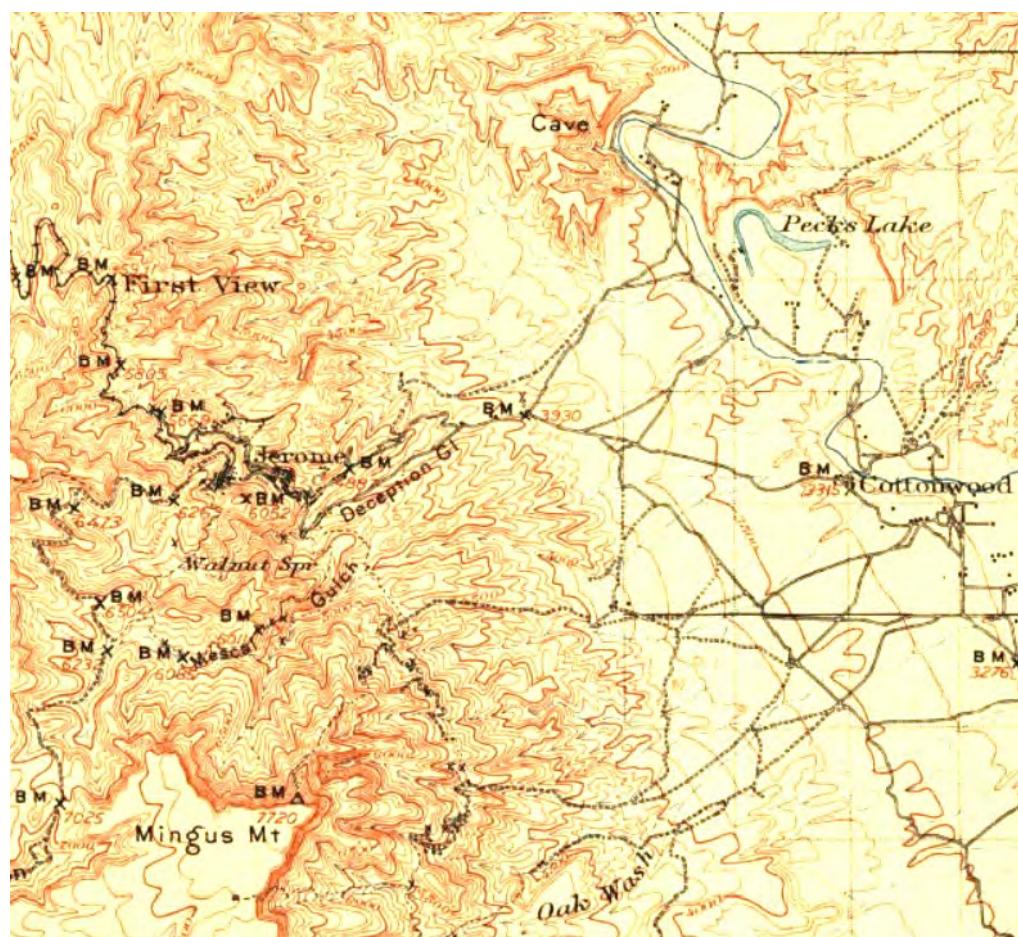
History

The Sinagua people inhabited the Verde Valley from about AD 650 to 1400. Yavapai and Apache peoples followed, and were living in the valley when Fort Verde was established in the lower Verde Valley in 1864. Much of the upper valley was set aside as the Camp Verde Indian Reserve in 1871, but the reservation was revoked in 1875, and the Yavapai and Apache were forced to relocate to a reservation in eastern Arizona. In the late 1870's, the first mineral discoveries were made on the eastern slopes of the Black Hills, and the place called Cottonwood, named for a grove of trees along the Verde River, began as an agricultural community. In the early 1900's some of the Yavapai and Apache people made their way back to the Verde Valley, and in 1934 the U.S. government established what is now the Yavapai-Apache Nation, which consists of land in the Clarkdale, Camp Verde, and Rimrock areas.

The first subdivisions and townsites in the Cottonwood area were established in 1910's, when the United Verde Extension (UVX) mining company opened the Verde Valley's second smelter near present-day 6th Street and SR 89A (see **Map 1-1**). Smaller than the United Verde's smelter in neighboring Clarkdale, the UVX smelter processed copper ore hauled by rail from its mines in Jerome via the Josephine Tunnel. Adjacent to the smelter, UVX developed a small company-owned town named Clemenceau. In the decades after the 1937 closure of the UVX smelter, the Clemenceau settlement gradually disappeared, with the exception of the Clemenceau Public School building, which still stands at the corner of Mingus Avenue and Willard Street.

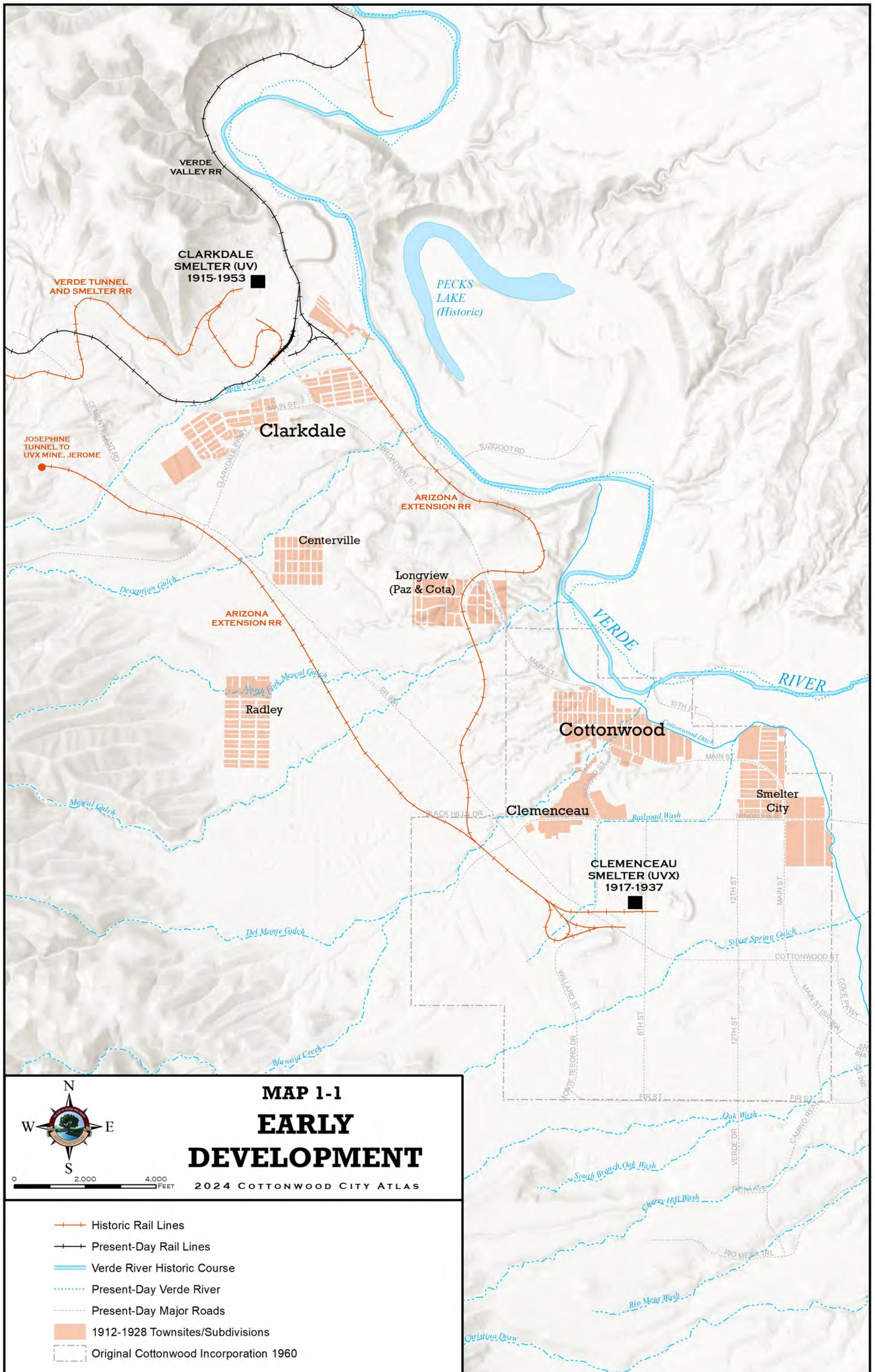
In the 1910's and 1920's, Cottonwood's original business district formed along Main Street near the Verde River – the area now known as Old Town. In the 1930's, Main Street became part of U.S. Highway 89A, the primary route between Phoenix and Flagstaff.

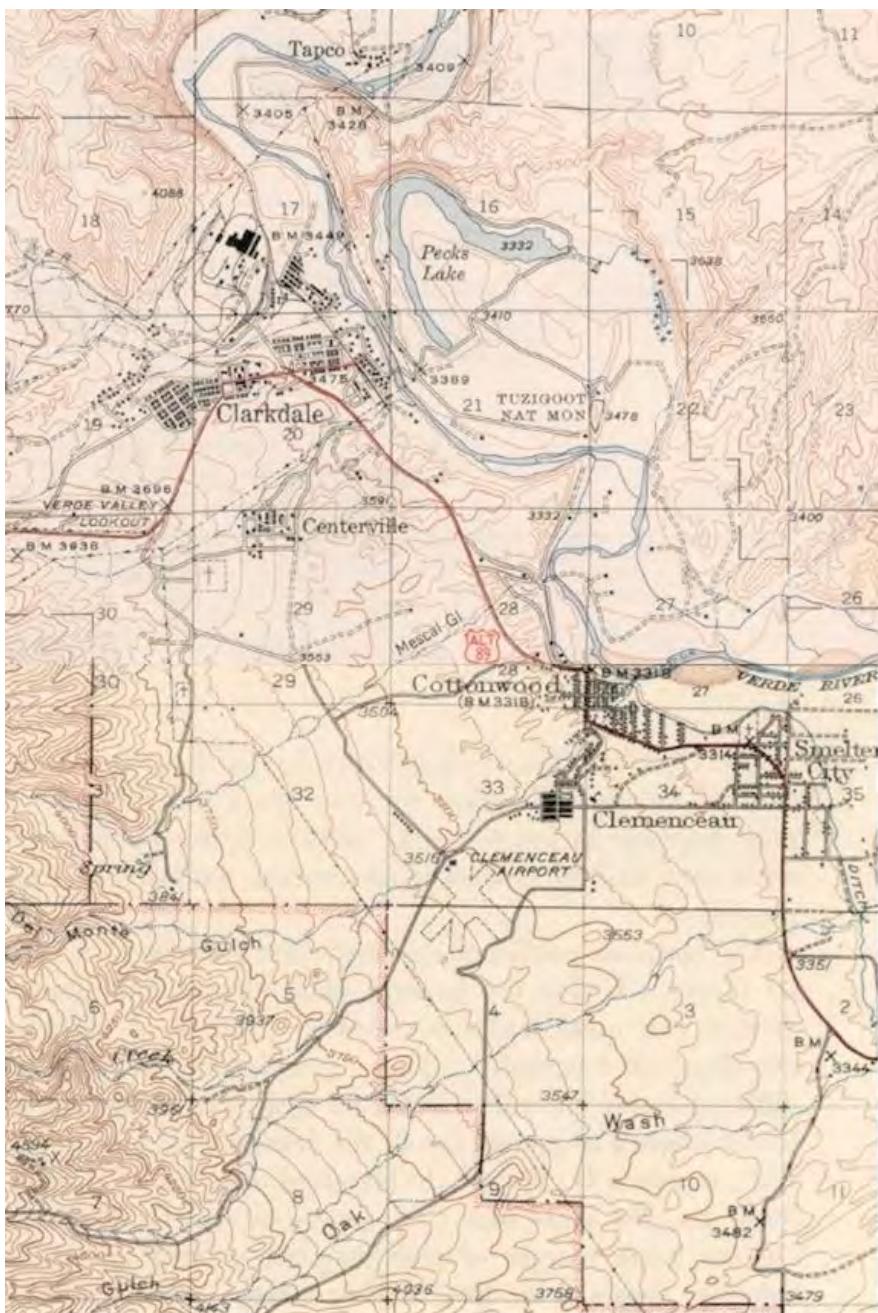
The Clemenceau and Smelter City areas were included in City of Cottonwood's original incorporation area in 1960, and the new Highway 89A bypass around the west side of Cottonwood and Clarkdale diverted regional highway traffic from Main Street. Steady growth occurred in the decades that followed. The City adopted its first General Plan in the 1960's and its first Zoning Ordinance in the 1970's.



A 1905 USGS map (left) shows the small settlement of Cottonwood before the construction of the smelters at Clarkdale and Clemenceau. In the photo at lower left, the UVX smelter is under construction, about 1916. One of the few remaining structures from the smelter operation has been repurposed as the Verde Valley Senior Center (lower right).







In the 1940's, the UVX smelter and the railroad that served it were gone, but much of the Clemenceau housing still remained, just south of what is now known as Old Town Cottonwood. Highway 89A followed Main Street through Old Town before construction of the bypass to the west.





By 1972, the Highway 89A bypass had been completed, and development had extended beyond the original Old Town area. The intersection of 89A and SR 279 (now SR 260) is at lower right, and airport runway and the beginnings of Verde Village Unit 8 are at lower left.

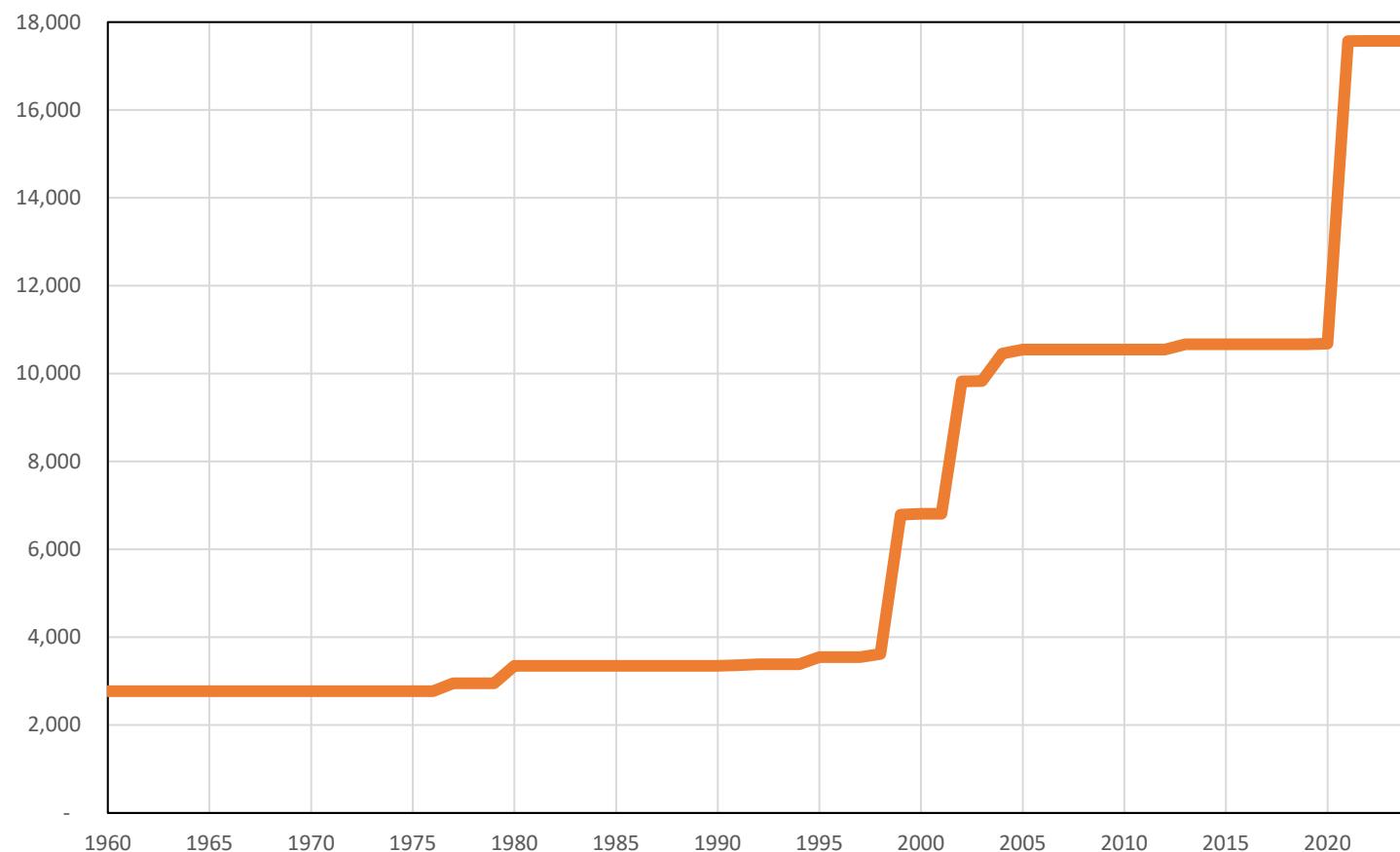
Resources:

Clemenceau Heritage Museum, <http://www.clemenceaumuseum.com>
Verde Valley Archaeology Center, <https://www.verdevalleyarchaeology.org/history>

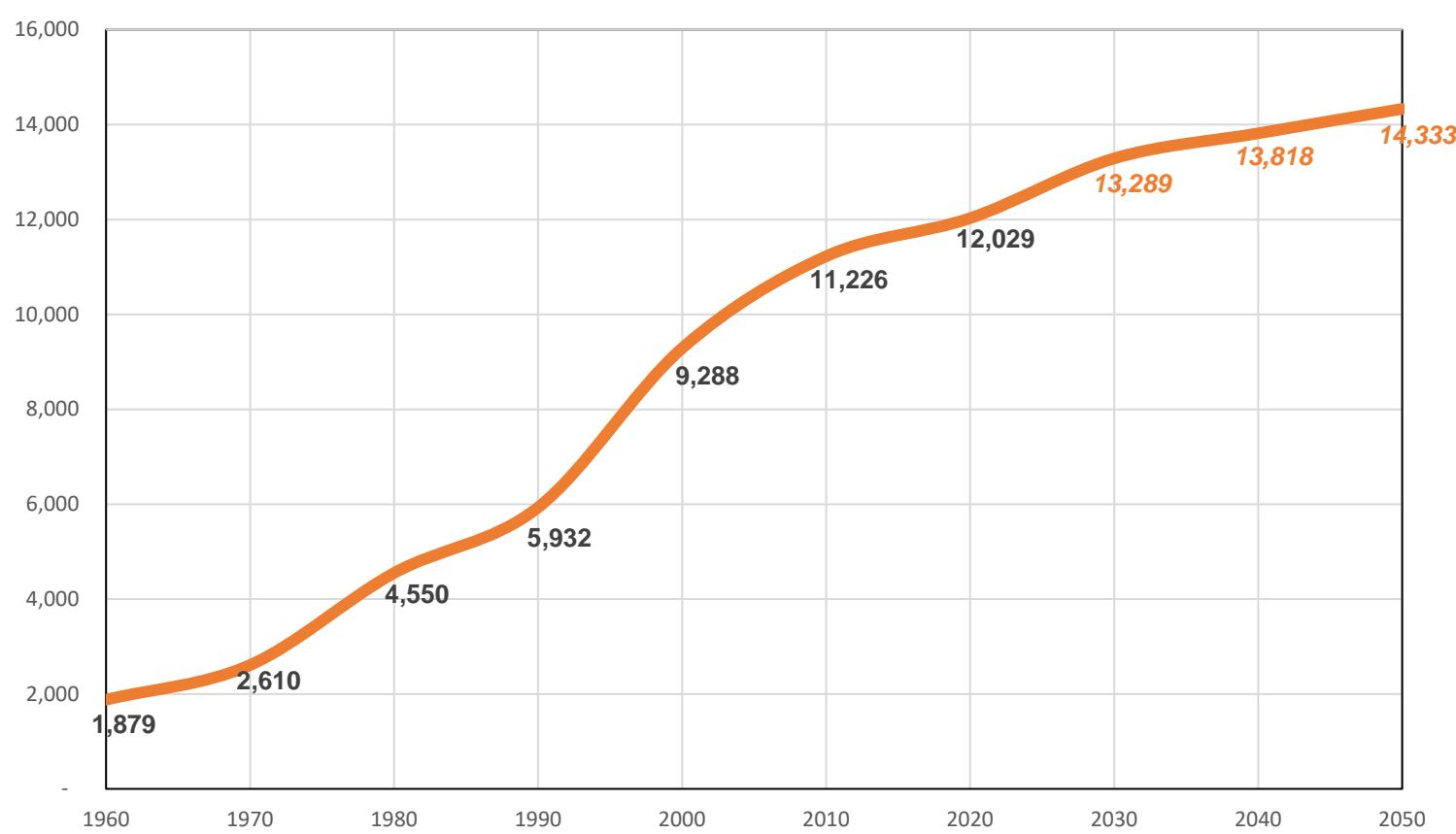
Incorporation and Annexation

In 1960, Cottonwood incorporated as a town of 4.3 square miles and fewer than 2,000 people. After more than 60 years and 20 annexations, Cottonwood has grown to its current 27.4 square miles (17,576 acres) and more than 12,000 residents (see [Map 1-2](#)). Based on historic growth trends, the Arizona State Demographer projects Cottonwood's population to exceed 14,000 by 2050.

Incorporated Area by Year (acres)



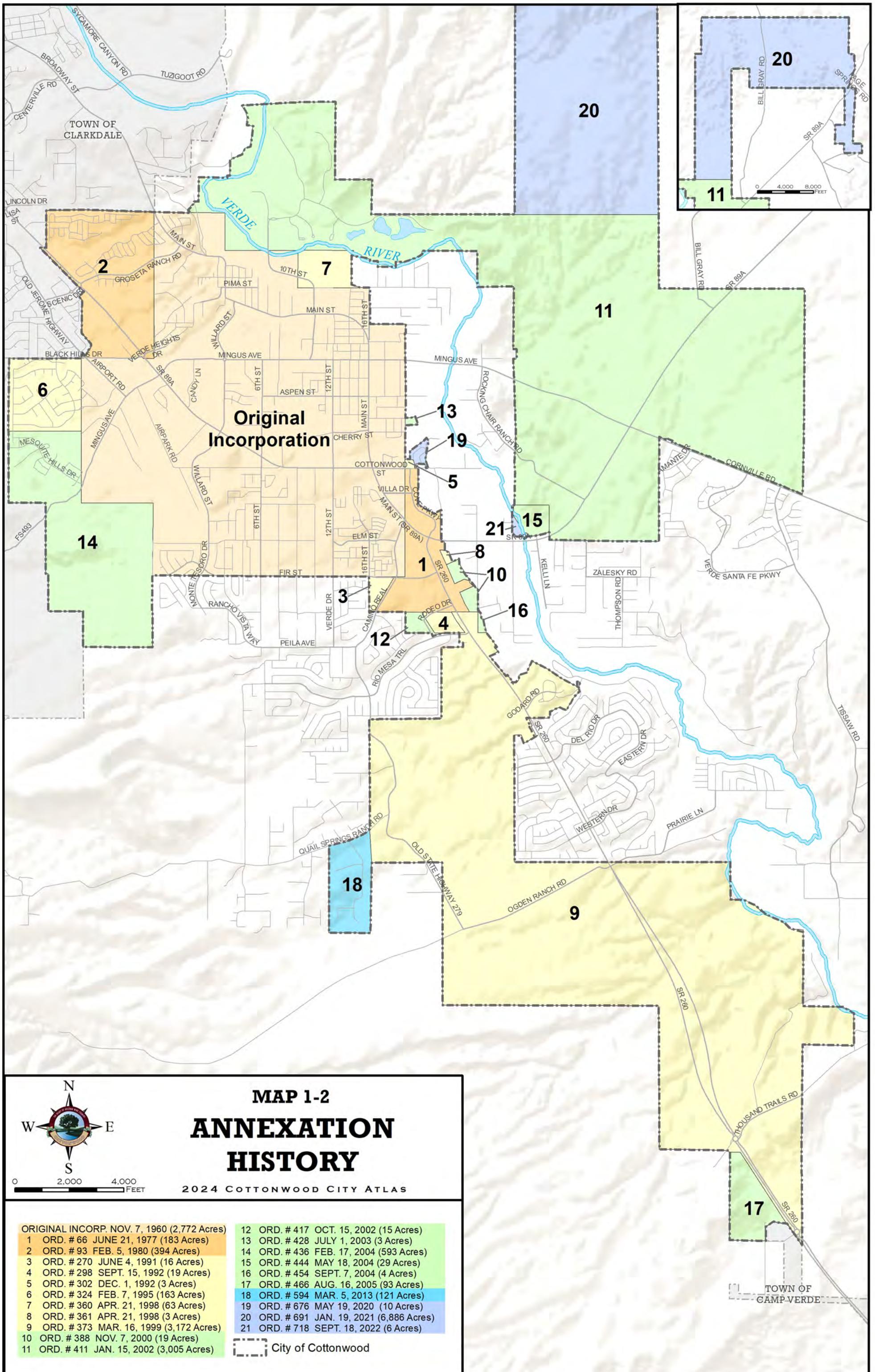
Population Estimates *and Projections* - 1960-2050



Source: City of Cottonwood GIS; Arizona Office of Economic Opportunity, Arizona State Demographer, 2023

Resources:

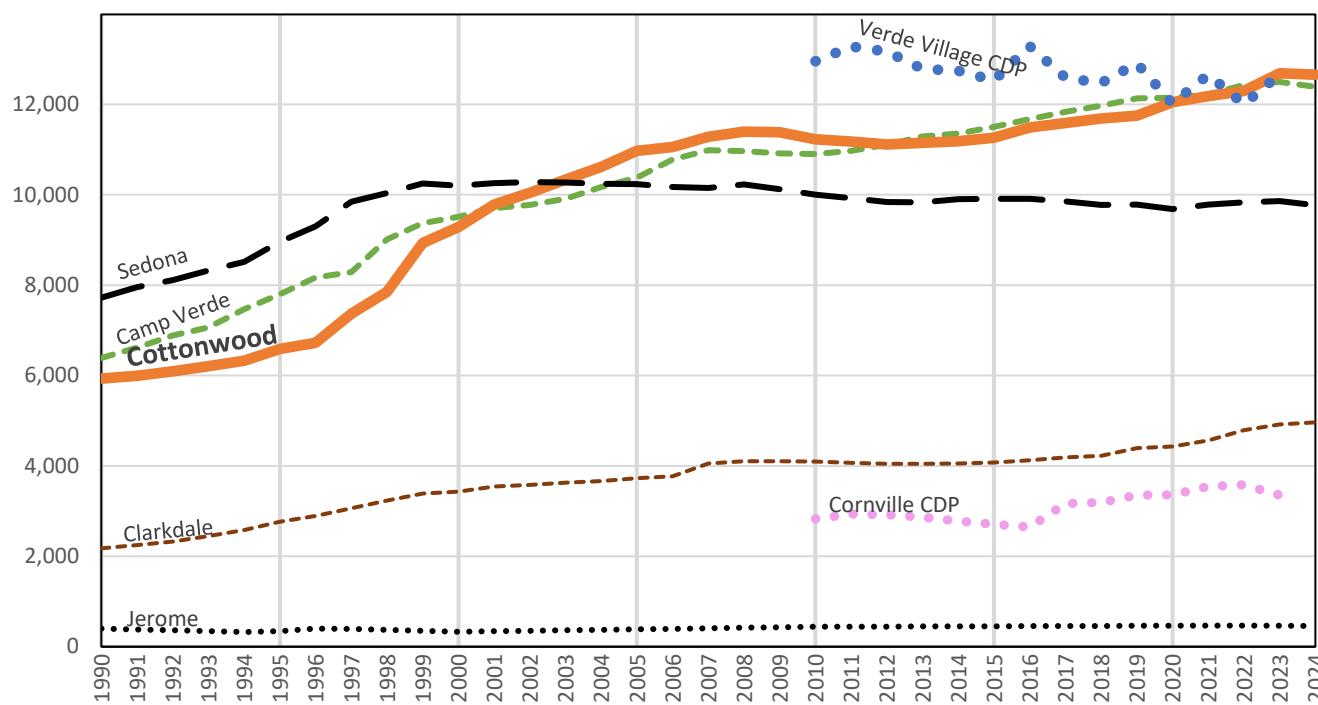
Arizona Office of Economic Opportunity, Population, <https://www.azcommerce.com/oeo/population>



Population

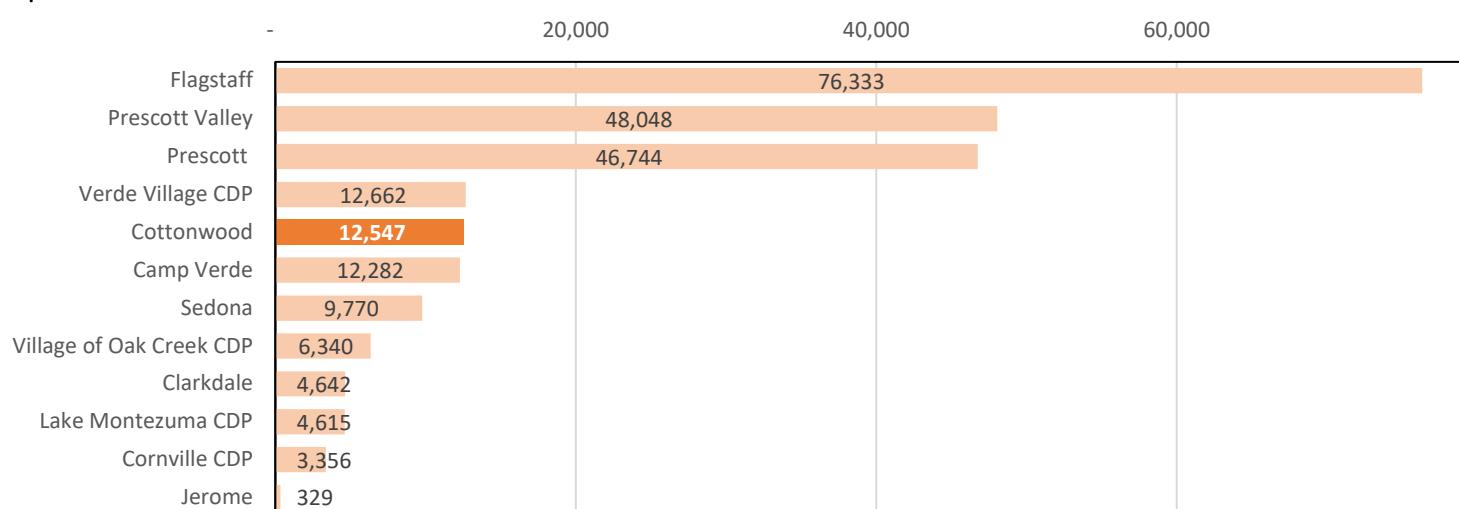
The Arizona State Demographer estimates Cottonwood's population to be 12,658 in 2024. In 2023, the U.S. Census Bureau estimated Cottonwood's population to be 12,537. Cottonwood is adjacent to the incorporated Towns of Clarkdale and Camp Verde, as well as the unincorporated Cornville and Verde Village Census Designated Places (CDP's). The combined 2023 population estimates of the adjacent communities of Cottonwood, Clarkdale, Verde Village, and Cornville was 33,626. The Verde Village CDP, which includes the Verde Village subdivisions and other incorporated areas along the Verde River, is estimated to have a population roughly equivalent to Cottonwood. The charts below compare population growth and key demographic characteristics of Cottonwood and other communities in the region. Estimates are from the U.S. Census 2023 ACS 5-year estimates unless otherwise noted (brackets indicate margin of error).

Population Estimates 1990-2024

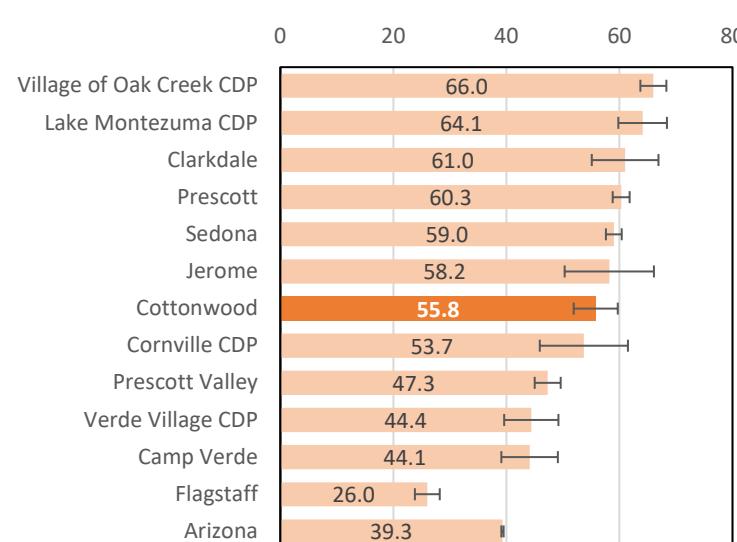


Source: Arizona State Office of Economic Opportunity 1990-2024 estimates for cities and towns; U.S. Census Bureau 2023 ACS 5-Year Estimates for the CDPs

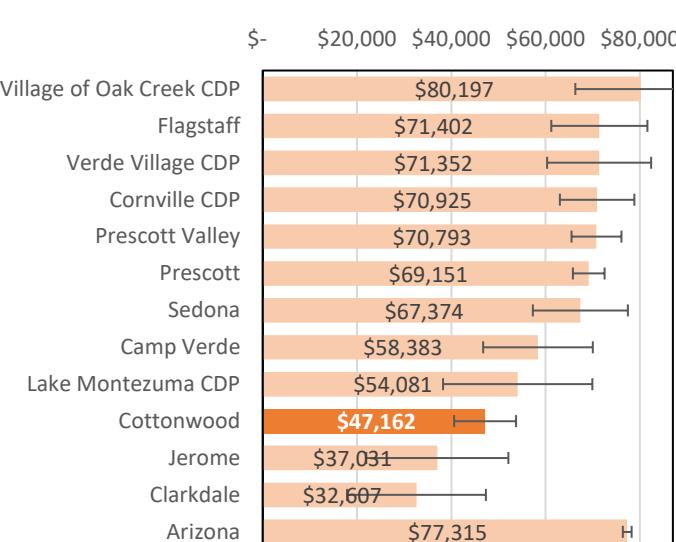
Population 2023



Median Age 2023



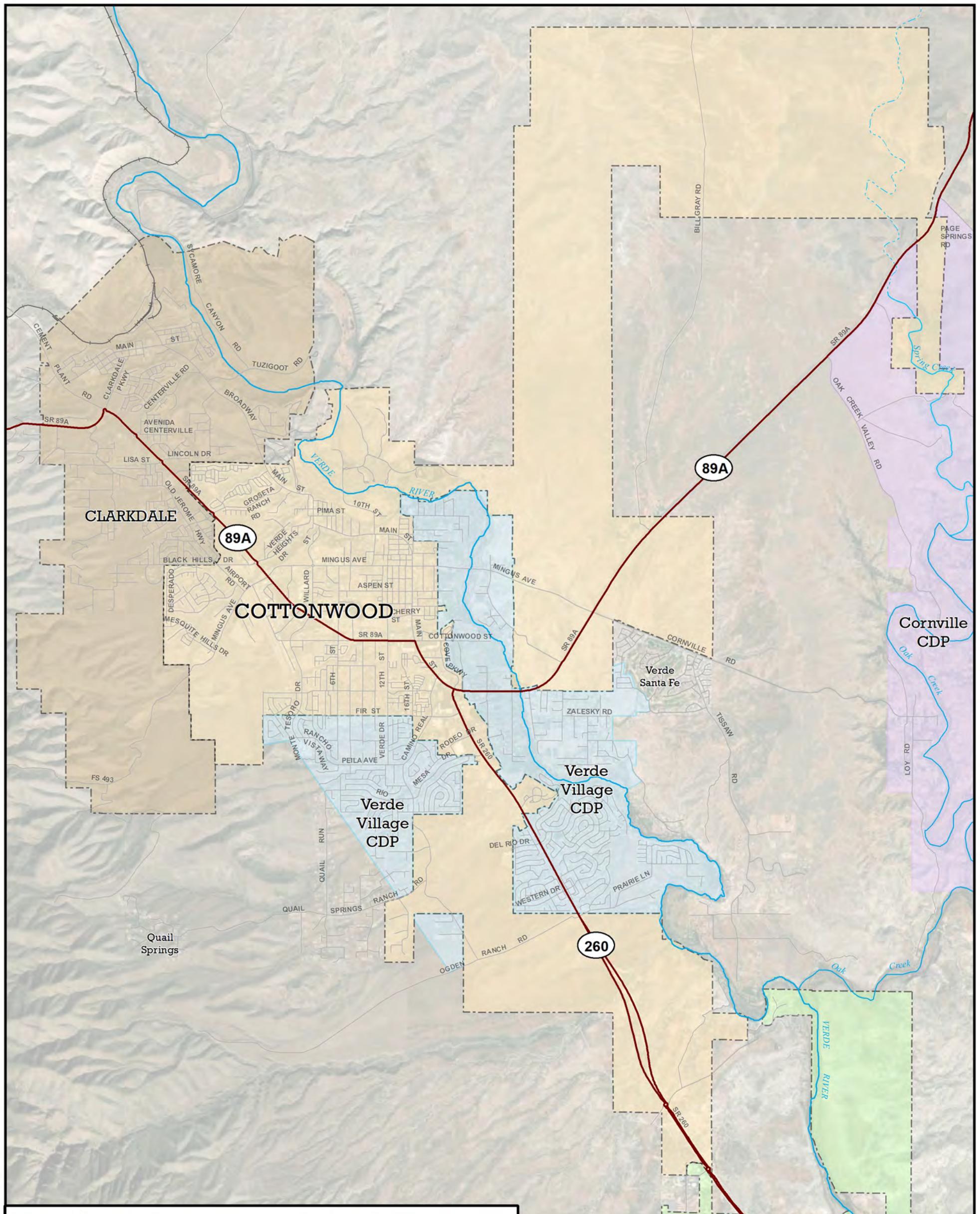
Median Income 2023



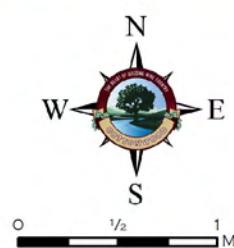
Source: U.S. Census Bureau 2023 ACS 5-Year Estimates

Resources

U.S. Census Bureau, Profile, Cottonwood city, https://data.census.gov/profile/Cottonwood_city_Arizona?g=1600000US0416410



MAP 1-3
ADJACENT
TOWNS AND CDP'S
 2024 COTTONWOOD CITY ATLAS



- State Highways
- City of Cottonwood
- Town of Camp Verde
- Town of Clarkdale
- Verde Village Census Designated Place
- Cornville Census Designated Place

Source: Yavapai County GIS; U.S. Census Bureau

Public Facilities

The City of Cottonwood and other government agencies own and maintain several public facilities throughout the community ([Map 1-4](#)). The City-owned facilities are:

- Old Town Complex, APN 406-38-018F, -022, 018C, -019D, -018B, -018D; 800-14-012R, -012S (4.4 ac)
 - City Hall, 827 N. Main Street
 - Finance and Human Resources Building, 821 N. Main Street
 - Cottonwood Community Club House, 805 N. Main Street
 - Cottonwood Youth Center, 215 E. Pima Street
 - Old Town Activity Park
- Former City Council Chambers, 826 N. Main Street, APN 406-32-043, -044 (0.2 ac)
- City Clerk's Office, 824 N. Main Street, APN 406-32-045, -046 (0.2 ac)
- Public Safety Complex, APN 406-42-170L (6.2 ac)
 - Police Department, 199 S. 6th Street
 - Fire Department, Station 41, 191 S. 6th Street
- Cottonwood Recreation Center, 150 S. 6th Street, APN 406-42-181, -182 (2.8 ac)
- Cottonwood Aquatic Center, Cottonwood Tennis and Pickleball Center, 100 S. Brian Mickelsen Parkway, APN 406-42-184L, -252B (3.9 ac)
- Cottonwood Public Library, 100 S. 6th Street, APN 406-42-184F (2.7 ac)
- West Mingus Complex, APN 406-08-001B, -001C, -001D, -002Q; 406-33-027V, -027W, -027X (24.8 ac)
- Public Works Operations, 1490 W. Mingus Avenue
- Mingus Avenue Wastewater Treatment Plant, 1480 W. Mingus Avenue
- Verde Valley Transit Facility (Cottonwood Area Transit) 340 S. Happy Jack Way
- Cottonwood Municipal Airport, 1001 W. Mingus Avenue, APN 406-08-002P (100.0 ac, not including leased land)
- Cottonwood Cemetery, 599 N. Main Street, APN 406-37-173, -174 (7.5 ac)
- Municipal Court, 665 E. Mingus Avenue, APN 406-42-185C (0.5 ac)
- Community Development / Utilities, 111 N. Main Street, APN 406-43-008 (1.6 ac)
- Council Chambers / Reclamation Plant, 1083 E. Riverfront Road, APN 406-42-018C, -018W, -018U [east ptn] (8.8 ac)
- Riverfront Park, APN 406-36-010, -010B, -010C, -010D, -010E, -010M, -012H, -018U [west ptn] (81.5 ac)
- Lions Park, 730 N. Willard Street, APN 406-42-003 (0.2 ac)
- Garrison Park, 39 S. Brian Mickelsen Parkway (2.1 ac)
- Cottonwood Kids Park, 350 S. 12th Street, APN 406-42-097C (5.2 ac)
- Bill Bowden Memorial Park, 70 E. Mesquite Drive, APN 406-50-630 (0.3 ac)
- Cottonwood Community Orchard, 991 S. Willard Street, APN 406-08-005E (0.3 ac)
- Wells and Lift Stations

Non-City public facilities in Cottonwood include:

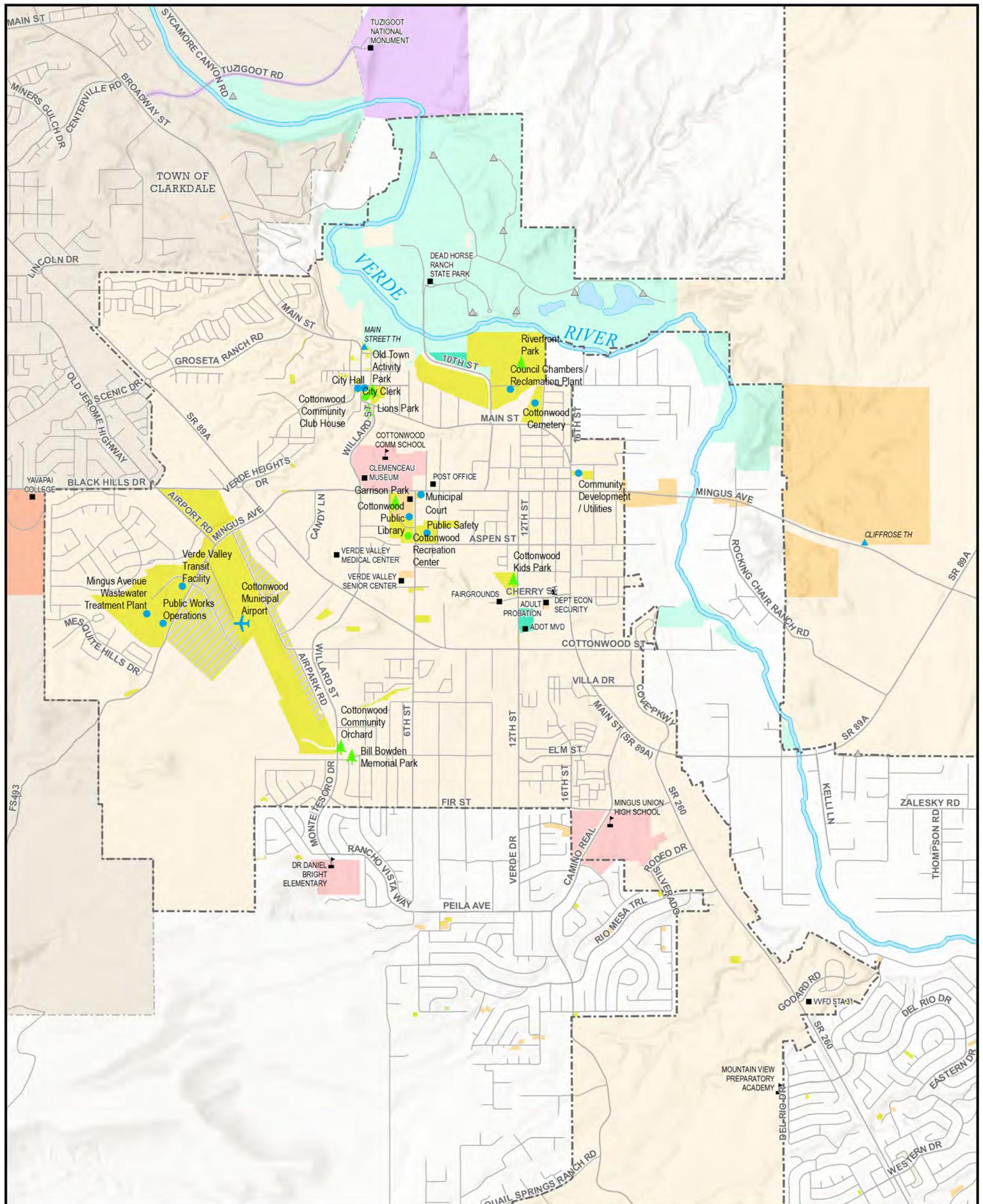
- U.S. Post Office, 700 E. Mingus Avenue
- Arizona Department of Economic Security, 1500 E. Cherry Street
- Arizona Department of Transportation Motor Vehicle Division, 525 S. 12th Street
- Dead Horse Ranch State Park, N. 10th Street
- Yavapai County Annex, 10 S. 6th Street
- Verde Valley Fire District Station 31, 2700 E. Godard Road



The Cottonwood recreation center on S. 6th Street offers fitness amenities and community meeting space.

Resources

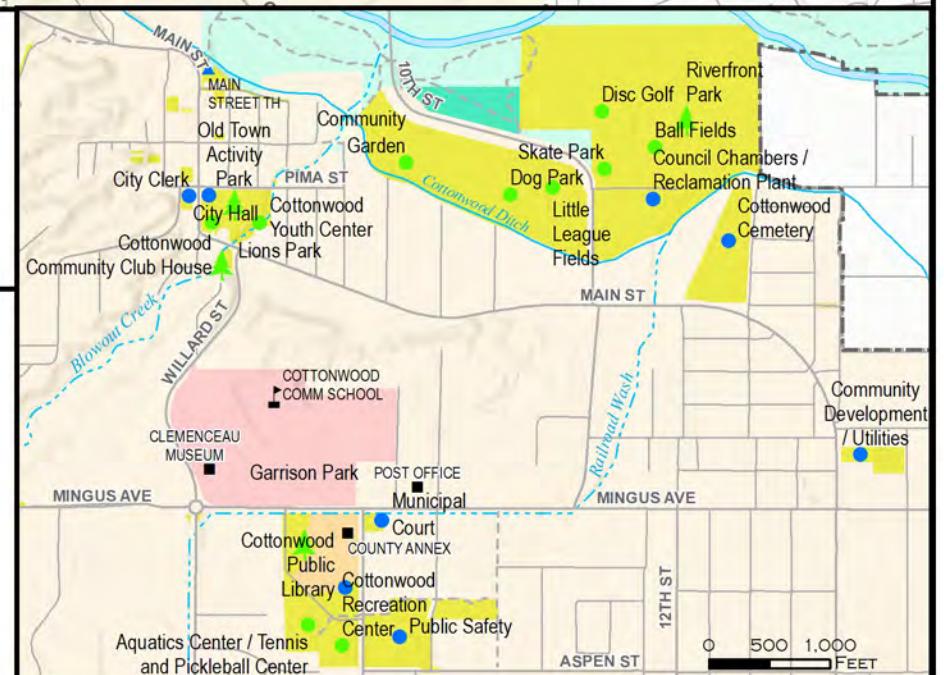
City of Cottonwood Departments, <https://cottonwoodaz.gov/148/Departments>



MAP 1-4 PUBLIC FACILITIES

2024 COTTONWOOD CITY ATLAS

- ▲ City Trailhead
- ▲ Other Trailhead
- ▲ City Parks
- City Rec. Facilities
- City Airport
- Other City Facilities
- Other Public Facilities
- Public School
- City-Owned Land
- Airport Comm / Industrial Lease
- County-Owned Land
- Community College Dist.
- School District Land
- AZ State Parks
- National Monument
- State Other
- City of Cottonwood



Source: Yavapai County GIS; City of Cottonwood GIS

Public Education

Two elementary school districts and one high school district serve the Cottonwood area. All of Cottonwood lies within the Mingus Union School District (MUHSD) No. 4, and except for three square miles of uninhabited National Forest land, all of Cottonwood is within the Cottonwood-Oak Creek Elementary School District No. 6 (COCSD) (see **Map 1-5**).

COCSD K-8 schools Cottonwood Community School and Mountain View Preparatory Academy are located in Cottonwood, and Dr. Daniel Bright Elementary School is just outside the City boundary. COCSD's Cottonwood Educational Services programs (including the Arizona iZone Institute, Bridgeway, and Mariposa Developmental Pre-school), district offices, and the Clemenceau Heritage Museum share the 40-acre campus at 1 N. Willard Street with Cottonwood Community School.

Mingus Union High School and MUHSD offices are located in Cottonwood at 1801 E. Fir Street. Yavapai College's Verde Valley Campus is located adjacent to Cottonwood on W. Black Hills Drive in Clarkdale.



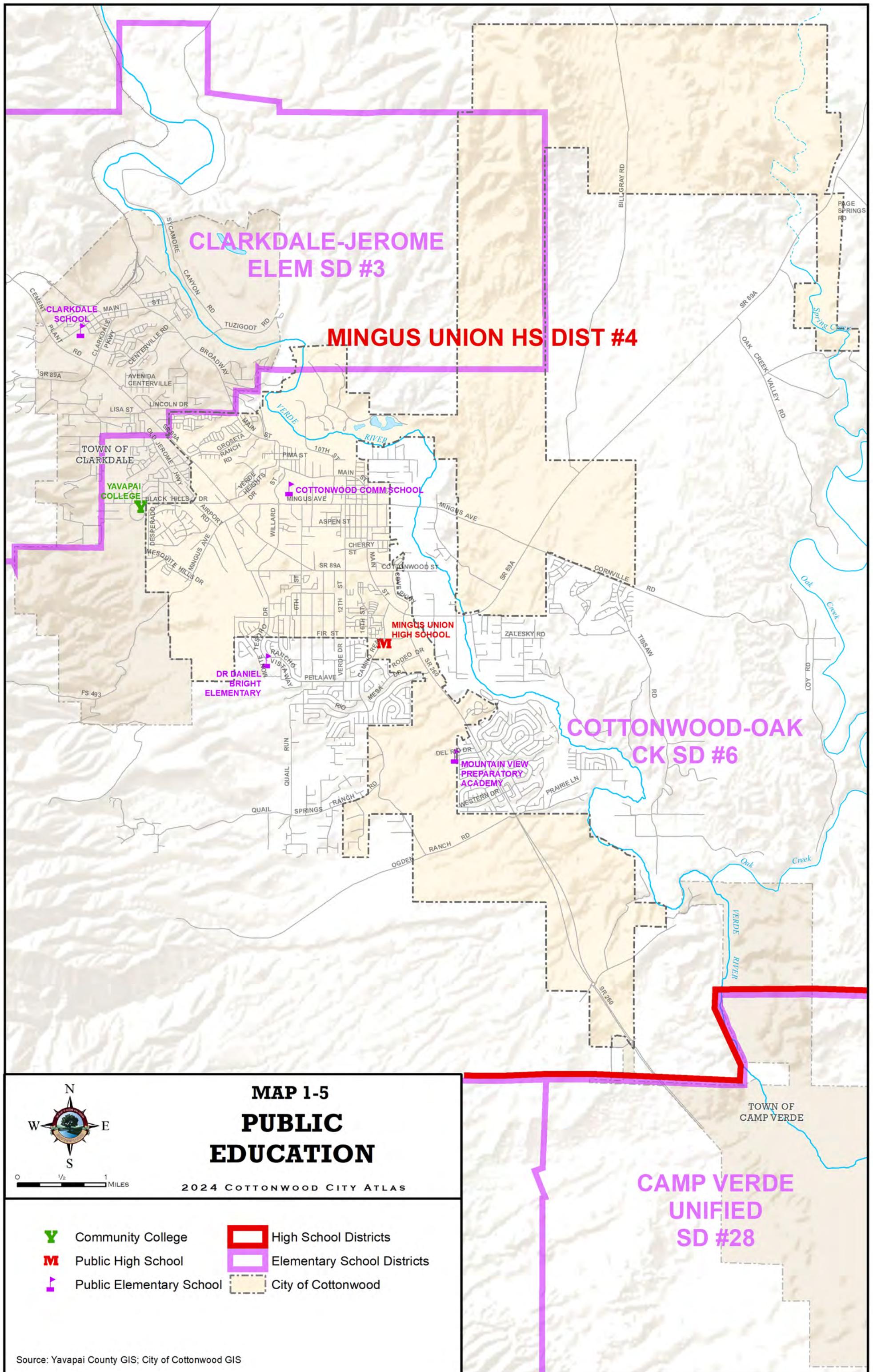
The 1923 Clemenceau Public School building now houses COCSD offices and the Clemenceau Heritage Museum.

Resources

Cottonwood Oak Creek School District #6, <http://www.cocsd.us/en-US>

Mingus Union High School District #4, <http://www.mingusunion.com>

Yavapai College, <http://www.yc.edu>

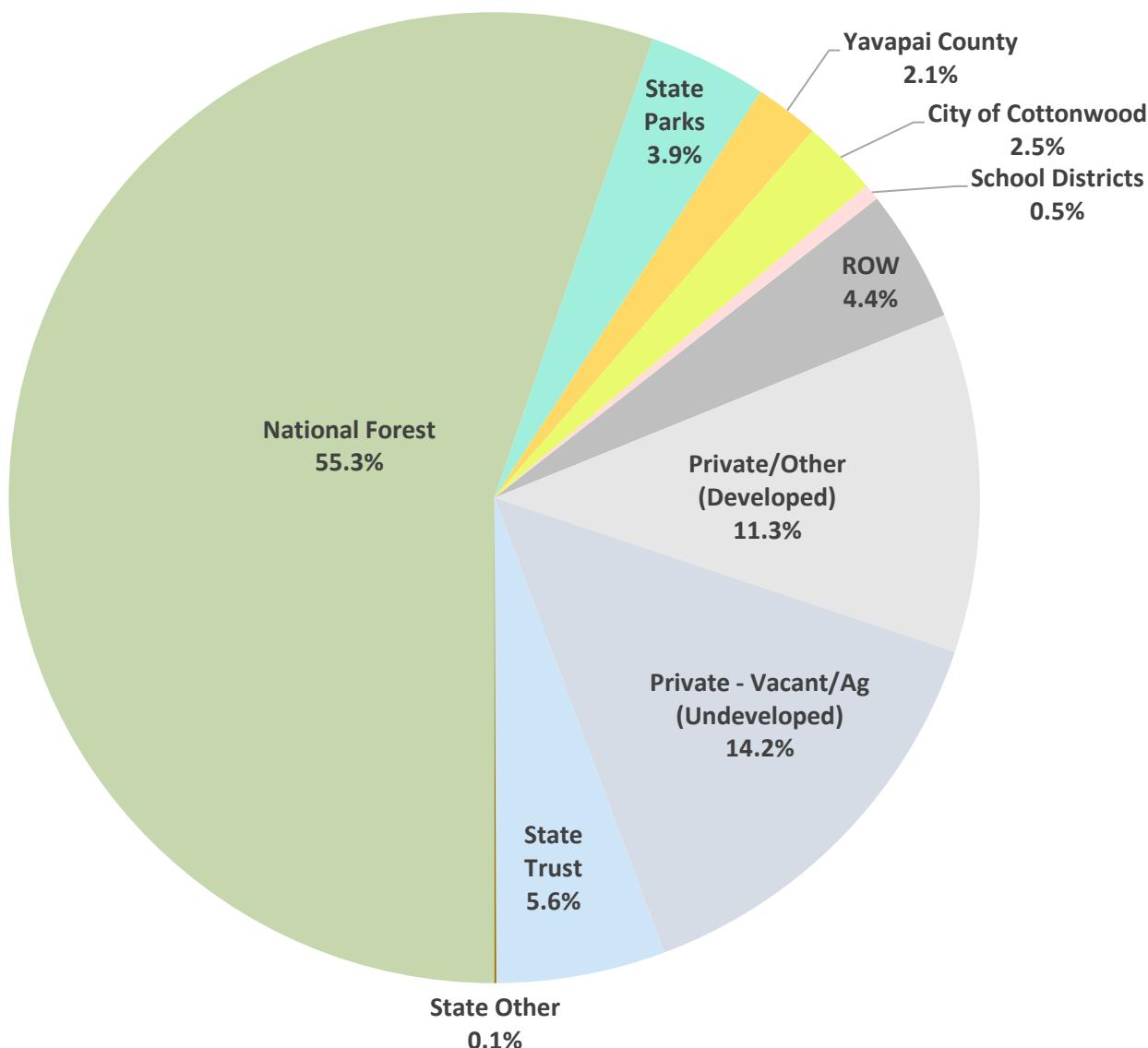


Land Ownership

Federal, state, and local government owns a large proportion of the land in the Verde Valley and within the City of Cottonwood (Map 1-6). These public lands are set aside for conservation and recreation, except for Arizona State Trust Land, which is to be leased or sold to maximize the financial return to State Trust land beneficiaries, usually public schools.

The chart below shows the proportion of Cottonwood that is owned by various government agencies. More than half of Cottonwood's land area is National Forest land that was annexed in 1999, 2002, and 2021 in order to annex private lands that were not directly adjacent to the City boundary. Rights-of-way (ROW) for roadways are owned by either the City or ADOT. Only about a quarter of Cottonwood is privately owned.

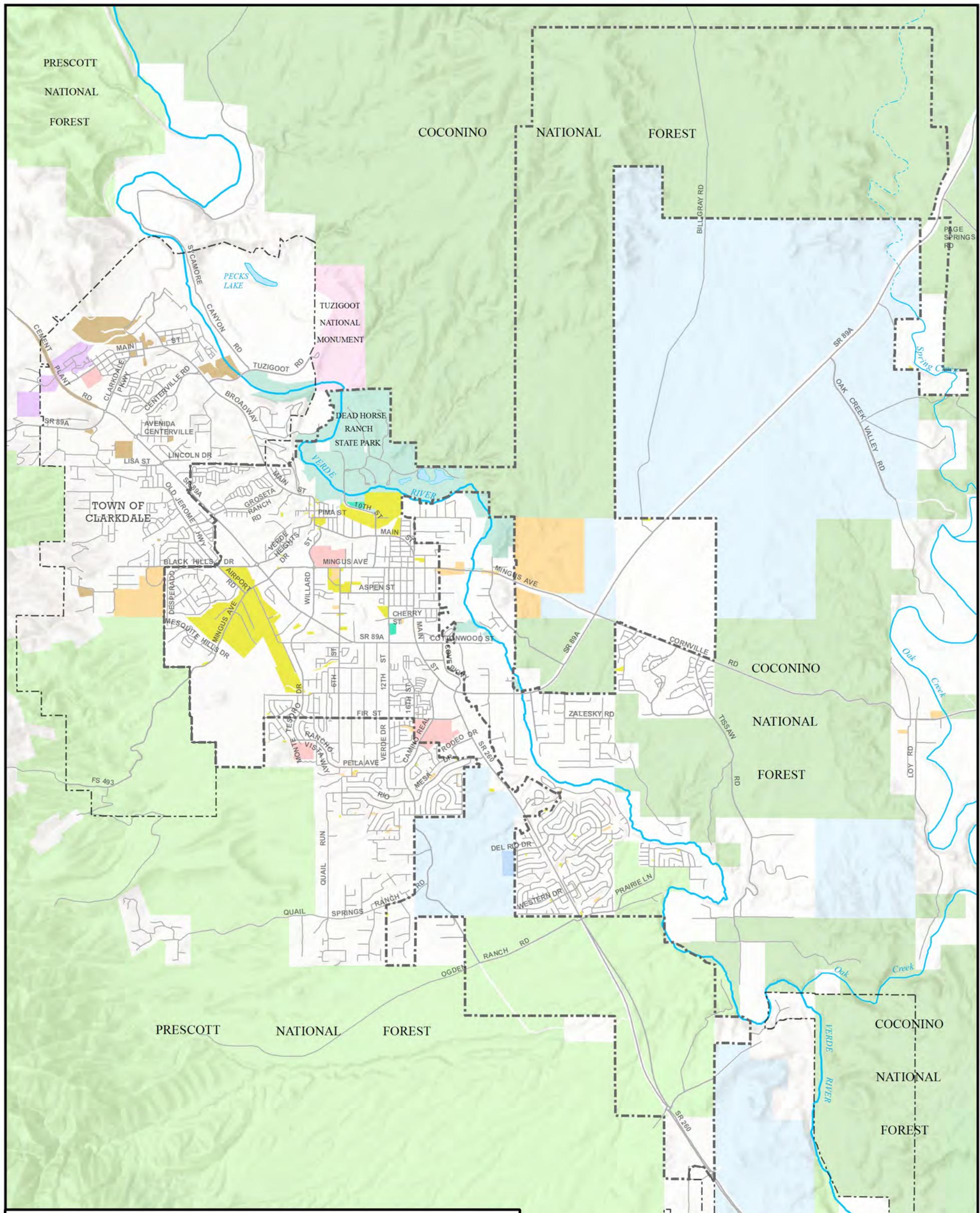
LAND OWNERSHIP IN COTTONWOOD	ACRES
National Forest	9,718
State Parks.....	694
Yavapai County-Owned	374
City of Cottonwood-Owned.....	445
School District-Owned.....	95
Rights-of-Way.....	778
Private/Other (Developed).....	1,983
Private – Vacant/Agricultural (Undeveloped).....	2,489
State Trust.....	989
State Other.....	<u>11</u>
Total City Area.....	17,576



Source: City of Cottonwood GIS

Resources

Yavapai County Interactive Map, Geographic Information System (GIS), <https://gis.yavapaiaz.gov/v4/>



MAP 1-6
LAND
OWNERSHIP

2024 COTTONWOOD CITY ATLAS



0 $\frac{1}{2}$ 1 MILES

City of Cottonwood Owned	State Parks
Town of Clarkdale Owned	Coconino NF
Yavapai County Owned	Prescott NF
Yavapai College District	National Park Service
School Districts	State Trust/School Lease MVP
State Trust	State Other
	Tribal Trust
	City of Cottonwood

Source: Yavapai County GIS

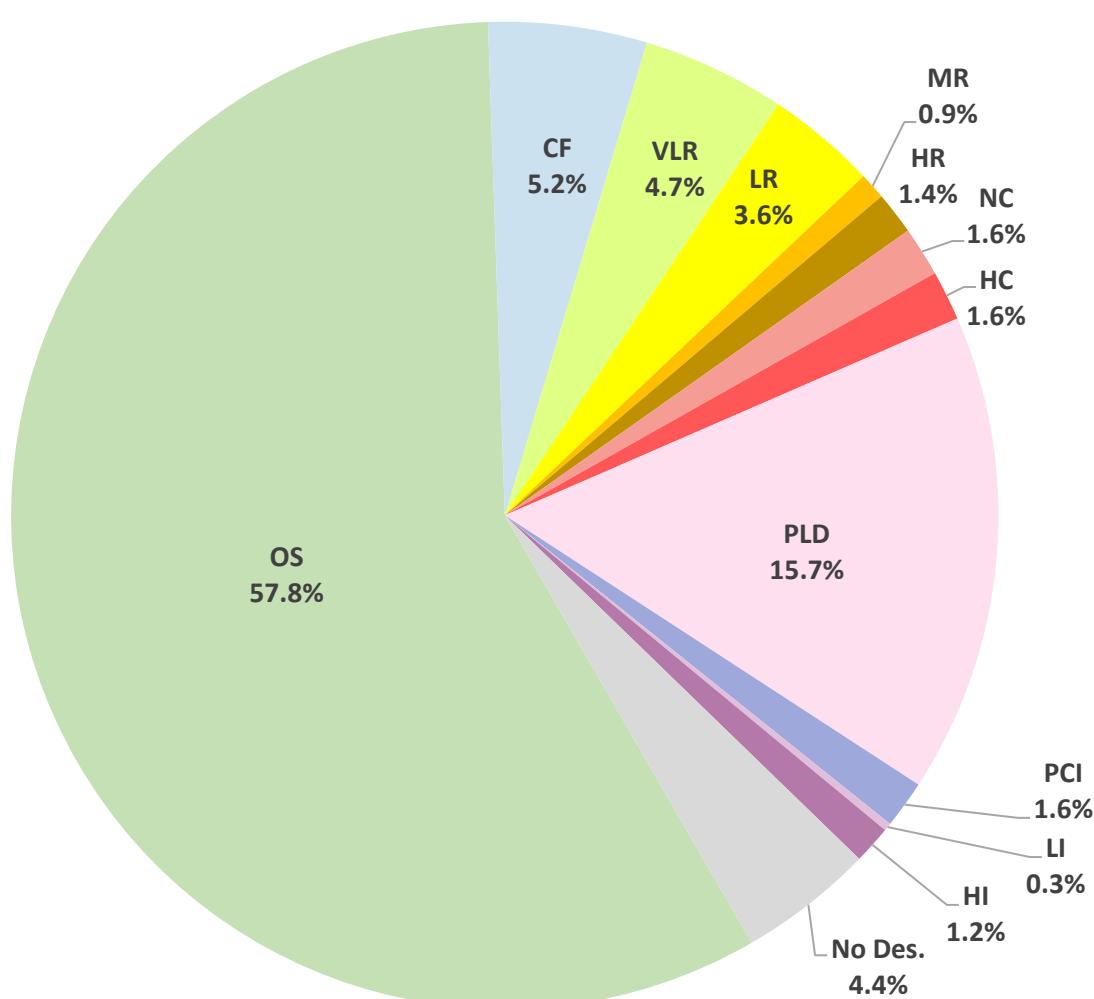
Planned Land Use

State law requires cities to adopt a General Plan that provides a comprehensive long-term plan for the development of the city, and to update those plans at least every ten years. As its name suggests, a General Plan is a broad policy document outlining the general direction of the City in the future. Amendments to the General Plan may be adopted by City Council resolution, and ten-year updates must be ratified by the voters. Cottonwood adopted its first General Plan in 1967 and its most recent in 2024.

One of the main functions of the General Plan is to designate types of land uses in specific areas throughout the city. The General Plan's Land Use Map guides Cottonwood's future development and redevelopment (**Map 1-7**). Designations on the Land Use Map show the planned locations for industrial and commercial uses, as well as various types of residential development. Areas designated as Planned Development (PLD) anticipate residential or commercial developments that would be approved subject to a master development plan, under the Planned Area Development process. The Land Use Map also designates areas for open space and community facilities on public lands.

Below is a list of the current land use designations and the number of acres they cover within Cottonwood. The chart shows the percentage of Cottonwood's land area in each designation.

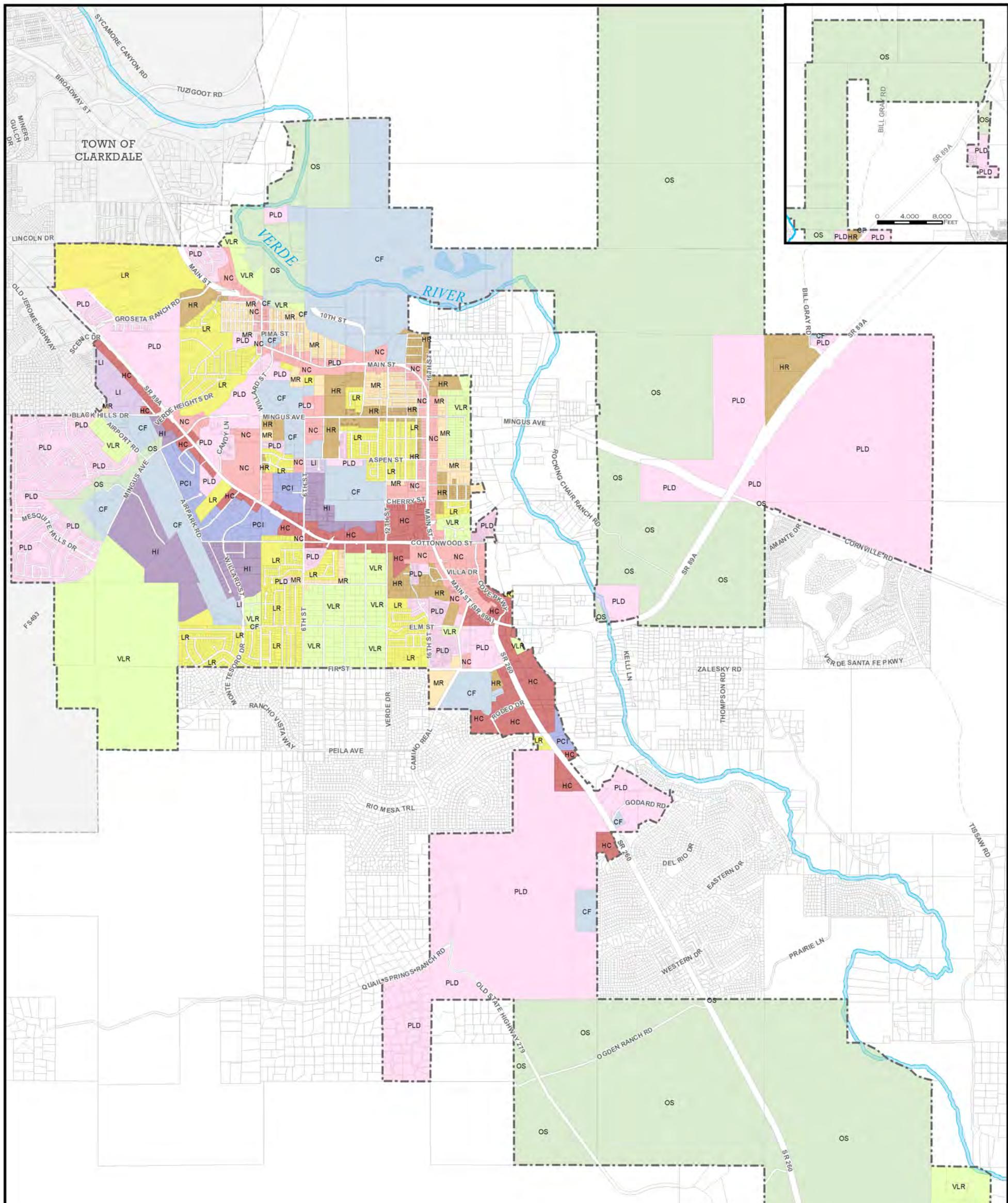
LAND USE DESIGNATIONS	ACRES
OS Open Space	10,157
CF Community Facility.....	913
VLR Very Low Density Residential	826
LR Low Density Residential	632
MR Medium Density Residential	153
HR High Density Residential.....	246
NC Neighborhood Commercial.....	285
HC General Commercial	287
PLD Planned Development.....	2,762
PCI Performance Commercial / Industrial.....	275
LI Light Industrial	45
HI Heavy Industrial	219
No Designation (Rights-of-Way).....	<u>776</u>
Total City Area.....	17,576



Source: City of Cottonwood GIS

Resources

2024 Cottonwood General Plan, <https://cottonwoodaz.gov/374/Codes-Policies-Plans>



MAP 1-7
PLANNED
LAND USE

2024 COTTONWOOD CITY ATLAS

General Plan Land Use Designations as of November 2024

OS Open Space	NC Neighborhood Commercial
CF Community Facility	HC Highway Commercial
VLR Residential / Very Low Density	PLD Planned Development
LR Residential / Low Density	PCI Performance Commercial / Industrial
MR Residential / Medium Density	LI Low Impact Industrial
HR Residential / High Density	HI High Impact Industrial

Source: 2024 Cottonwood General Plan, November 2024
 Current full-size map available at <https://www.cottonwoodaz.gov/810/MAPS>

City of Cottonwood
 Assessor Parcels

TOWN OF
 CAMP VERDE

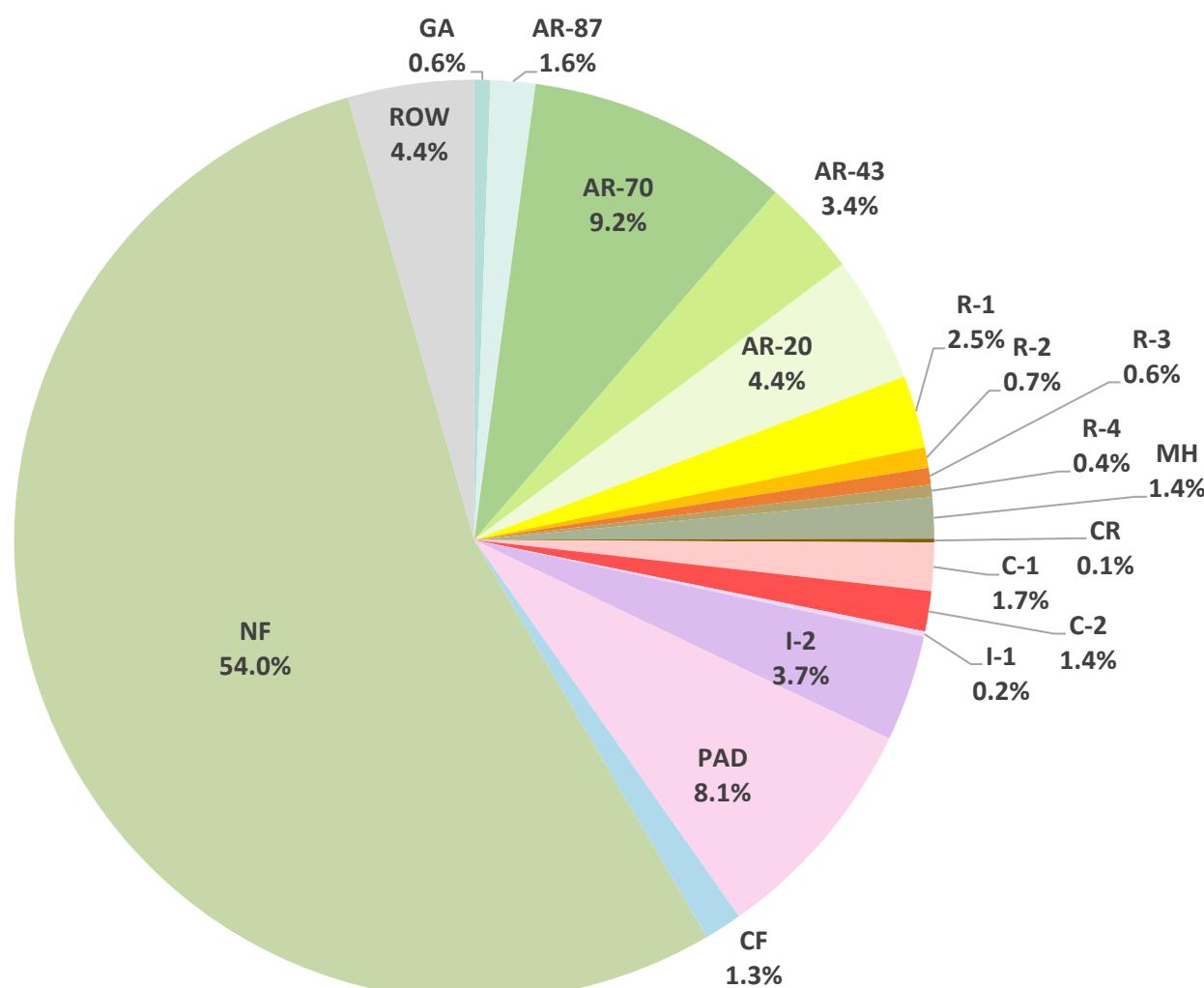
Zoning Districts

Following the guidance of the General Plan's land use designations, Cottonwood's Official Zoning Map works in conjunction with the Zoning Ordinance to regulate land uses and development standards (**Map 1-8**). Zone boundaries can be changed by an ordinance adopted by the City Council. Zone changes must be consistent with the General Plan's land use designations.

The Official Zoning Map is the regulatory document that specifically defines where residential, commercial, or industrial land uses are to be located. The Zoning Ordinance contains development standards and lists of permitted uses for each of the zones on the Zoning Map.

Below is a list of the zoning districts and the area they cover within Cottonwood. The chart shows the percentage of Cottonwood's land area in each district. Roadway rights-of-way (ROW) are not within any zoning district.

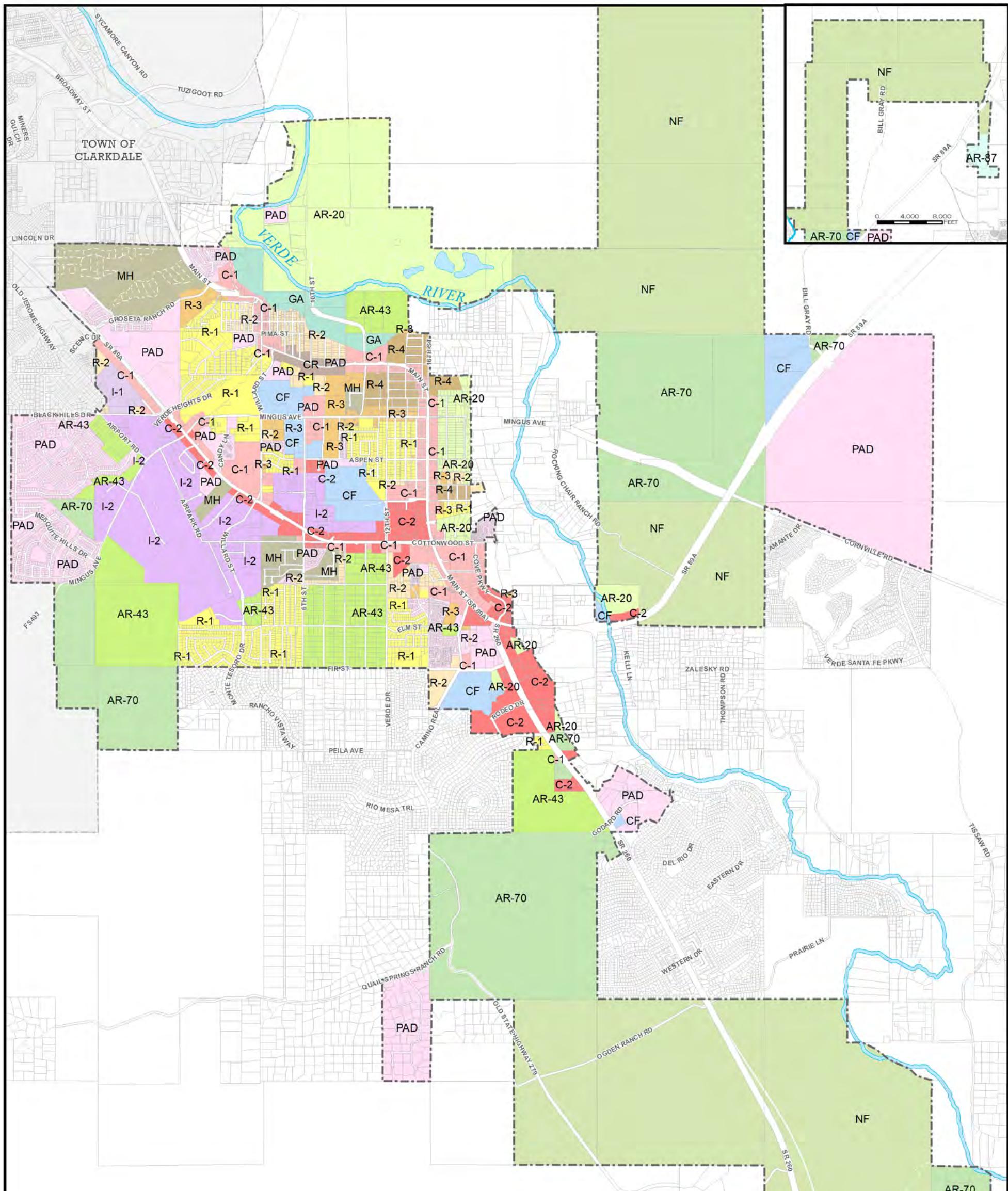
ZONING DISTRICTS	ACRES
GA General Agricultural	99
AR-87 Agricultural Residential	276
AR-70 Agricultural Residential	1,624
AR-43 Agricultural Residential	598
AR-20 Agricultural Residential	781
R-1 Single Family Residential	448
R-2 Single Family and Multiple Family Residential	127
R-3 Multiple Family Residential	103
R-4 Single Family / Multiple Family /Manufactured Home	77
MH Manufactured Home	253
CR Commercial Residential	23
C-1 Light Commercial	297
C-2 Heavy Commercial	248
I-1 Light Industrial	33
I-2 Heavy Industrial	655
PAD Planned Area Development	1,431
CF Community Facility	233
NF National Forest	9,492
Rights-of-Way	<u>772</u>
Total City Area.....	17,576



Source: City of Cottonwood GIS

Resources

City of Cottonwood Zoning Map and Zoning Ordinance <https://cottonwoodaz.gov/374/Codes-Policies-Plans>



MAP 1-8
ZONING
DISTRICTS

2024 COTTONWOOD CITY ATLAS

Zoning Districts as of November 2024

GA	R-1	CR	PAD	Assessor Parcels
AR-87	R-2	C-1	CF	City of Cottonwood
AR-70	R-3	C-2	NF	
AR-43	R-4	I-1		
AR-20	MH	I-2		

Source: City of Cottonwood Community Development, November 2024
 Current full-size map available at cottonwoodaz.gov/810/MAPS

I-2

TOWN OF
 CAMP VERDE

Other Districts

Map 1-9 shows historic and other special purpose districts in the central portion of Cottonwood, superimposed on the zoning districts.

The Cottonwood Commercial Historic District encompasses Cottonwood's original business district along North Main Street between Willard Street and Old Clarkdale Highway.

In 2021, the City of Cottonwood created the Old Town Special Planning Area, which encompasses both the commercial and residential areas of Old Town. Within that area, property owners may opt to develop or redevelop using a set of design guidelines that allow greater flexibility than otherwise permitted under the Zoning Ordinance. The design guidelines were designed to allow for consistency with historic Old Town development patterns.

In 2017, the City established an Arts, Culture and Entertainment District, generally consisting of the commercial zones along Main Street from State Route 89A to Old Town. The district contains a large proportion of Cottonwood's entertainment venues, restaurants, and bars. State law (ARS 4-207) authorizes cities to designate entertainment districts to allow greater flexibility in locating businesses with liquor licenses.

State law also authorizes cities to prohibit placement of political signs in rights-of-way that in areas with a predominance of tourist and lodging uses. In 2012, Cottonwood established a Political Sign Free Zone on streets in the Old Town area, and Main Street between Old Town and SR 89A.

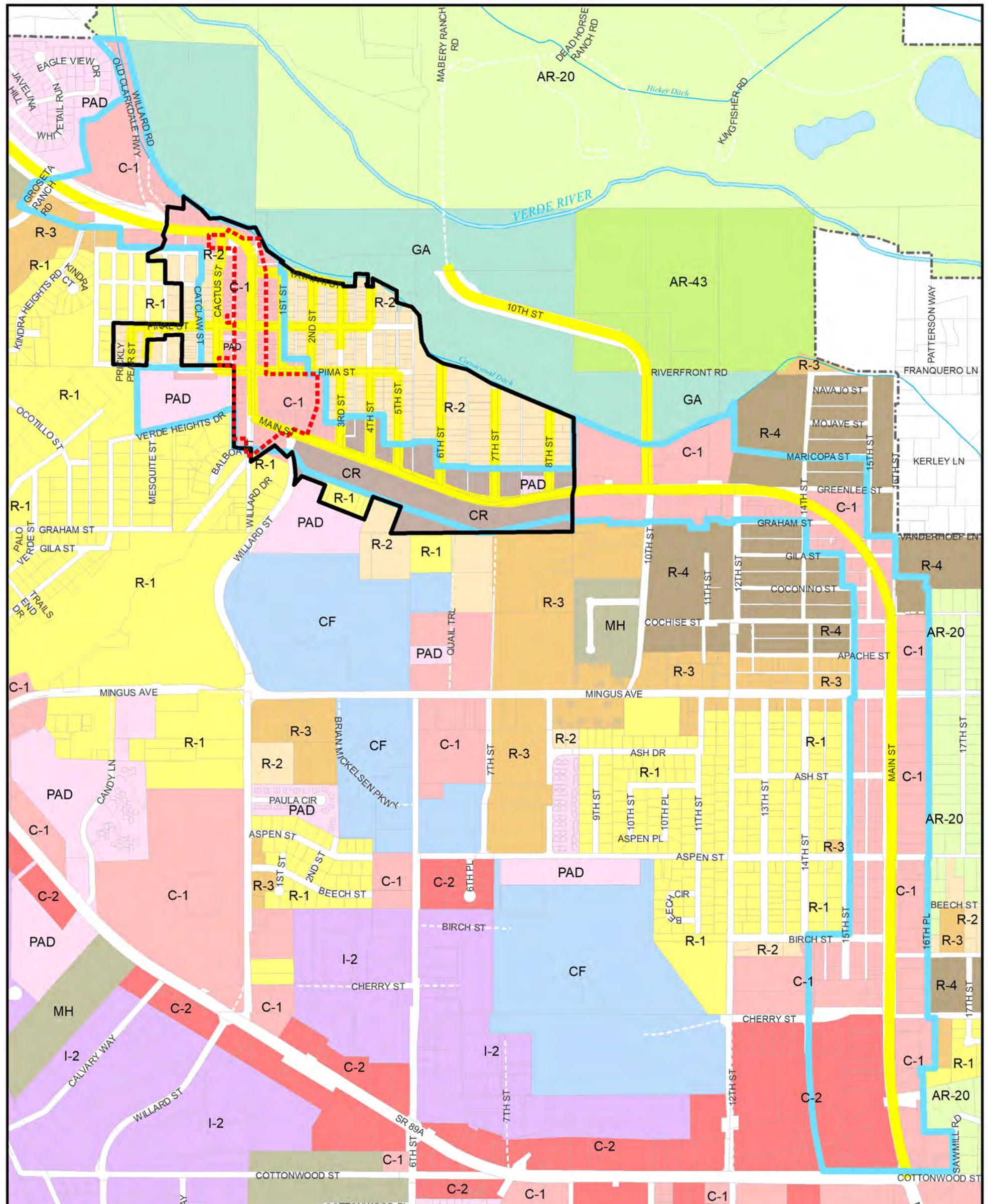


N. Main Street in Old Town is in a historic district, an entertainment district, and a political sign free zone.

Resources

Old Town Association, <http://www.oldtown.org>

City of Cottonwood Zoning Ordinance, Section 427 Old Town Special Planning Area,
<https://cottonwoodaz.gov/DocumentCenter/View/628/Section-427---Old-Town-Special-Planning-Area-PDF>



MAP 1-9
**HISTORIC AND
 OTHER DISTRICTS**

2024 COTTONWOOD CITY ATLAS

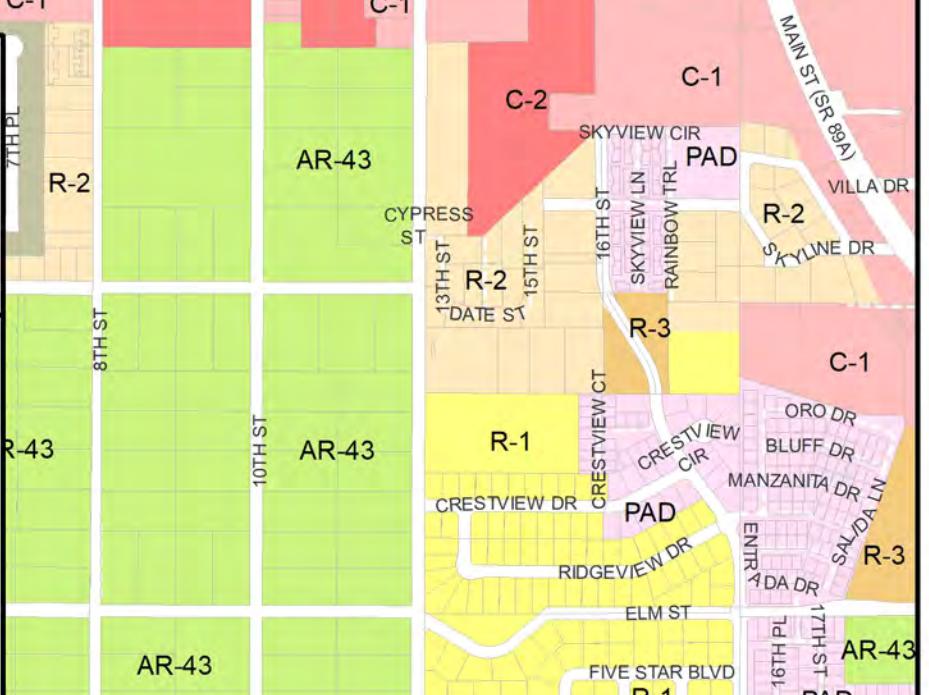
Zoning Districts (Nov. 2024)

GA	R-1	MH	PAD
AR-87	R-2	C-1	CF
AR-70	R-3	C-2	NF
AR-43	R-4	I-1	
AR-20	CR	I-2	

Other Districts

Cottonwood Commercial Historic District
Old Town Special Planning Area
Arts, Culture & Entertainment District
Political Signs Prohibited
Assessor Parcels
City of Cottonwood

Source: Yavapai County GIS; City of Cottonwood GIS; CoC Ord. 709; CoC Res. 2918; CoC Res. 2639



2. GROWTH AREAS

Developable Land and Infill

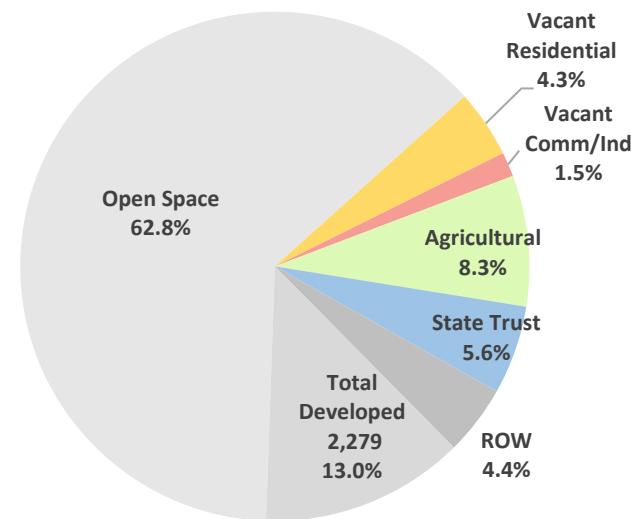
Map 2-1 shows land that is vacant or underutilized that may be available for development. Though much of the commercial and industrial zones have been developed, an estimated 272 acres are vacant (see chart below).

Vacant parcels also remain in areas planned for residential development. These include privately-owned land as well as State Trust land, which is managed by the Arizona State Land Department (ASLD) on behalf of the trust's beneficiaries (typically schools), and can be made available for development through the ASLD's competitive bidding process.

In addition, there are several parcels within the City boundary currently in agricultural use (primarily livestock grazing) that are planned for residential or commercial development, per the General Plan Land Use Map (Map 1-7). Future development of these lands would be subject to the uses and densities planned in the General Plan and the Zoning Ordinance. As shown in the chart below, less than 20% of Cottonwood's land area is available for development, including undeveloped private and State Trust land.

Some of the developable land, including all of the State Trust parcels and much of the land in agricultural use, does not have water or sewer utilities available nearby currently. Extending these utilities would significantly add to the cost of developing these parcels. The "Infill Area" on Map 2-1 is the area where water, wastewater, and roadway access is currently available.

UNDEVELOPED LAND, 2024	ACRES	IN INFILL AREA
Vacant Residential	755	323
Vacant Commercial / Industrial.....	272	54
Agricultural	1,462	903
State Trust	989	0
Open Space (non-developable)	11,041	
Developed	2,279	
Rights-of-Way.....	778	
Total City Area.....	17,576	



Source: City of Cottonwood GIS

Residential Capacity

An estimated 8,670 new residential units could be built on the undeveloped land within Cottonwood's current boundary. These units could house as many as 17,340 additional people, assuming the current rate of two persons per unit (see p. 42 housing occupancy). The State's most recent growth projection for Cottonwood expects 601 new residents between 2023 and 2030, 1,130 between 2023 and 2040, and 1,645 between 2023 and 2050 (see population projection chart on p. 12). To meet these projections, Cottonwood would have to add an average of 61 people per year, through a combination of natural change (births minus deaths) and migration.

The calculation of residential capacity in the chart below is based on the approximate number of residential units approved in single-family subdivisions or multi-family developments but not yet completed as of January 2024, potential units on private land currently in agricultural (grazing) use, potential units on State Trust land (assuming a density of four units per gross acre), and potential infill of undeveloped lots in already-developed areas, based on current permitted density per the Zoning Ordinance. Infill development's advantages over new development on the edge of a city include reduced transportation time and cost for new residents, and availability of existing roadway and utility infrastructure.

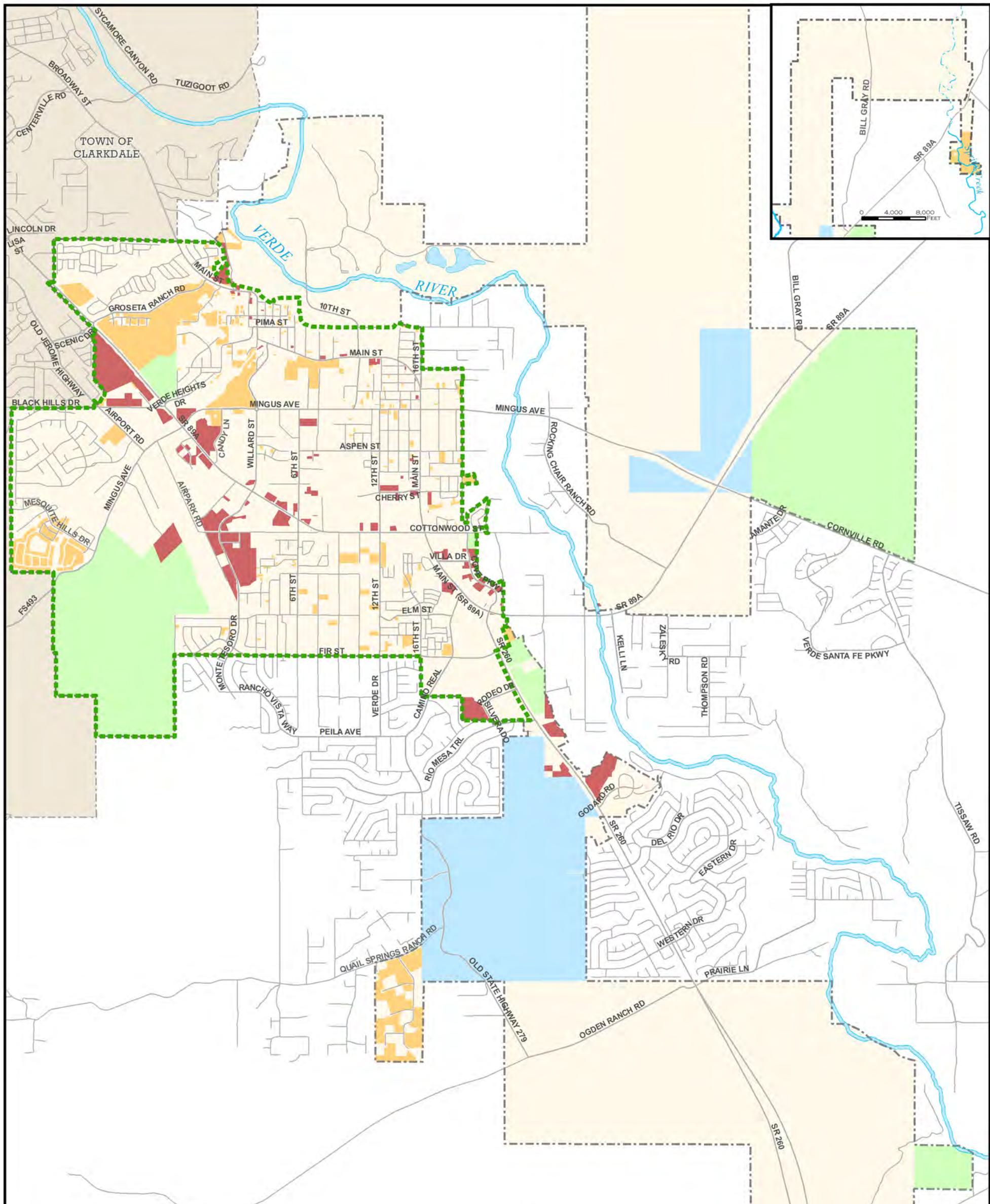
ESTIMATED POTENTIAL RESIDENTIAL UNITS	TOTAL	IN INFILL AREA
Units Approved and Pending Completion	622	622
Potential Infill on Undeveloped Residential	1,100	1,100
Agricultural Land*	2,992	942
State Trust.....	3,956	0
Total Potential Units.....	8,670	1,564

*Includes 89 & Vine land, which is currently in agricultural use per the Yavapai County Assessor

This estimate does not include current vacant spaces in manufactured home parks, or potential units that could be built on underdeveloped lots, such as multi-family zoned lots with a single-family dwelling, or accessory dwelling units that may be added to single-family residential lots. Though not quantified in the estimate, these potential units may make a small but significant contribution to Cottonwood's residential capacity.

Resources

Arizona Office of Economic Opportunity, Population Projections, <http://www.azcommerce.com/oeo/population>



MAP 2-1
UNDEVELOPED
LAND

2024 COTTONWOOD CITY ATLAS



Undeveloped Land (Current Use Per Yavapai County Assessor)

- Vacant Residential Parcels
- Vacant Commercial/Industrial Parcels
- Agricultural Parcels
- State Trust Land
- Infill Area
- City of Cottonwood

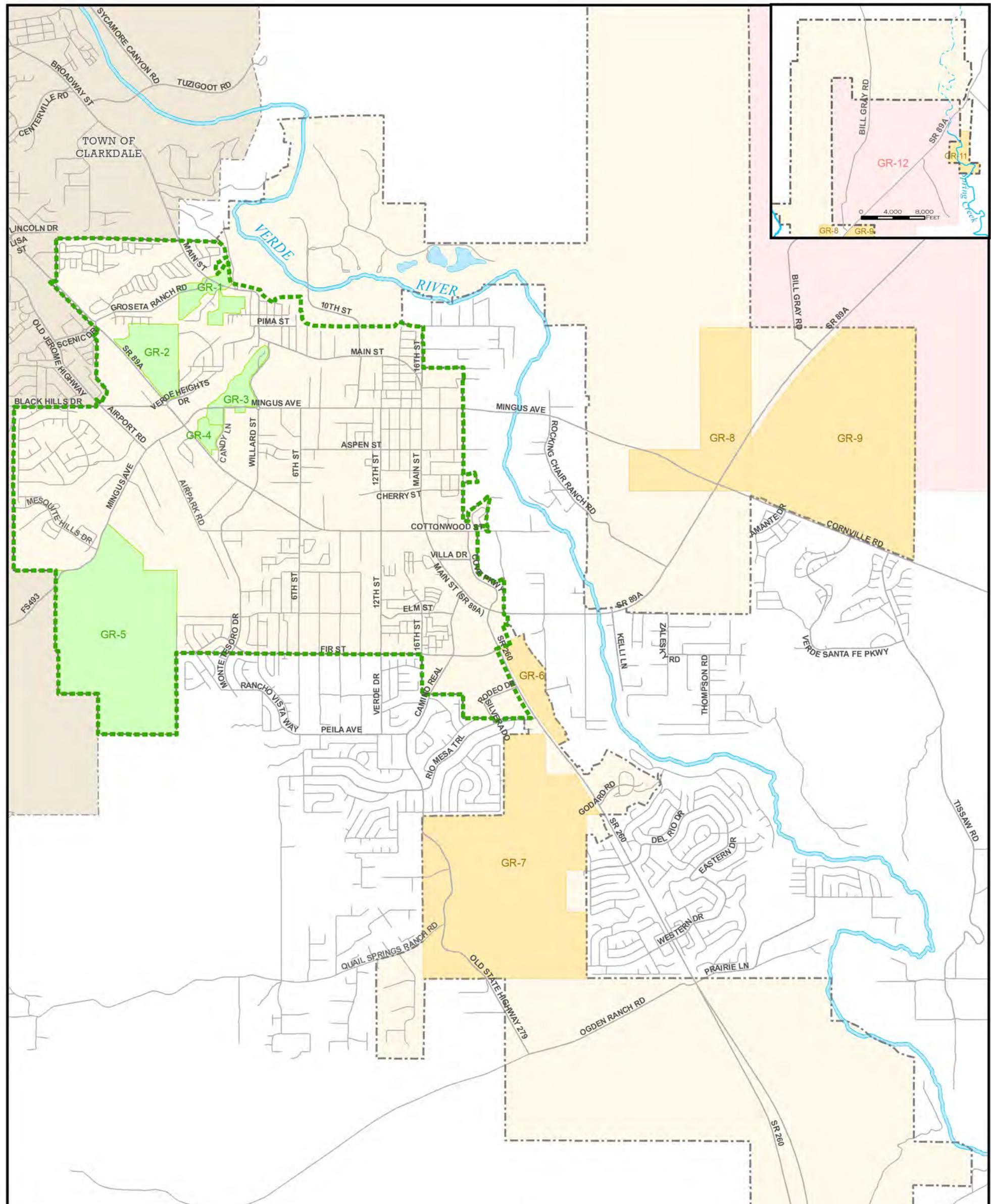
Source: Yavapai County Assessor / GIS data as of January 2024

TOWN OF
CAMP VERDE

Growth Areas and Infill

The 2024 General Plan designates 12 Growth Areas for Cottonwood. Each of these areas consists of large tracts of land available for future development. The plan describes the general character of planned land uses for each area. **Map 2-2** shows the Growth Area boundaries in relation to the Cottonwood's infill area the City's outer boundary. Growth Area 12, State Trust East, is located outside the City and may be considered for annexation in the distant future (Cottonwood's projected growth for the next several decades can be accommodated within the current City boundary).

GROWTH AREAS	GROSS ACRES
GR-1 Old Town West.....	44
GR-2 Vineyards.....	74
GR-3 Clemenceau.....	40
GR-4 Candy Lane	14
GR-5 Mingus Foothills	470
GR-6 260 Strip	57
GR-7 State Trust SR 260	742
GR-8 State Trust East Mingus Avenue.....	270
GR-9 SR 89A and Cornville Road	682
GR-10 South Gateway	184
GR-11 Spring Creek Ranch	275
GR-12 State Trust East	6,591



MAP 2-2
INFILL AND
GROWTH AREAS

2024 COTTONWOOD CITY ATLAS

Infill and Growth Areas

Infill Area

City of Cottonwood

Growth Areas Within Infill Area

Growth Areas Outside Infill Area

Growth Areas Outside City

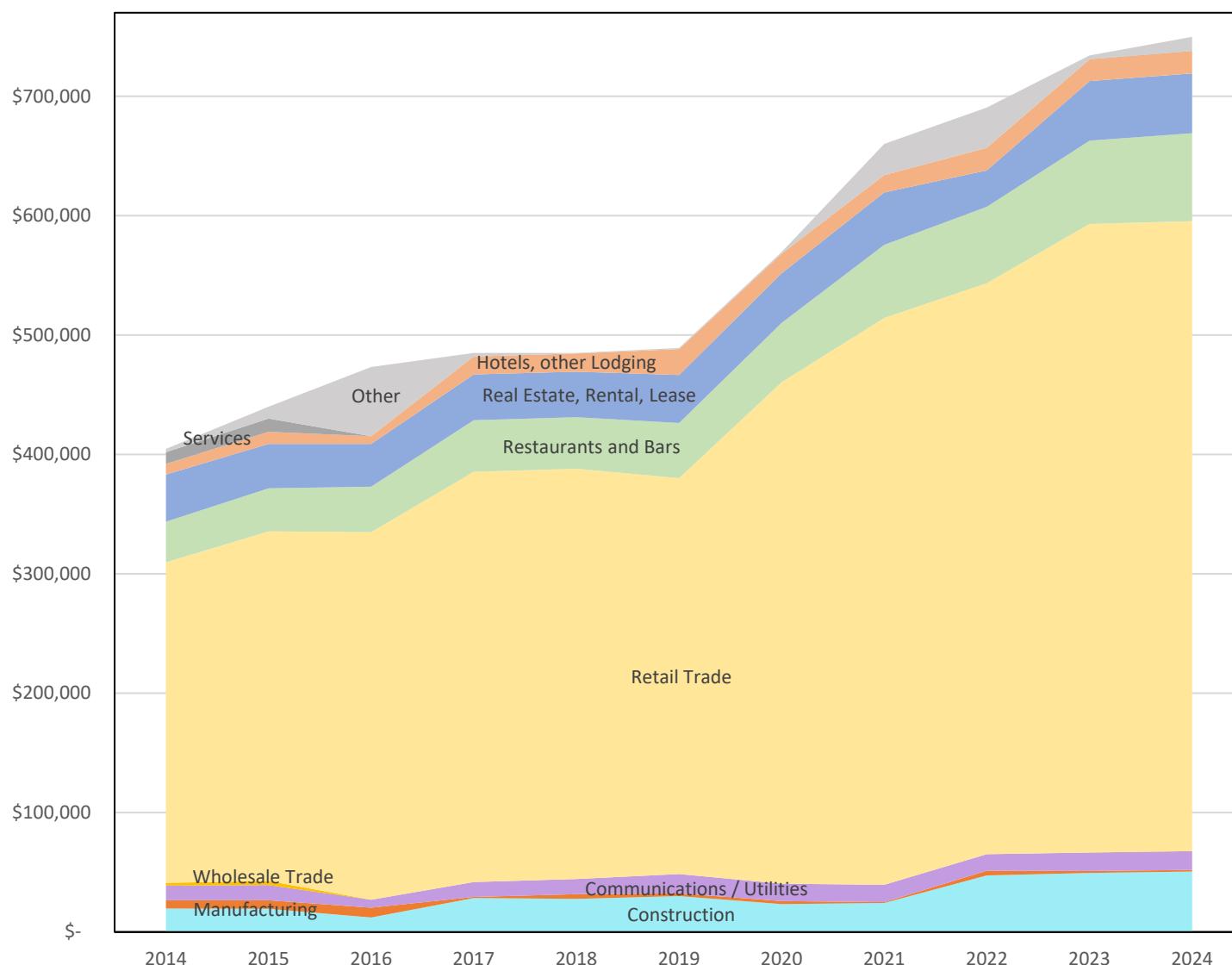
3. CHARACTER AND ECONOMY

Economy

Cottonwood is the economic hub of the Verde Valley, serving a population base much larger than the 12,658 people living within the City boundary. In addition to being the region's primary center for shopping and healthcare services, Cottonwood is a destination for out-of-town visitors attracted by the scenic beauty of the Verde Valley, or the unique character of Old Town.

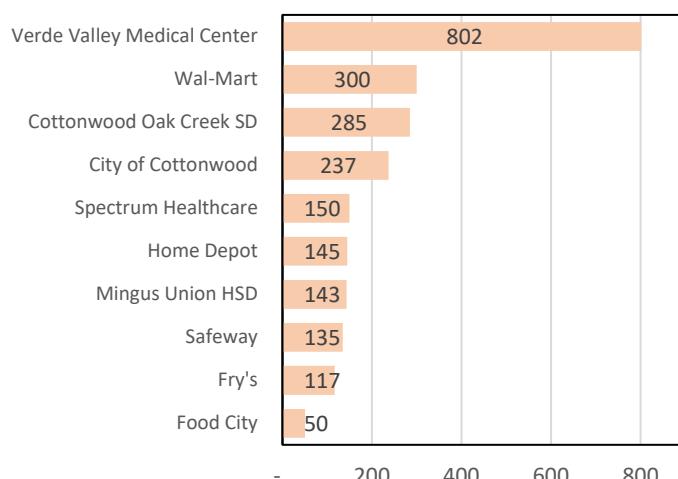
Retail businesses provide more than two thirds of Cottonwood's taxable sales (see chart below). Cottonwood's largest employers are chain retailers, health care organizations, and public schools, and the top industries are education, health care, entertainment, lodging, restaurants, and retail.

Cottonwood Taxable Sales by Business Category, 2016-2024 (x 10,000)



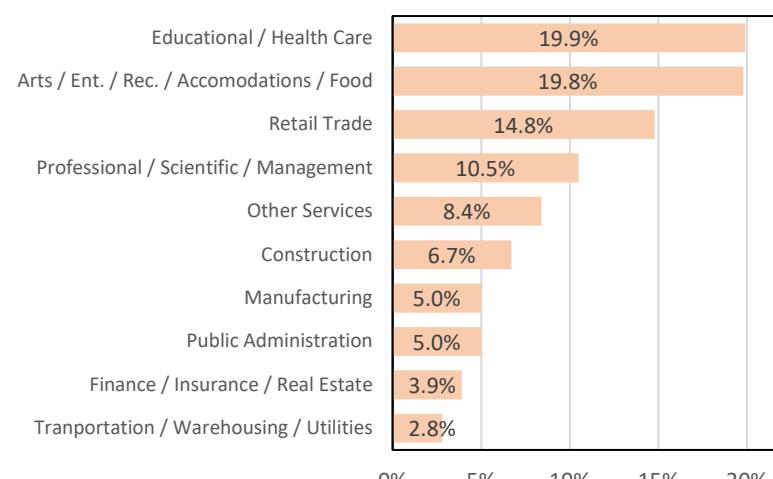
Source: City of Cottonwood ACFR 2024

Principal Cottonwood Employers



Source: City of Cottonwood ACFR 2024

Industries for Employed Population



Source: U.S. Census 2022 ACS 5-year Estimate

Resources

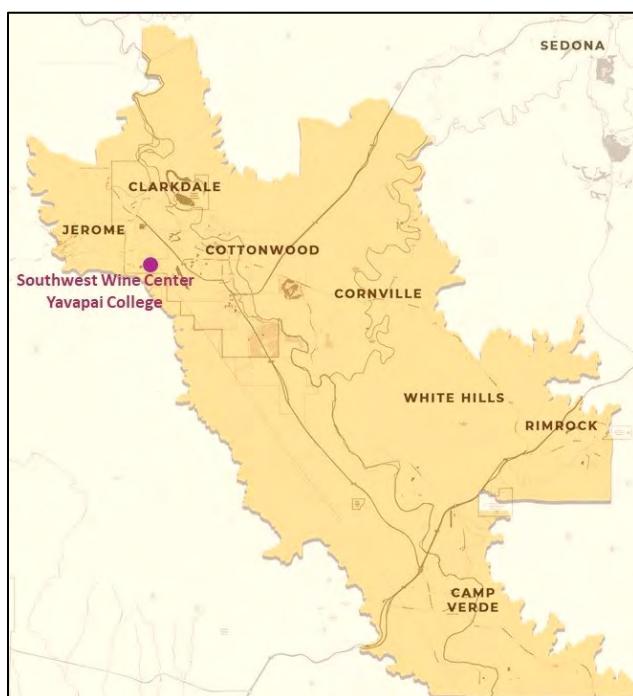
City of Cottonwood Annual Comprehensive Financial Report, <https://cottonwoodaz.gov/168/Financial-Transparency>

Winemaking has become an important part of Cottonwood's economy and identity in recent years. The City of Cottonwood has branded itself as "the heart of Arizona wine country" and wine-related businesses have helped spur the revitalization of Old Town. Cottonwood is a major stop on the Verde Valley Wine Trail, a promotional guide to the local wine industry that includes more than two dozen wineries and tasting rooms.

In 2021, the U.S. Alcohol and Tobacco Tax and Trade Bureau designated 219 square miles in and around Cottonwood as the Verde Valley American Viticultural Area (AVA). The AVA designation identifies the Verde Valley as a region of viticultural significance that is unique from any other wine-growing region in the nation based on topography, soils, and geography. The Verde Valley AVA currently includes 19 commercial vineyards farming 136 acres of wine grapes, in more than 40 varieties. 79 square miles within the AVA boundary is private land, with the remainder being publicly-owned, mostly National Forest or State Trust land.

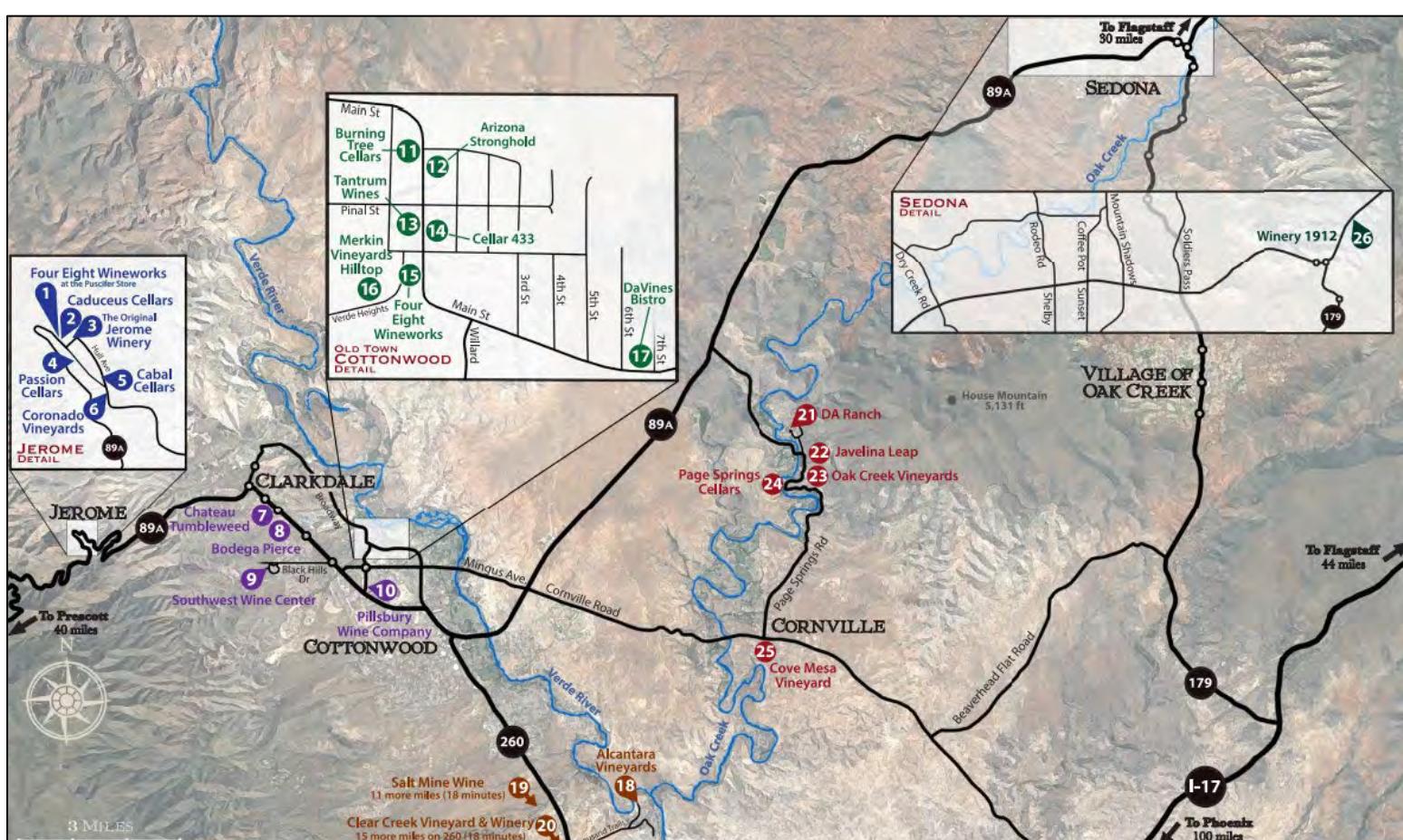
On its Clarkdale campus adjacent to Cottonwood, Yavapai College operates a teaching vineyard, winery, and tasting room, collectively known as the Southwest Wine Center. The College offers classes, certificates, and an associate degree in viticulture and enology.

A 2022 economic impact study found Arizona's growing wine industry generated 175,000 tourist trips and \$59.7 million in annual tourism expenditures, and directly or indirectly contributed more than 32,000 jobs and \$4.2 billion in economic activity statewide.



The Verde Valley AVA, designated in 2021, encompasses 219 square miles, including Cottonwood and surrounding areas.

The Verde Valley Wine Trail includes more than two dozen destinations in Cottonwood and nearby communities.



Resources

Verde Valley Wine Consortium, <https://verdevalleywine.org>

Verde Valley Wine Trail, <https://vvinetrail.com>

National Association of American Wineries, Arizona Economic Impact Study (2022), <https://wineamerica.org/economic-impact-study/arizona-wine-industry>

Commercial and Industrial Areas

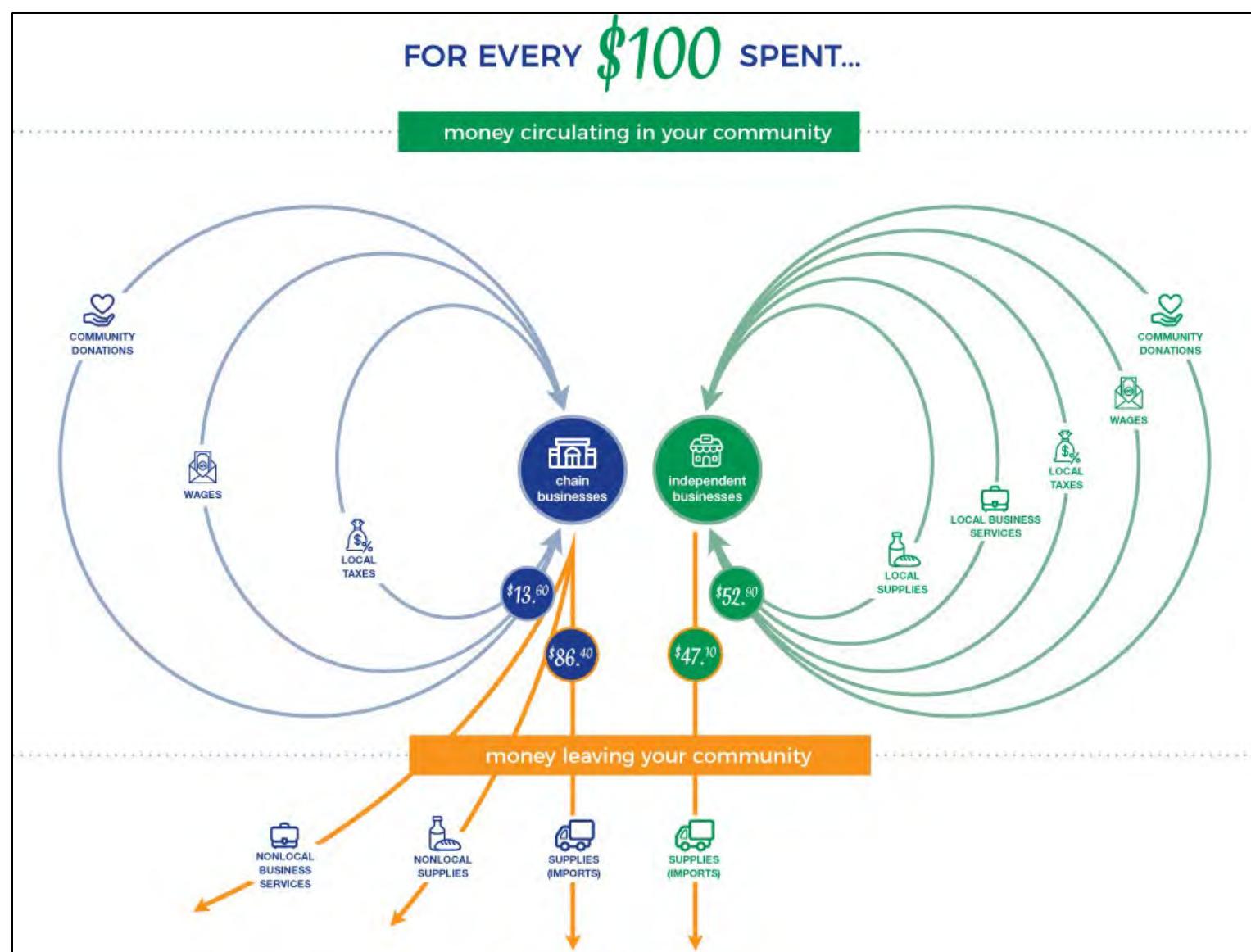
Most of Cottonwood's economic activity takes place in its commercial and industrial zoning districts. **Map 3-1** shows Cottonwood's commercial and industrial zones and the types of businesses that have been established in those zones. In general, the types of uses in each zone match the list of uses permitted in that zone, though there are some non-matching uses that were established before adoption of zoning, and have legal nonconforming status.

The I-2 zone permits a wide range of heavy industrial uses, and is located adjacent to the Cottonwood Municipal Airport, and along State Route 260 at the south edge of Cottonwood. 89 acres of City-owned I-2 land at the airport are leased for private commercial and industrial uses. I-1 permits light industrial uses such as indoor manufacturing, offices, and storage.

C-2, located mostly along the state highways, is intended for heavy commercial uses, including automobile-oriented businesses. C-1, located in Old Town and other places closer to residential areas, is for lighter commercial uses such as retail, restaurants, and offices. CR, permitting a mix of light commercial and residential uses, is located along a half-mile segment of Main Street near Old Town. Restaurants and bars are permitted in C-1 and C-2. Retail, services, and professional offices are permitted in all commercial zones.

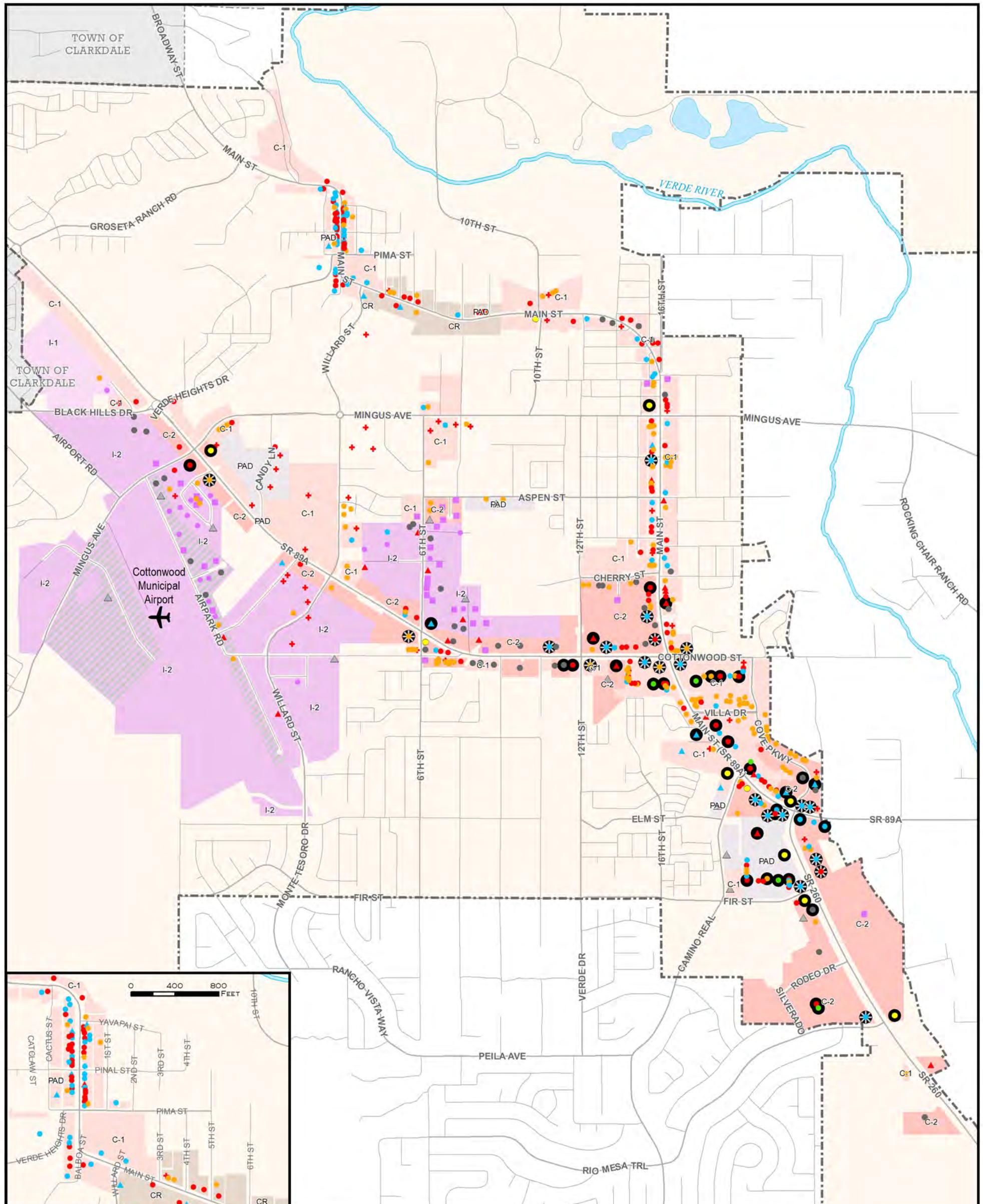
Cottonwood's businesses range from large national chains to small locally-owned establishments. As shown on **Map 3-1**, the national chains are mostly located along the highways in the southern part of the City. Independent local retailers and restaurants are numerous in Cottonwood and generally recirculate their revenue in the community at a higher rate than chains (see illustration below).

As the location for much of Cottonwood's economic activity, the commercial and industrial zones generate most of the City's sales tax, which is vital to supporting City services. Sales tax made up more than 60% of Cottonwood's general fund revenues in fiscal year 2023/2024. The sales tax rate in Cottonwood is 9.85%. 3.5% goes to the City, 0.75% to Yavapai County, and the remaining 5.6% goes to the State of Arizona.



Resources

- American Independent Business Alliance, "The Local Multiplier Effect," <https://amiba.net/project/local-multiplier-effect/>
- Civic Economics, Indie Impact Study (20 US & Canada cities) 2012-2022, <http://www.civiceconomics.com/indie-impact.html>
- City of Cottonwood Zoning Ordinance, <https://cottonwoodaz.gov/378/Zoning-Ordinance>
- City of Cottonwood Annual Comprehensive Financial Report, <https://cottonwoodaz.gov/168/Financial-Transparency>



MAP 3-1
COMMERCIAL AND
INDUSTRIAL AREAS

2024 COTTONWOOD CITY ATLAS

Types of Businesses

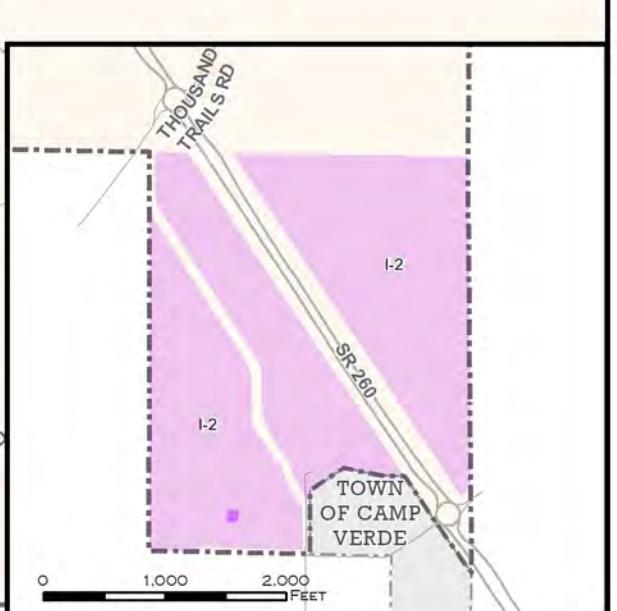
- Automotive Sales, Service
- ▲ Lodging
- Building Supplies, Tools
- Manufacturing, Processing
- Contractors, Equipment Yards
- Restaurant, Bar, Tasting
- Gas Station, Convenience
- Services, Offices
- Grocery
- Storage
- Healthcare
- With Drive-Thru
- Chain / Franchise

Source: City of Cottonwood GIS

Commercial, Industrial Zones

- CR (Commercial Residential)
- C-1 (Light Commercial)
- C-2 (Heavy Commercial)
- I-1 (Light Industrial)
- I-2 (Heavy Industrial)
- PAD (Commercial Uses)

 Airport Comm / Industrial Lease
 City of Cottonwood



Property Value

Cottonwood's economic activity helps pay for needed public services and infrastructure, and the Old Town commercial area is a strong contributor on a per-acre basis. Yavapai County collects property tax based on the assessed value of property, both inside and outside municipal boundaries. The City of Cottonwood does not receive any portion of the property taxes collected. The County distributes portions of property tax revenue to school districts, fire districts, and other special districts that rely on property tax for their funding. Property tax paid on land within the City helps fund public schools and countywide services such as criminal justice and public health, but does not fund any fire districts (the City funds its own Fire Department).

Map 3-2 shows assessed property value per acre, the Yavapai County Assessor's calculated value of each parcel, divided by parcel acreage. Under current methods of determining the assessed value of land and improvements, small commercial lots in Old Town are generally valued (and taxed) more per acre than those in newer commercial areas. Likewise, residential areas with smaller lots tend to be valued higher on a per-acre basis than those with larger lots, even where the large-lot homes are bigger and newer.

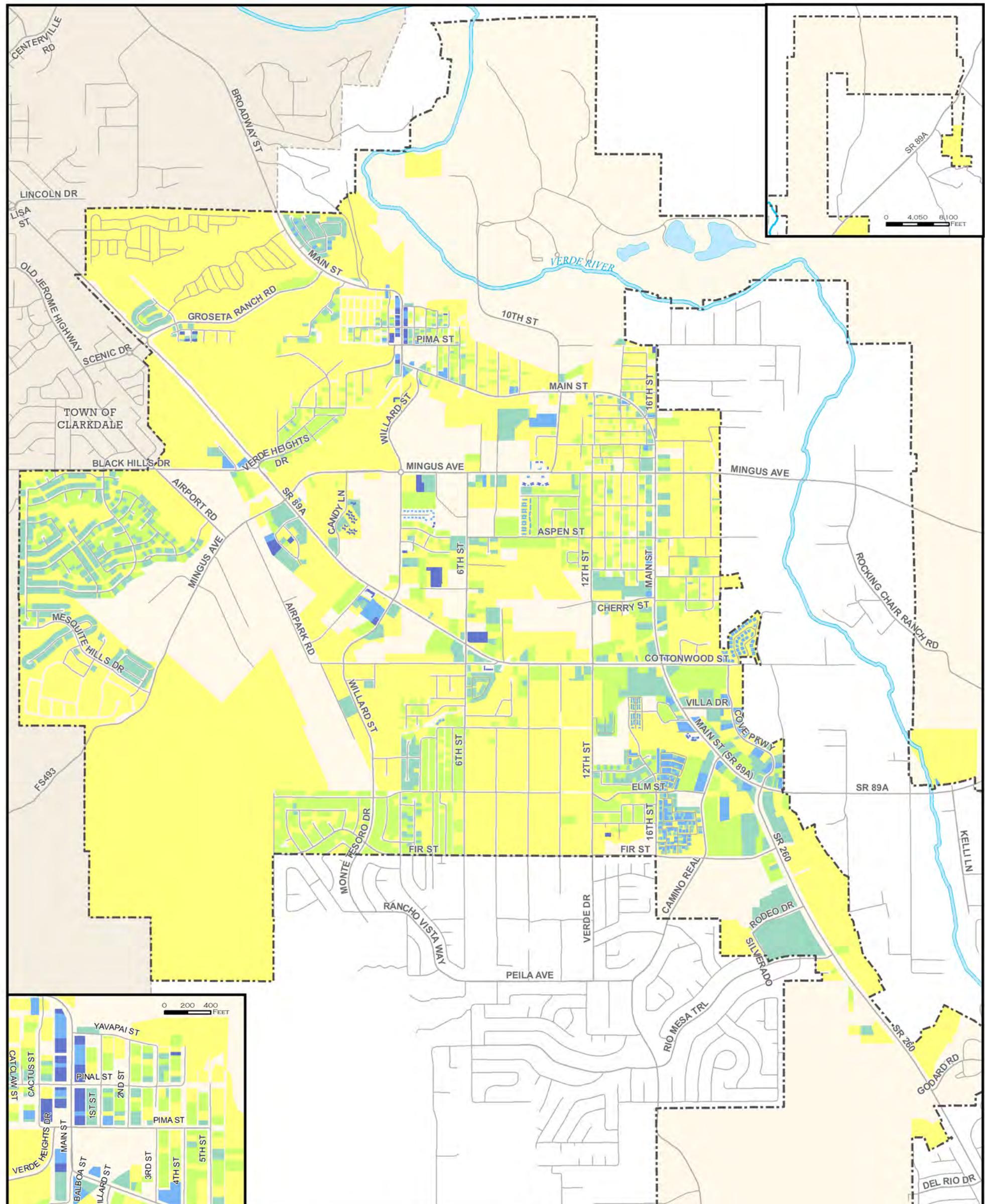
City sales tax revenue pays for maintenance of City roadways as well as water and wastewater service. Smaller commercial properties with the highest per-acre values generally devote less of their land to parking areas (see **Map 6-3**), and tend to generate the highest per-acre sales tax revenue as well, supporting maintenance of adjacent City infrastructure.



Property tax does not go to the City of Cottonwood, but does fund County services and public schools, including Mingus Union High School.

Resources

Yavapai County Assessor, <https://yavapaiaz.gov/assessor>



MAP 3-2
PROPERTY VALUE
PER ACRE

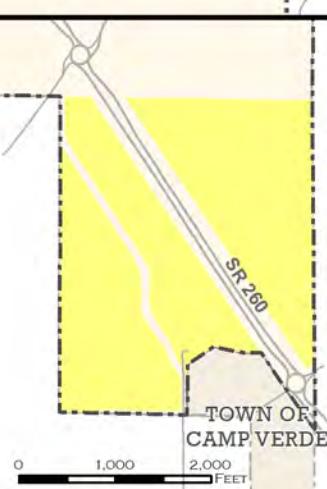
2024 COTTONWOOD CITY ATLAS

Net Assessed Full Cash Value / Acre

- \$1 - \$100,000
- \$100,001 - \$200,000
- \$200,001 - \$400,000
- \$400,001 - \$800,000
- >\$801,000

 City of Cottonwood

Source: Yavapai County Assessor, January 2024



4. HOUSING

Housing Age

Map 4-1 shows the chronology of residential development in and around Cottonwood. The first neighborhoods developed in Old Town and other areas near North Main Street before Cottonwood incorporated as a City. Lots were small and most houses were modest in size. In the middle and late 20th century, residential development spread to the west and south. South of the City boundary, the Verde Village subdivisions were created in the 1970s and were gradually built out over the following decades. Except for a portion of Unit 8, which is located in the City, the Verde Village subdivisions were developed without sewer service. The water company serving Verde Village subdivisions became part of the City of Cottonwood water utility in 2005.

Beginning in the 1990's and continuing to the present day, much of Cottonwood's new residential development came in the form of larger suburban-style communities of detached single-family homes, including Cottonwood Ranch, Grey Fox Ridge, Kindra Heights, and Mesquite Hills. Unlike most of the previous residential development in Cottonwood, these neighborhoods have homeowners' associations, and homes were built by a single builder. Also during this period, several higher-density attached single-family condominium developments were built along South 16th Street.



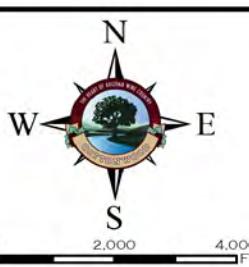
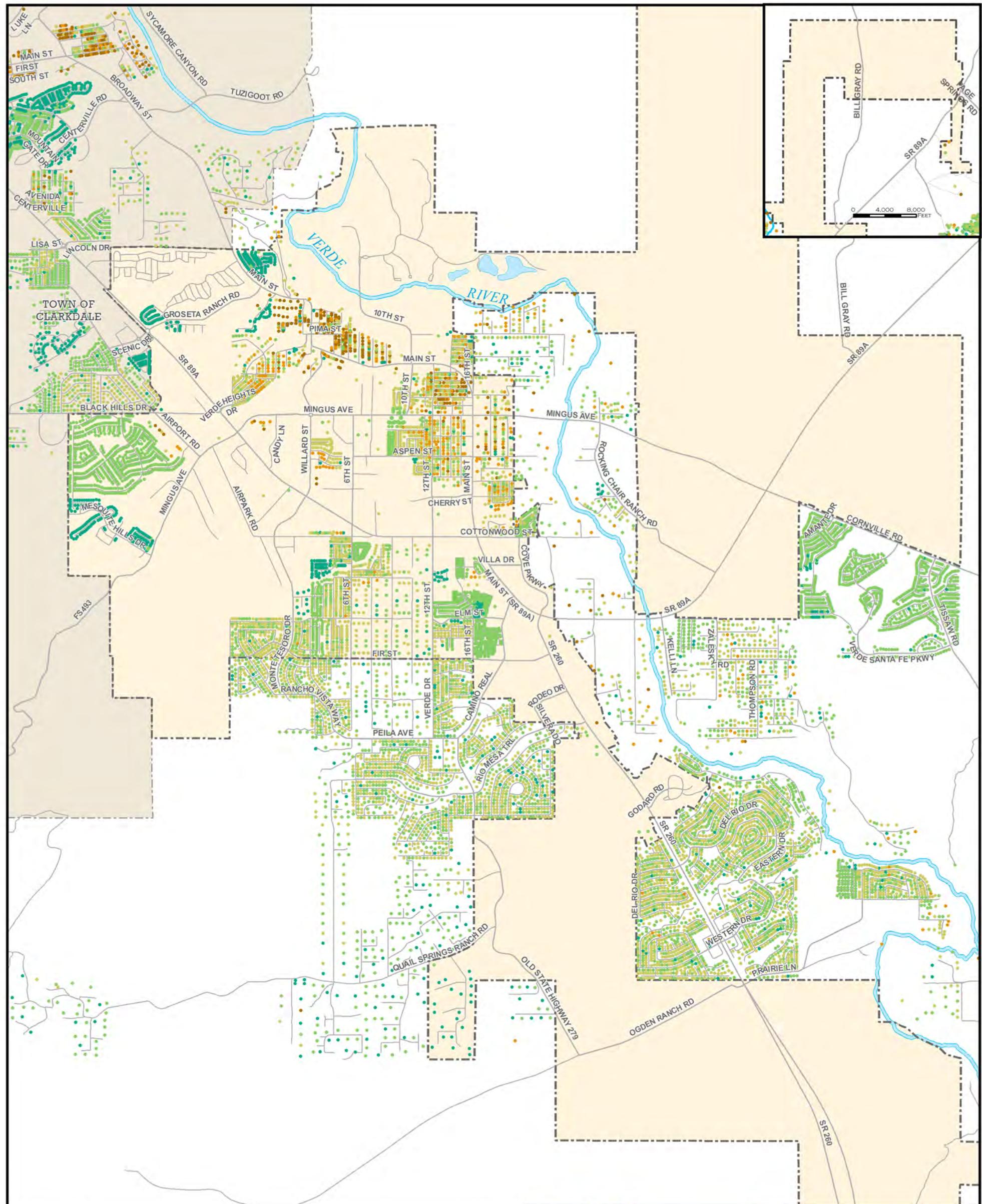
Residential area at S. 16th Street and E. Elm Street, looking north.



Most recent residential development has been in the form of detached single-family homes in large developments, like these under construction in Mesquite Hills.

Resources

Yavapai County Interactive Map, Geographic Information System (GIS), Improvements, Year Built, <https://gis.yavapaiaz.gov/v4/>



MAP 4-1 HOUSING YEAR BUILT

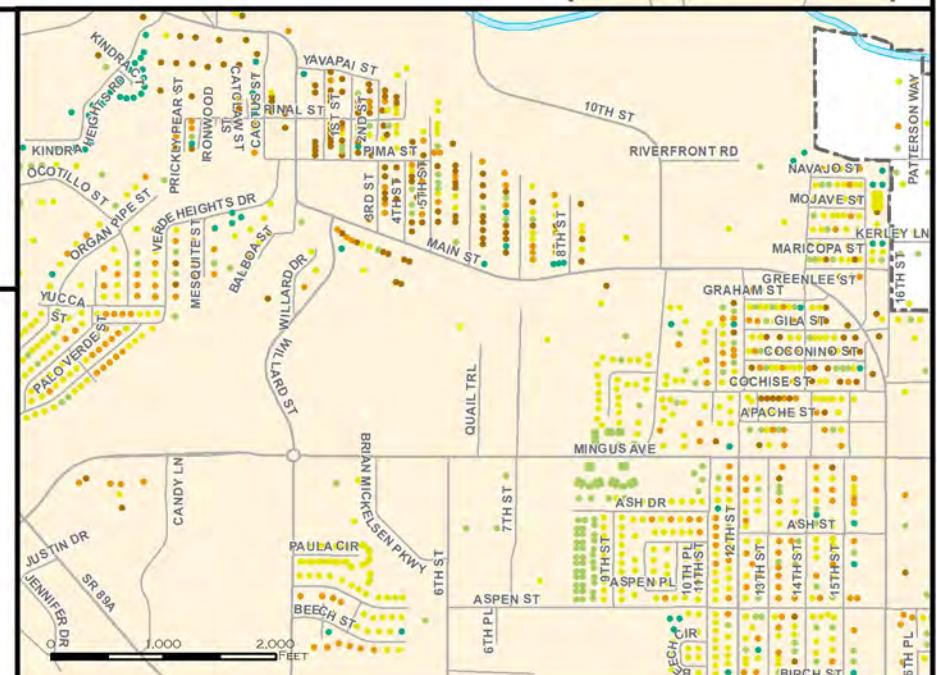
2024 COTTONWOOD CITY ATLAS

Year Built: Single-Family, Multi-Family and Manufactured

- 1900 - 1949
- 1950 - 1969
- 1970 - 1989
- 1990 - 2009
- 2010 - 2023

City of Cottonwood

Source: Yavapai County Assessor and GIS, January 2024



Housing Types

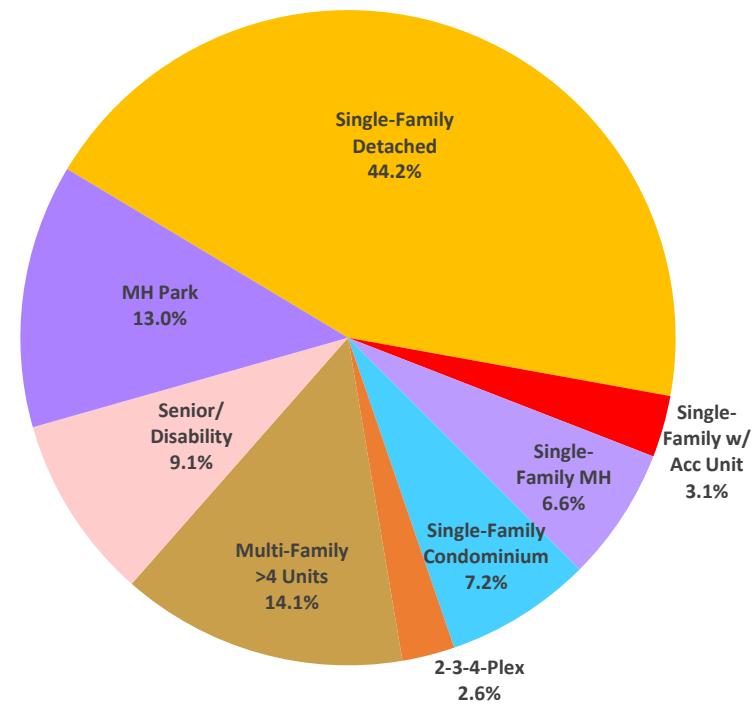
Map 4-2 shows existing residential units in Cottonwood as of January 2024, categorized by type of housing. Of the more than 6,100 units, about half are single-family detached houses. About a quarter of Cottonwood's residential units are multi-family, ranging from duplexes through large apartment developments and senior housing. A significant number of units are in manufactured home parks, and some recreational vehicle parks have a large proportion of long-term residents.

From 2011 through 2023, Cottonwood issued permits for 1,179 new residential units, an average of about 91 per year. Not all of the units for which permits were issued have been completed. About 40% of all units were in multi-family developments, which includes Lofts on Sixth, a 56-unit apartment complex, which at the end of 2024 had not begun construction.

Very few permits have been issued recently for duplexes, triplexes, or fourplexes. These housing types, sometimes called "missing middle" housing, have the potential to add units through small-scale incremental infill development that is compatible in scale with existing neighborhoods.

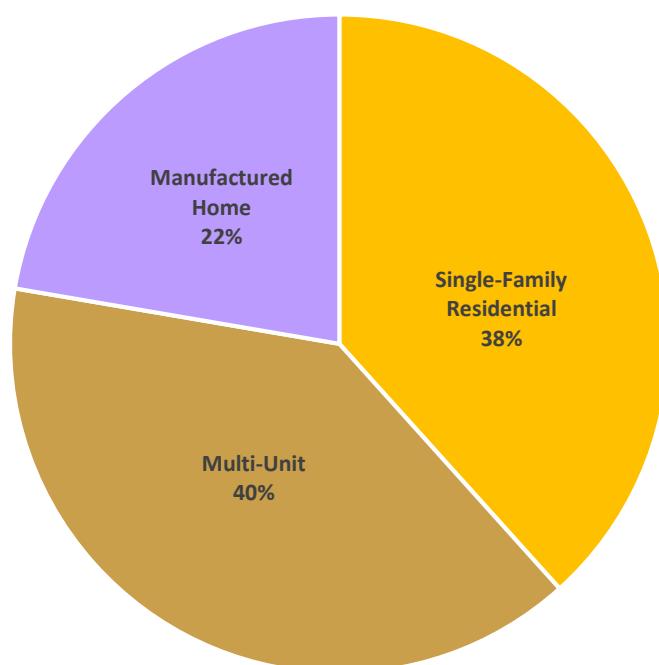
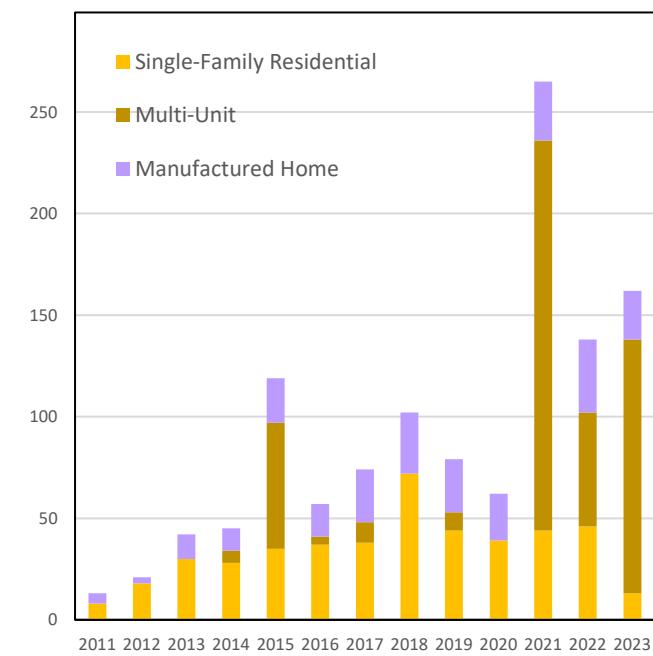
Cottonwood Existing Housing Units by Type, 2024

Single-Family Detached	2,726
Single-Family w/ Accessory Dwelling Unit	188
Multi-Family 2-3-4-plex	160
Multi-Family >4 Units	871
Multi-Family Senior Housing	562
Single-Family Attached (Condo/Townhome).....	446
Single-Family Mobile/Manufactured.....	407
MH Park.....	802
Total Cottonwood Housing Units	6,162
RV Park Spaces	283



Source: City of Cottonwood Community Development, with data from Yavapai County Assessor and GIS, January 1, 2024

Cottonwood New Residential Building Permits Issued 2011-2023



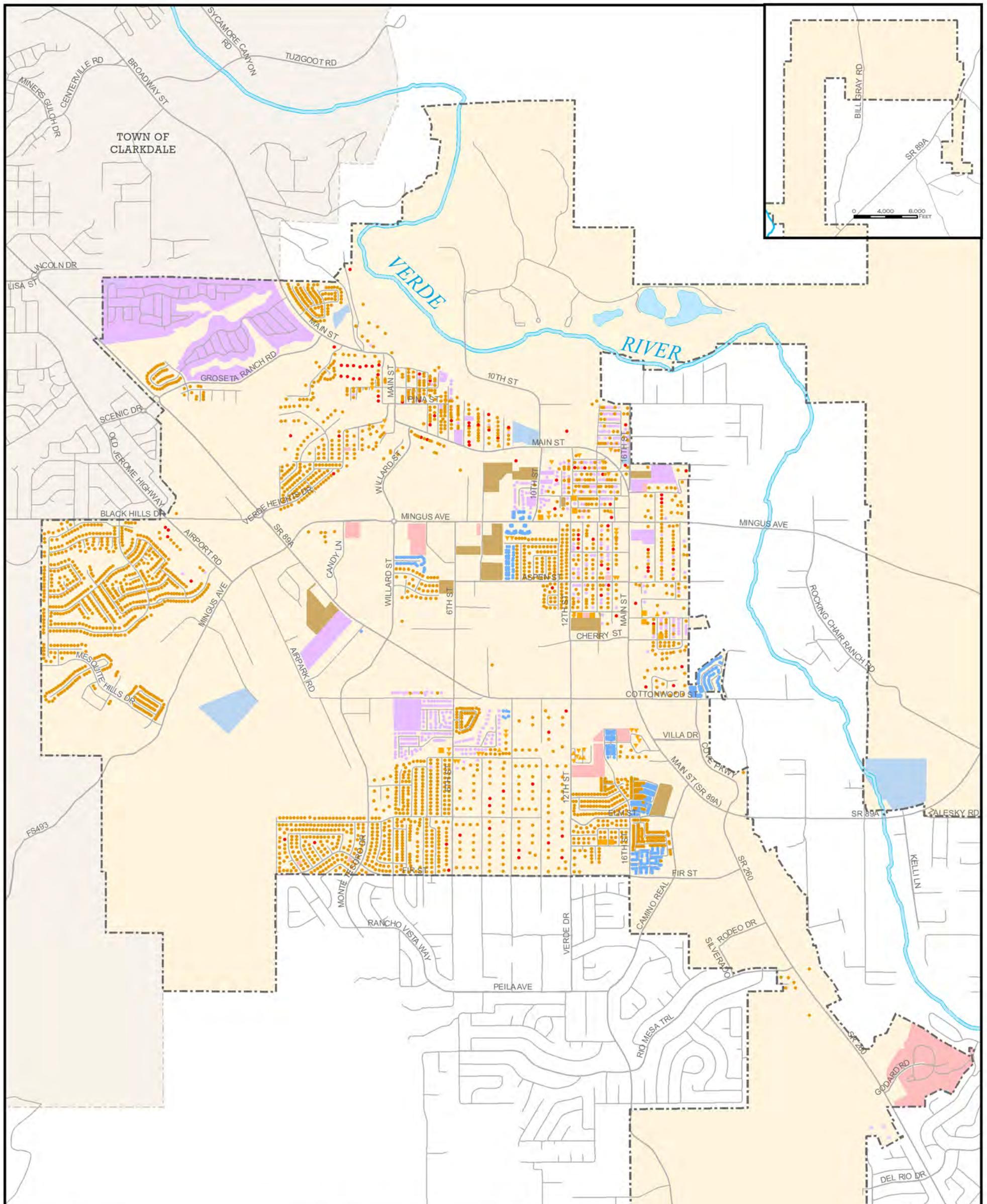
Source: City of Cottonwood Community Development Annual Reports

Resources

City of Cottonwood Community Development, Annual Reports, <https://cottonwoodaz.gov/157/Community-Development>

Daniel Parolek, *Missing Middle Housing*, <https://ctw.catalog.yln.info/> 728.312 PAR, <https://missingmiddlehousing.com>

Incremental Development Alliance, <http://www.incrementaldevelopment.org>



MAP 4-2
HOUSING
TYPE

2024 COTTONWOOD CITY ATLAS



- Single Family Detached
- Single Family w/ Acc Unit
- Single Family MH
- SFR Condominium
- Duplex
- Triplex
- Fourplex
- Multi-Family >4 Units
- Senior/Disability Housing
- MH Park
- RV Park
- City of Cottonwood

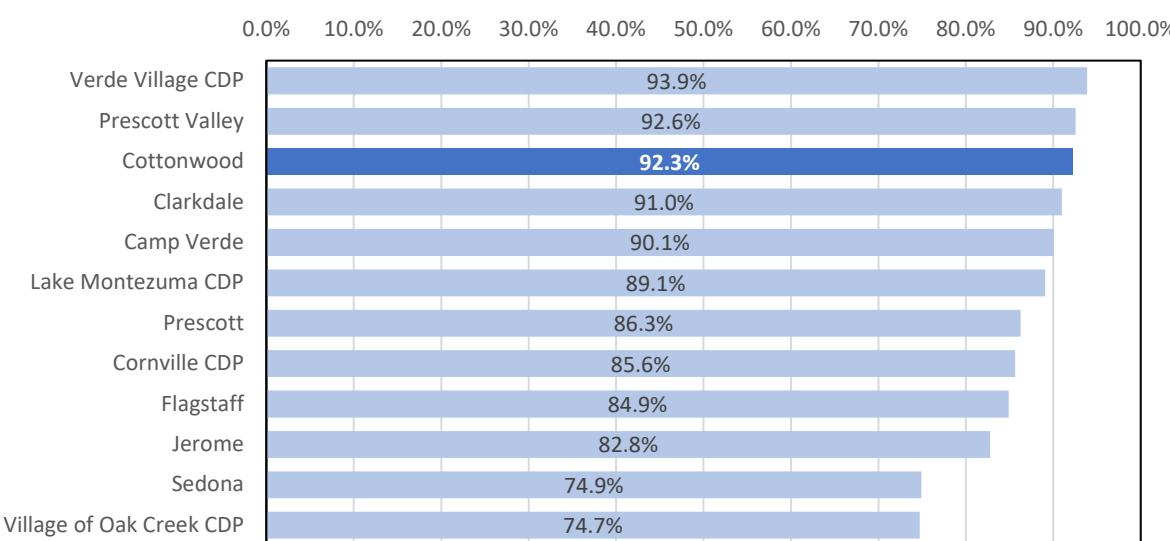
Housing Occupancy

The U.S. Census Bureau estimated Cottonwood's housing occupancy rate was 92.3% in 2020. The number of persons per household was estimated to be 2.07 that year (households are total units minus group quarters). Dividing the 2020 population (12,029) by the estimated number of occupied units (5,696) yields an average 2.11 persons-per-occupied unit. Dividing the State Demographer's 2024 population estimate (12,658) by the City's estimated total number of units on page 40 (6,162) yields an overall persons-per-unit figure of about 2.1.

Like most cities, Cottonwood's residential areas are a mix of rented and owner-occupied homes. The U.S. Census Bureau estimates Cottonwood's homeownership rate to be 50.1%. As the charts below indicate, Cottonwood's homeownership rate is lower than that of most other communities in north central Arizona, and its occupancy rate is among the highest.

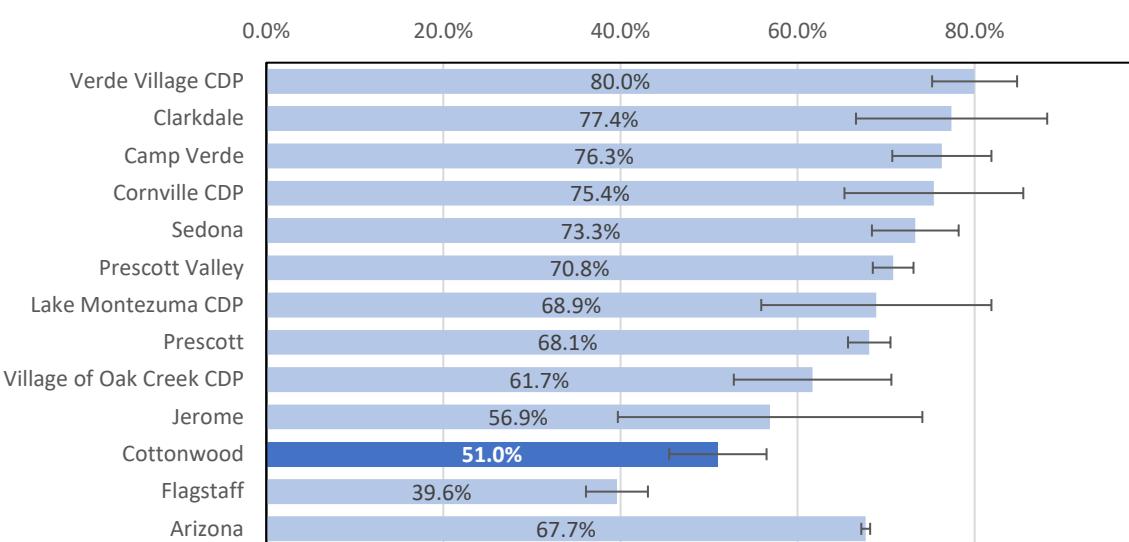
Map 4-3 shows single-family residential properties in and around Cottonwood whose owners receive their property tax bills at addresses outside Cottonwood and are presumably not owner-occupied. Properties owned by Cottonwood residents are not necessarily owner-occupied, but for those that are rentals, the rent payments stay in the local economy.

Occupancy Rate



Source: U.S. Census Bureau, 2020 Decennial Census

Homeownership Rate

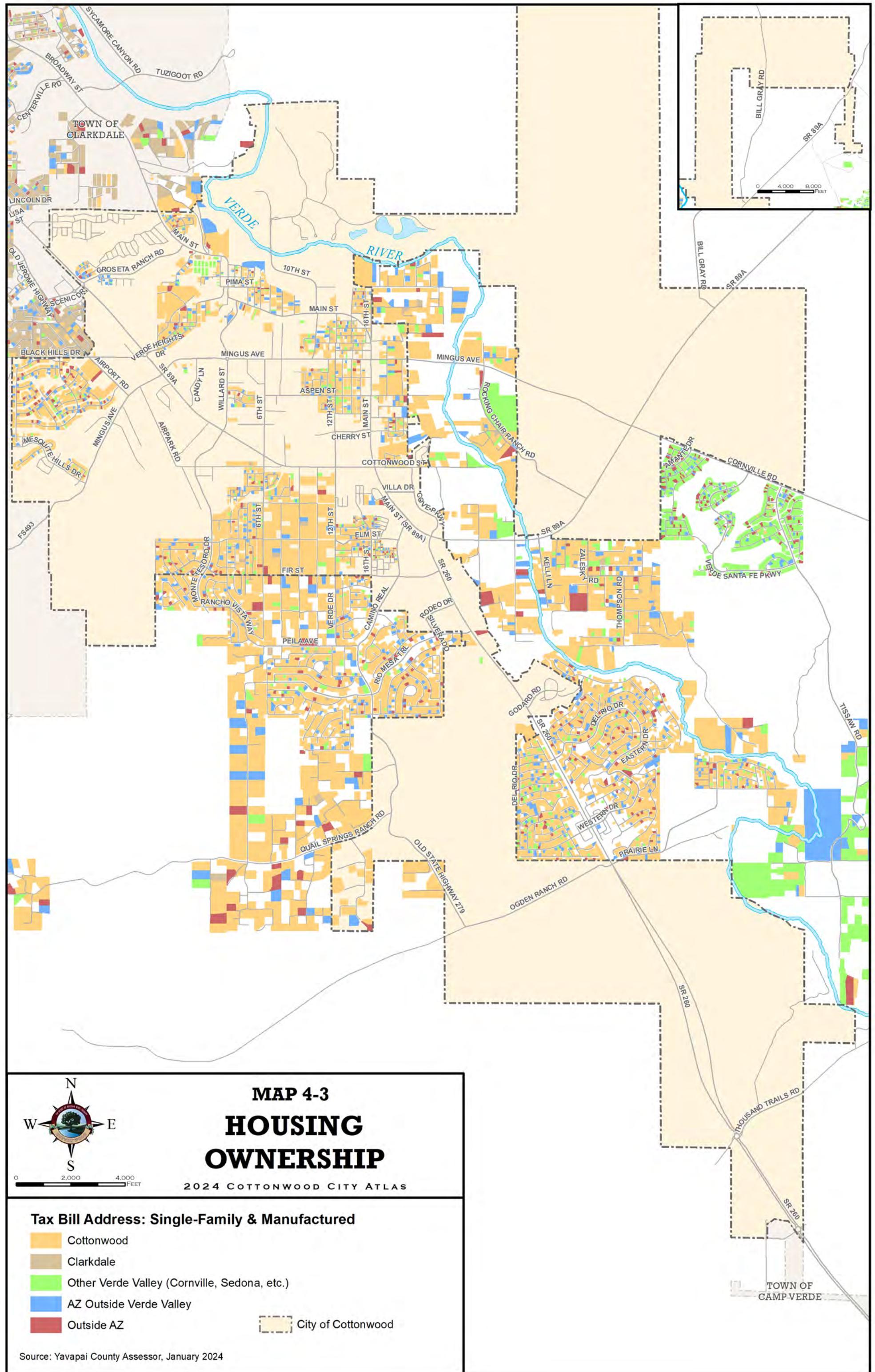


Source: U.S. Census Bureau, 2023 ACS 5-year Estimate; margin of error indicated by brackets

Resources

U.S. Census Bureau, Profile, Cottonwood city, https://data.census.gov/profile/Cottonwood_city, Arizona ?g=1600000US0416410

Yavapai County Interactive Map, Geographic Information System (GIS), parcel owner data, <https://gis.yavapaiaz.gov/v4/>



Housing Affordability

The U.S. Department of Housing and Urban Development considers a housing unit to be affordable when the unit costs no more than 30% of household income. In Cottonwood, a housing unit that would be considered affordable to a low-income household (making less than 80% of the area median income (AMI) of \$39,437) would cost less than \$789 per month. Housing costs that are affordable for “workforce” level households, with an income below 150% of AMI, would be below \$1,479 per month.

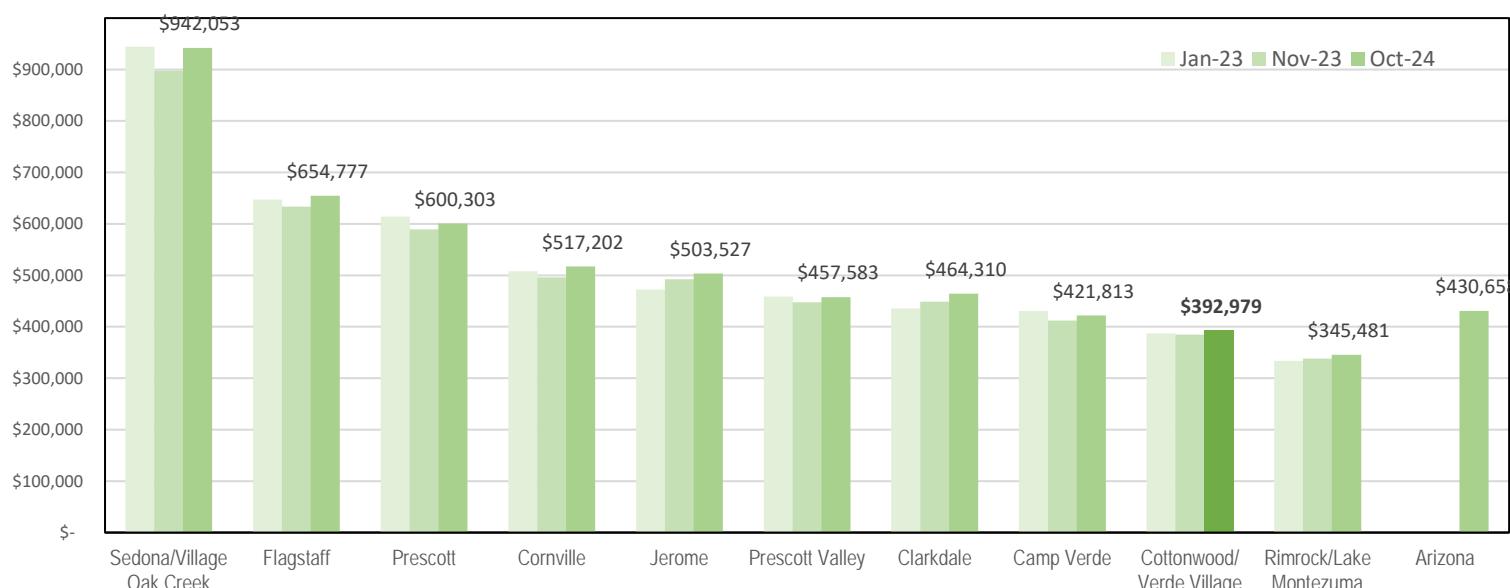
According to the Census Bureau’s 2022 ACS 5-Year Estimates for 2018-2022, Cottonwood’s median gross rent was \$996, and Zillow.com’s estimated average home value in the Cottonwood/Verde Village area to be \$392,979 in October 2024. While expensive for many, both figures are low compared with other communities in north central Arizona (see charts below).

The Verde Valley Housing Needs Assessment, a 2021 housing study commissioned by Cottonwood and other local communities, found a shortage of nearly 2,800 affordable housing units in the Verde Valley, plus a projected demand for more than 900 additional affordable units over the next five years. The study also estimated 40 percent of Cottonwood households are burdened by housing costs that exceed 30% of their income.

The proliferation of short-term vacation rentals has reduced the supply of available housing units for sale or rent in the Verde Valley, and has displaced long-term occupants. In Sedona, which has seen a dramatic increase in vacation rentals, the population of permanent residents has decreased since 2000, and many people employed there must live elsewhere and commute to work, adding to the housing demand in neighboring communities, including Cottonwood. State law preempts cities from restricting the conversion of residential units to vacation rentals.

Map 4-4 shows the Yavapai County Assessor’s records of full cash value (FCV) and recent sales for detached single-family homes, both site-built and manufactured. The FCV values can be lower than actual home prices, depending on market conditions, but mapping FCV shows relative values throughout the region. The Assessor’s office determines FCV annually, using standard appraisal methods or by applying a method of valuation as prescribed by State statute.

Zillow: Home Value Index Average by Market Area



Source: Zillow.com Home Value Index, October 15, 2024

U.S. Census: Median Gross Rent by City/Town/CDP

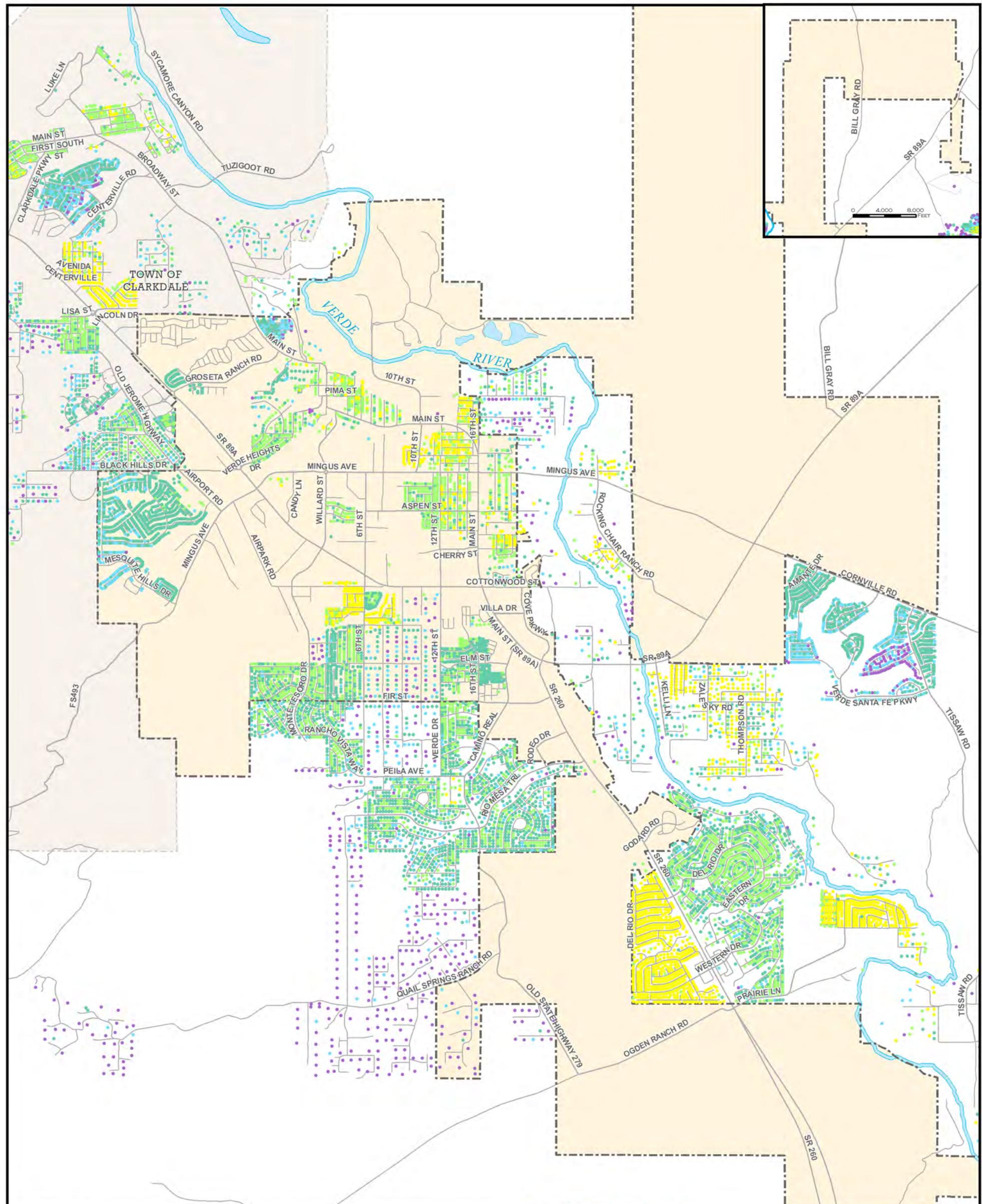


Source: U.S. Census Bureau, 2023 ACS 5-Year Estimates; margin of error indicated by brackets

Resources

Elliott D. Pollock & Co., Verde Valley Housing Needs Assessment (2021), <https://cottonwoodaz.gov/741/Verde-Valley-Housing-Study>

Zillow Home Value Index, <https://www.zillow.com/home-values/102001/united-states>



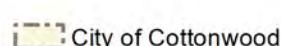
MAP 4-4

SINGLE-FAMILY HOME VALUE

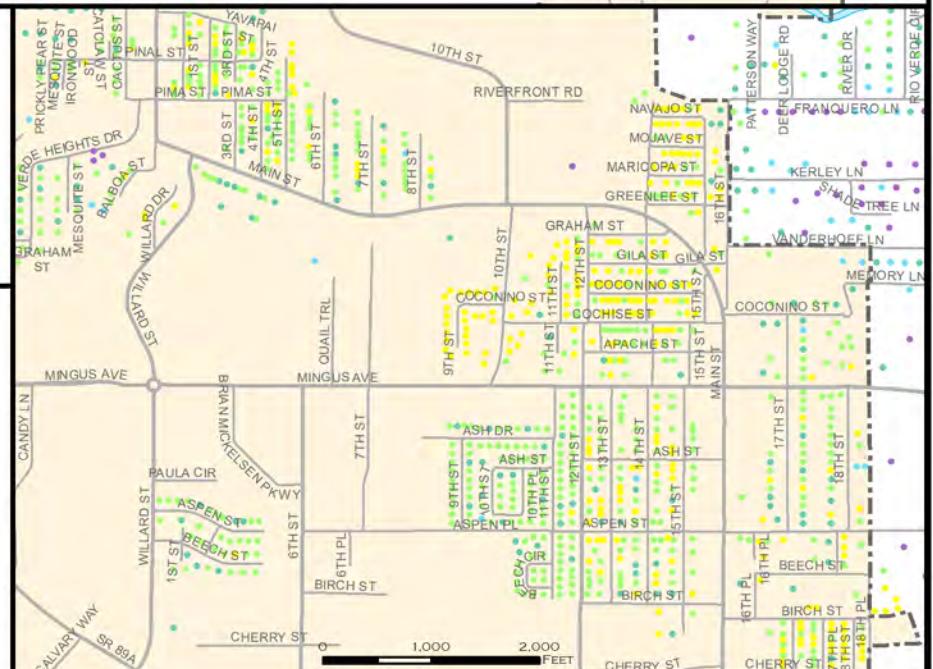
2024 COTTONWOOD CITY ATLAS

Full Cash Value: Single-Family Res. (Site-Built and Manufactured)

- <\$150,000
- \$150,000 - \$300,000
- \$300,001 - \$450,000
- \$450,001 - \$600,000
- > \$600,000



Source: Yavapai County Assessor and GIS, January 2024



5. COST OF DEVELOPMENT

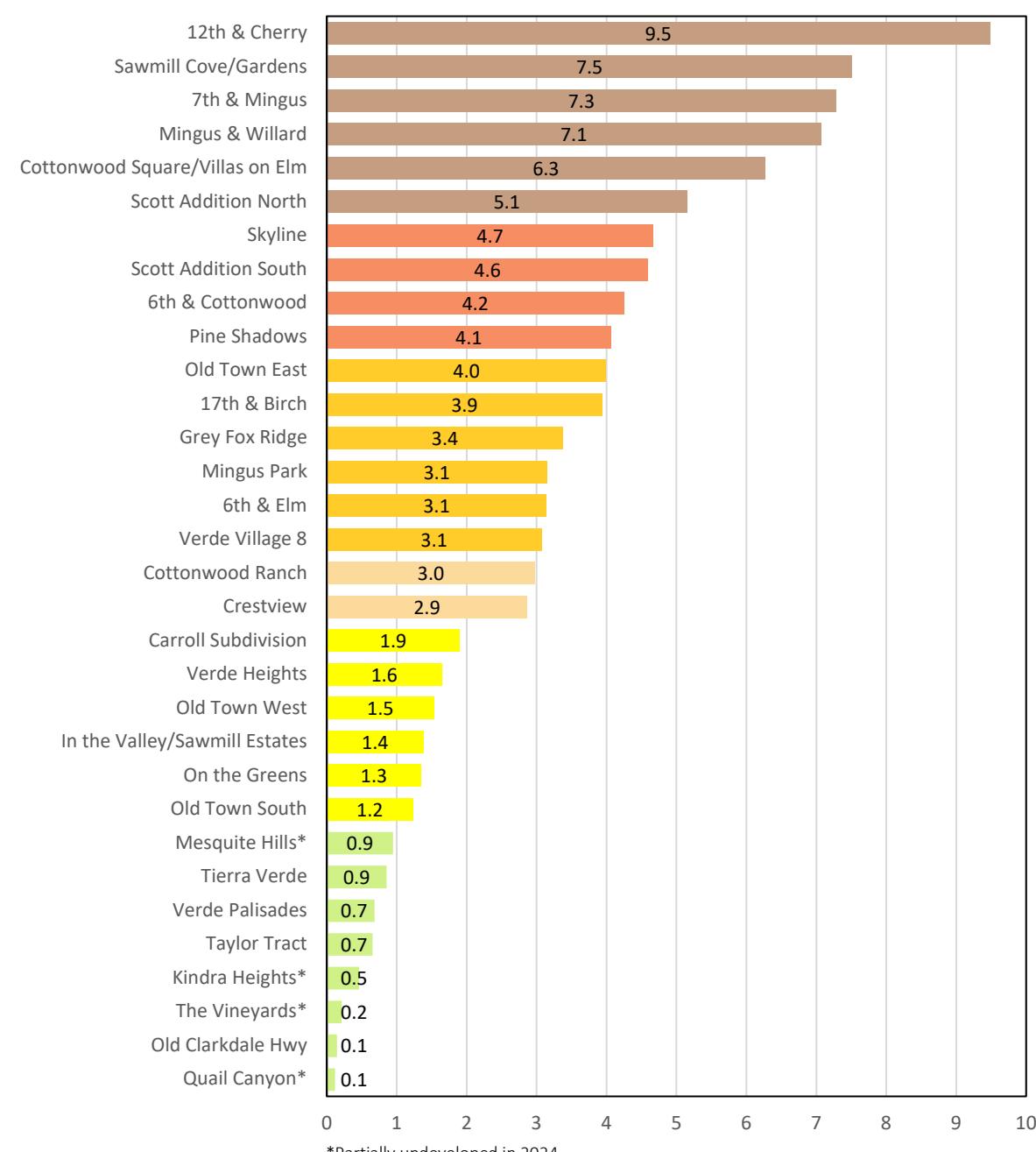
Residential Development and Infrastructure

Map 5-1 and the chart below show the overall densities of Cottonwood's residential areas. The density is the number of residential units per gross acre within each area ("gross acres" includes all land in the area, including streets and undeveloped land). Areas that are only partially developed, like Kindra Heights and Mesquite Hills, show a lower density now than they will have once they are fully built out. Generally, the areas with multi-family zoning (see **Map 1-8**) have the highest densities. Maximum densities are set by the Zoning Ordinance, based on planned densities established in the General Plan. Generally, the higher the residential density, the lower the cost of public infrastructure construction and maintenance per unit. In developments with private streets and utilities, the cost of infrastructure maintenance is borne by the property owners who use that infrastructure, rather than the City.

Like the commercial and industrial zones, residential areas generate revenue for the City – not based on sales but on the number of people who live there. The State of Arizona distributes State Shared Revenues (SSR) to cities and towns in amounts corresponding to population. Cottonwood will receive about \$600 per person (or about \$1,200 per housing unit) in fiscal year 2023/2024. SSR comes from the State's portion of the sales tax – along with state-collected income tax, fuel tax, and motor vehicle in-lieu tax. The State sales tax and income tax portions of the SSR go to the City's general fund, while the transportation-related taxes go directly to City roadway improvements.

The chart below compares the residential units per gross acre within each residential area. Higher-density neighborhoods generate the most SSR dollars per acre, and more strongly support their public infrastructure by generating more SSR per lane mile of public roadway and utility lines.

Residential Density: Units per Gross Acre

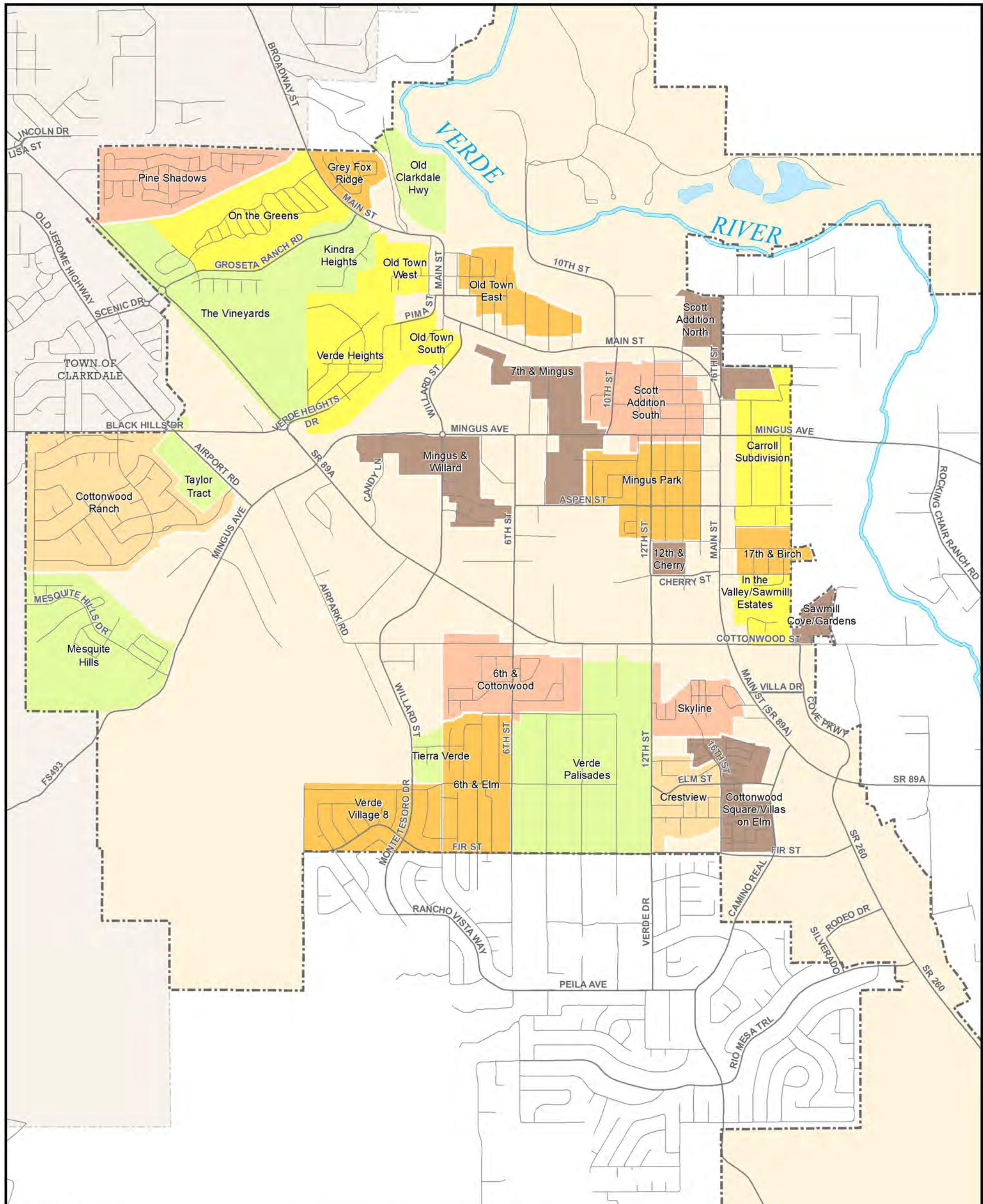


Source: City of Cottonwood GIS

Resources

Arizona League of Cities and Towns, FY 2024 State Shared Revenue Report,
<http://www.azleague.org/ArchiveCenter/ViewFile/Item/461>

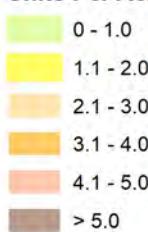
City of Cottonwood Annual Comprehensive Financial Report, <https://cottonwoodaz.gov/168/Financial-Transparency>



MAP 5-1
RESIDENTIAL
DENSITY

2024 COTTONWOOD CITY ATLAS

Residential Areas, Gross Density
 Units Per Acre (Overall Area)



City of Cottonwood

Source: City of Cottonwood GIS

6. CORRIDORS

Arterial Corridors

Cottonwood's arterial corridors are the community's most used and most visible public spaces. Residents and visitors (as drivers, bicyclists, and pedestrians) use these spaces to access residential and commercial places within the City, and to move between those places and other destinations inside and outside Cottonwood. A corridor consists of not just the roadway, but also the sidewalk, landscaping, and commercial or residential land uses that line the roadway. The corridors along Cottonwood's Principal and Minor Arterials contain most of Cottonwood's commercial activity.

The functionality, safety, and appearance of Cottonwood's arterial corridors are important to the economic well-being of the city. The character of these corridors is affected by many factors, including roadway configuration, streetscape design, location of buildings relative to the roadway, and parking areas.

The U.S. Department of Transportation has established a hierarchy of roadway types based on their function. The Federal Function Classification (FFC) system is used to guide roadway design, and to determine priorities and funding for construction projects. Local jurisdictions coordinate with the Arizona Department of Transportation to determine these classifications on State, County, and City roadways. The FFC designations for roadways in the Cottonwood region, as shown on **Map 6-1**, are Principal Arterial, Minor Arterial, Collector, Minor Collector, and Local.

In general, FFC designations reflect an emphasis on either mobility or access. Roadways designated as Principal and Minor Arterials, including state highways, are generally intended to emphasize mobility, enabling vehicles to travel rapidly between destinations. Lower FFC designations are oriented more towards providing access to individual businesses and homes than for high-speed mobility.

In Cottonwood, roadways classified as Minor Arterials under the FFC system – including Main Street in Old Town, West State Route 89A, Mingus Avenue, and South Main Street – vary greatly in terms of speed, width, and adjacent land uses. Though they share the same broad FFC designation, the roadways in these corridors function very differently. In many cases, roadways were originally designed to function as highways (prioritizing speed and mobility) but were later lined with businesses, forcing them to function as both highways and city streets simultaneously. The City classifies those roadways as Hybrid Arterials.



North Main Street in Old Town (upper left), South Main Street (right), and the SR 89A Bypass (left) are all classified as Minor Arterials under the FFC system, despite having very different characteristics and functions. The combination of frequent access points and high speeds make South Main Street a Hybrid Arterial.

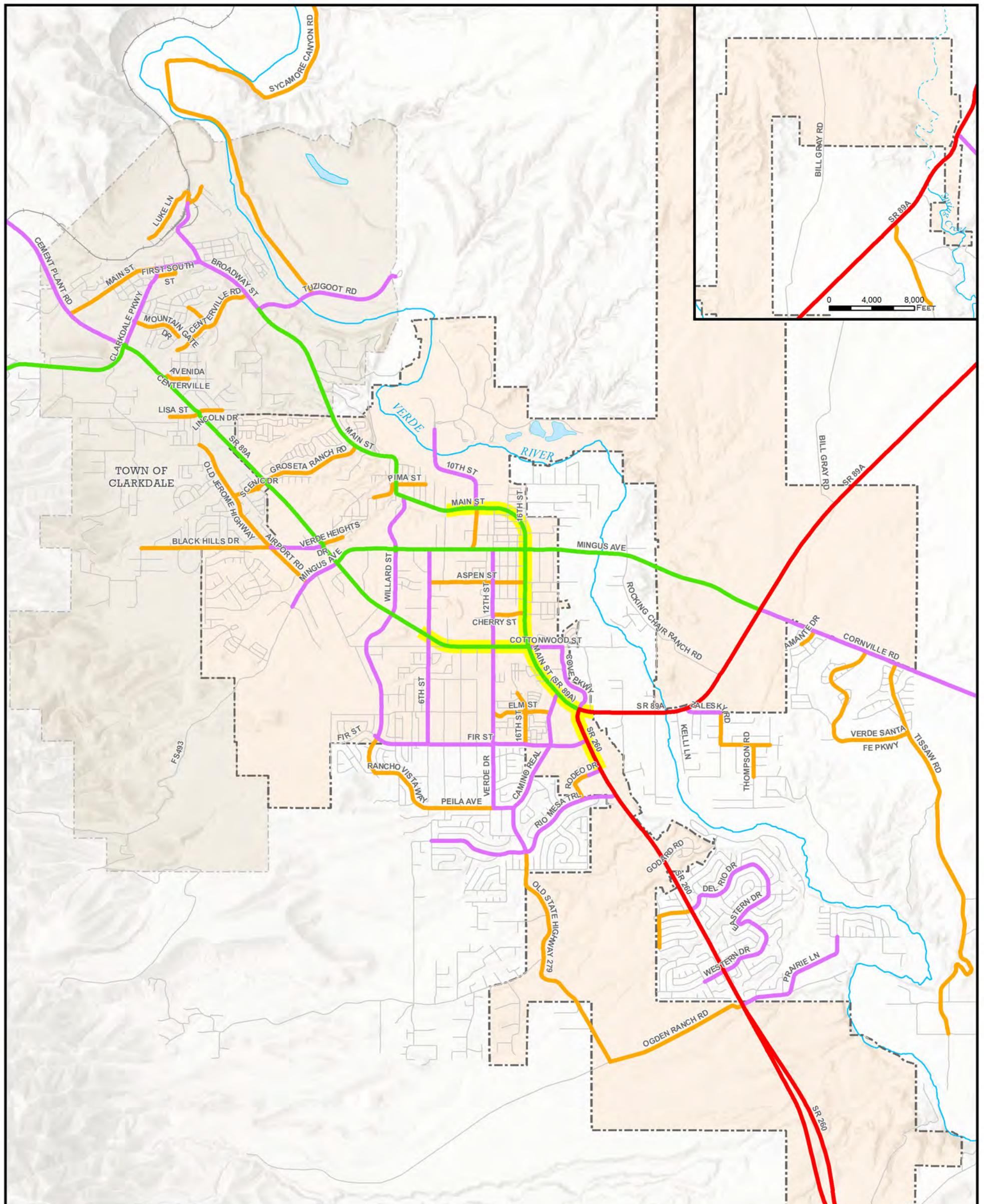


Source: Yavapai County GIS

Resources

ADOT Transportation Data Management System, <https://adot.public.ms2soft.com/tcds/tsearch.asp?loc=Adot&mod=TCDS>

USDOT, Highway Functional Classification Systems, http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm



MAP 6-1
FUNCTIONAL
CLASSIFICATIONS

2024 COTTONWOOD CITY ATLAS



0 1,950 3,900 FEET

Federal Functional Classifications

Principal Arterials

Minor Arterials

Collectors

Minor Collectors

Local - Public and Private

Hybrid Arterials

City of Cottonwood

Source: NACOG TDMS - <https://nacog.public.ms2soft.com/tcds>
 ADOT TDMS - <https://adot.public.ms2soft.com/tcds>
 Yavapai County and City of Cottonwood GIS

Hybrid Arterials

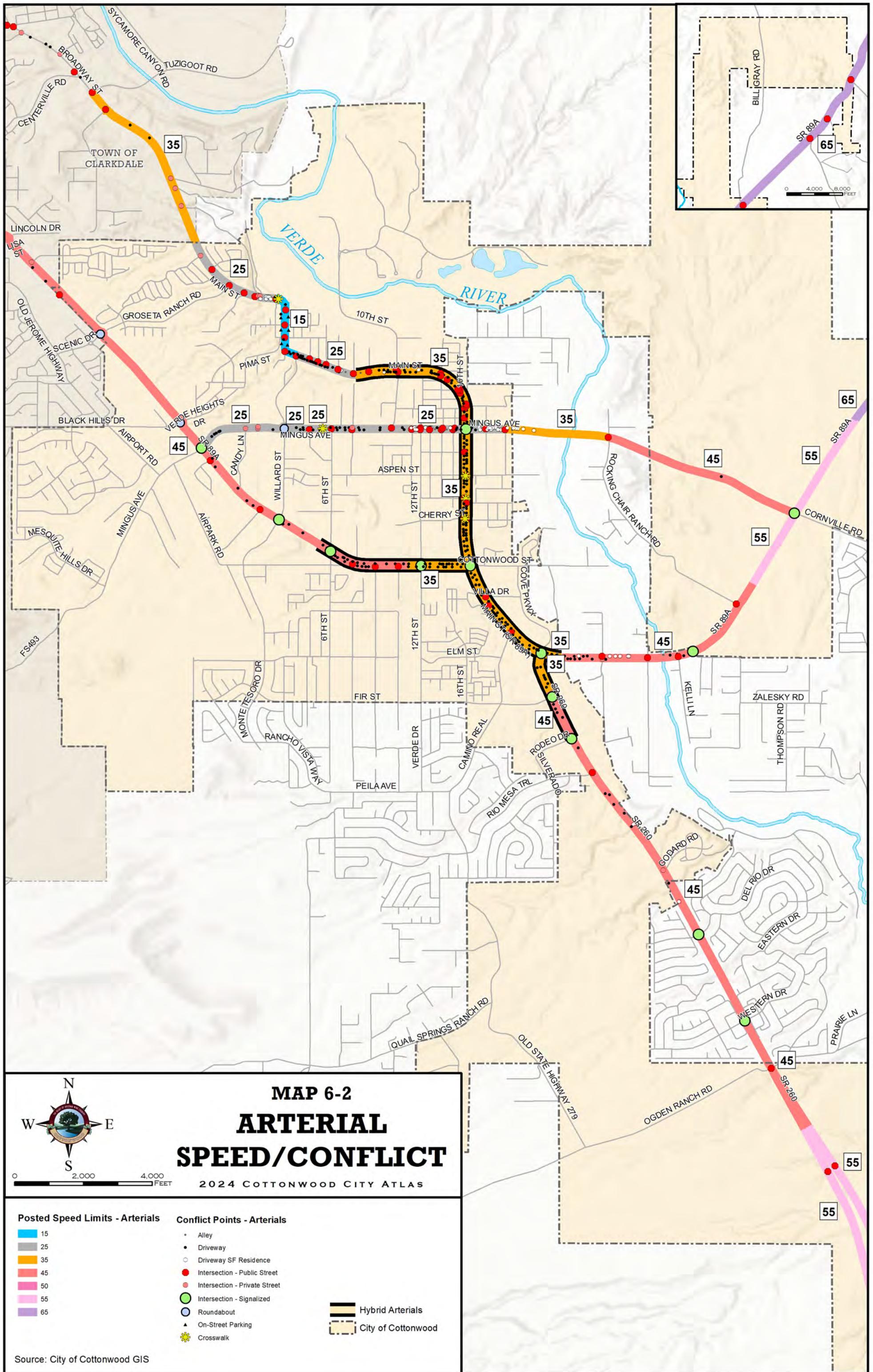
Map 6-2 shows Cottonwood's Hybrid Arterials, where frequent conflict points such as intersections, driveways, and crosswalks add complexity to Cottonwood's higher-speed roadways. These roadways function neither as high-mobility highways nor high-access streets, but as a hybrid of the two, in which relatively high speeds (posted speed limits of 35 mph or greater, as shown on **Map 7-3**) are mixed with frequent access points. Hybrid arterials, sometimes called "stroads," are common throughout North America, particularly in regions that developed in the mid-20th Century, when "strip" commercial development patterns were encouraged – or even mandated – by zoning codes. Numerous conflict points impede mobility, while relatively high traffic volumes and speeds can hinder access to and from commercial driveways. The hybrid corridor's combination of higher speeds and frequent conflict points can also lead to higher rates of injury crashes (number of crashes per vehicle miles traveled) than on corridors that function as a highway or street (see **Map 12-4**).

On South Main Street (an ADOT roadway because it is a segment of SR 89A), multiple driveways have direct access onto the 35-mph street (circled). Newer development at lower right is accessed by a shared driveway, reducing conflict points.



Resources

Charles L. Marohn, Jr., *Strong Towns*, <https://ctw.catalog.yln.info/> 307.116 MAR, <http://www.strongtowns.org>



Parking

The size and configuration of parking areas have a major influence on the functionality and character of a corridor. Cottonwood's Zoning Ordinance requires a minimum number of parking spaces for commercial and residential uses, based on the type of business or housing.

The Old Town Commercial Historic District predates City off-street parking requirements and is exempt from them. Structures occupy most of the privately-owned land, and parking occurs along the public streets or in public parking lots. On-street parking buffers sidewalks from vehicular traffic, making the corridor safer and more pleasing for walking than those where sidewalks are directly adjacent to vehicular traffic. Public parking spaces can be in short supply during busy times, but this traditional parking configuration contributes to the walkable character of historic Old Town.

In other areas, the Zoning Ordinance requires parking spaces be provided on-site, meaning a portion of a development's land and must be set aside for enough parking to accommodate the expected maximum parking demand. This is a common practice nationwide, though zoning ordinances often overestimate needed parking. Excessive parking requirements can needlessly reduce the amount of land available for commercial space or housing.

Map 6-3 shows Cottonwood's commercial areas with the approximate footprints of parking lots and drive aisles that occupy land zoned for commercial uses.



In Old Town, on-street parking buffers the sidewalk from vehicular traffic, and reduces the need for commercial land to be occupied by parking spaces.

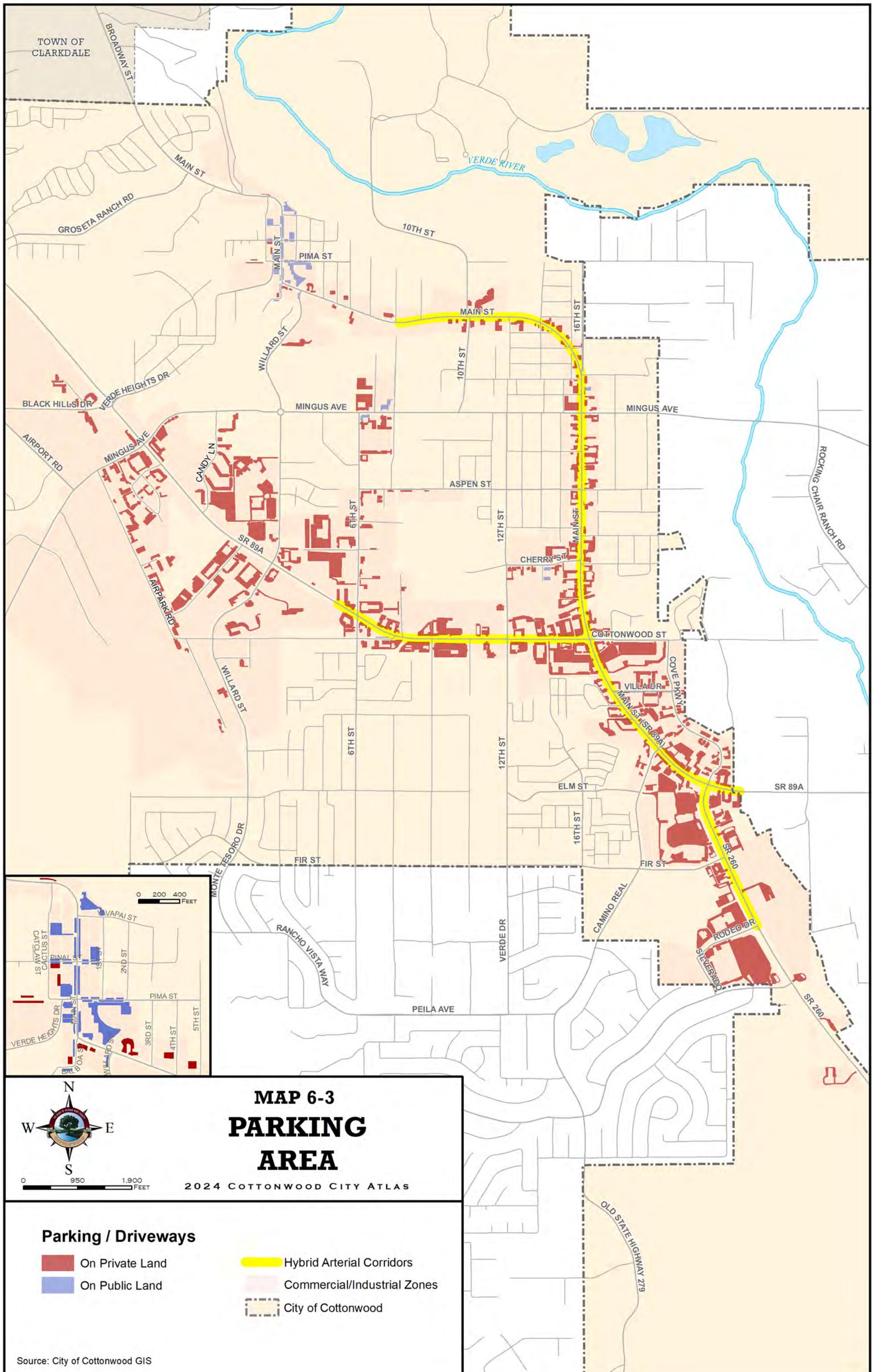


At the south end of the SR 260 hybrid arterial corridor, the parking lot for the region's largest retailer is more than half empty at noon on "Black Friday" after Thanksgiving, 2022.

Resources

Jeff Speck, *Walkable City Rules*, <https://ctw.catalog.yln.info/> 307.1216 SPE, <http://www.jeffspeck.com>

Charles L. Marohn, Jr., *Strong Towns*, <https://ctw.catalog.yln.info/> 307.116 MAR, <http://www.strongtowns.org>



7. CIRCULATION

Transportation Facilities

Within the Cottonwood city boundary, there are 78 linear miles of public roadways within 776 acres of public rights-of-way. 11 linear miles of roadway are state highways maintained by Arizona Department of Transportation (ADOT). The City of Cottonwood Public Works Department maintains the remaining 67 linear miles, 11 miles of which have striped bike lanes. Accounting for varying street widths and number of lanes, the City maintains an estimated 148 lane miles. S. Main Street between Cottonwood Street and SR 260 is an ADOT facility because it is a segment of SR 89A. The roadways with the greater number of lane miles and highest capacity for motor vehicle traffic are adjacent to Cottonwood's commercial zones and higher-density residential areas, where vehicular travel demand is highest (Map 7-1).

Of the 14 traffic signals in the Cottonwood/Verde Village area, 13 are owned and operated by ADOT, and one, at the intersection of Main Street and Mingus Avenue, is City-owned and operated. Four of the five roundabouts in the area are also ADOT facilities, while the City owns and maintains the roundabout at Willard Street and Mingus Avenue.

There are no railroads in Cottonwood, though the Verde Valley Railroad terminates in neighboring Clarkdale, where it provides freight and scenic rail passenger service.

Cottonwood Municipal Airport is a City-owned, non-towered General Aviation airport with a 1,600 square-foot terminal, 58 open tie-down spaces, 12 covered tie-downs, 7 transient spaces, and 10 aircraft hangars. In 2022, the airport saw about 35,000 aircraft and helicopter takeoffs and landings. Aviation regulations require some restrictions on land uses near the airport, and disclosure to home buyers and renters within the Airport Traffic Area (see Map 8-1).

Opened in 1929, the airport was originally known as Clemenceau Airport, was privately owned. It included a 3,600-foot dirt runway, one hangar, and an office facility. In 1940, the Airport was acquired by Yavapai County, and hosted primary flight training schools for both the Army and the Navy. Cottonwood acquired the airport in 1968 and has continuously invested in development and improvements.

In 1976, the City constructed a 3,500-foot paved runway as well as a paved parallel taxiway and an aircraft tiedown/parking apron utilizing both federal and state grants. Additionally, medium intensity runway lighting, apron lights, and security fencing were installed in subsequent years. In 1980, the runway was extended to its current length of 4,252 feet. Prompted by previous Master Plan Updates (1986, 1993, 2001), improvements at the Airport included the acquisition of additional land and the development of the Cottonwood Airpark commercial/industrial area east of the runway. A Master Plan Update was completed in 2022.



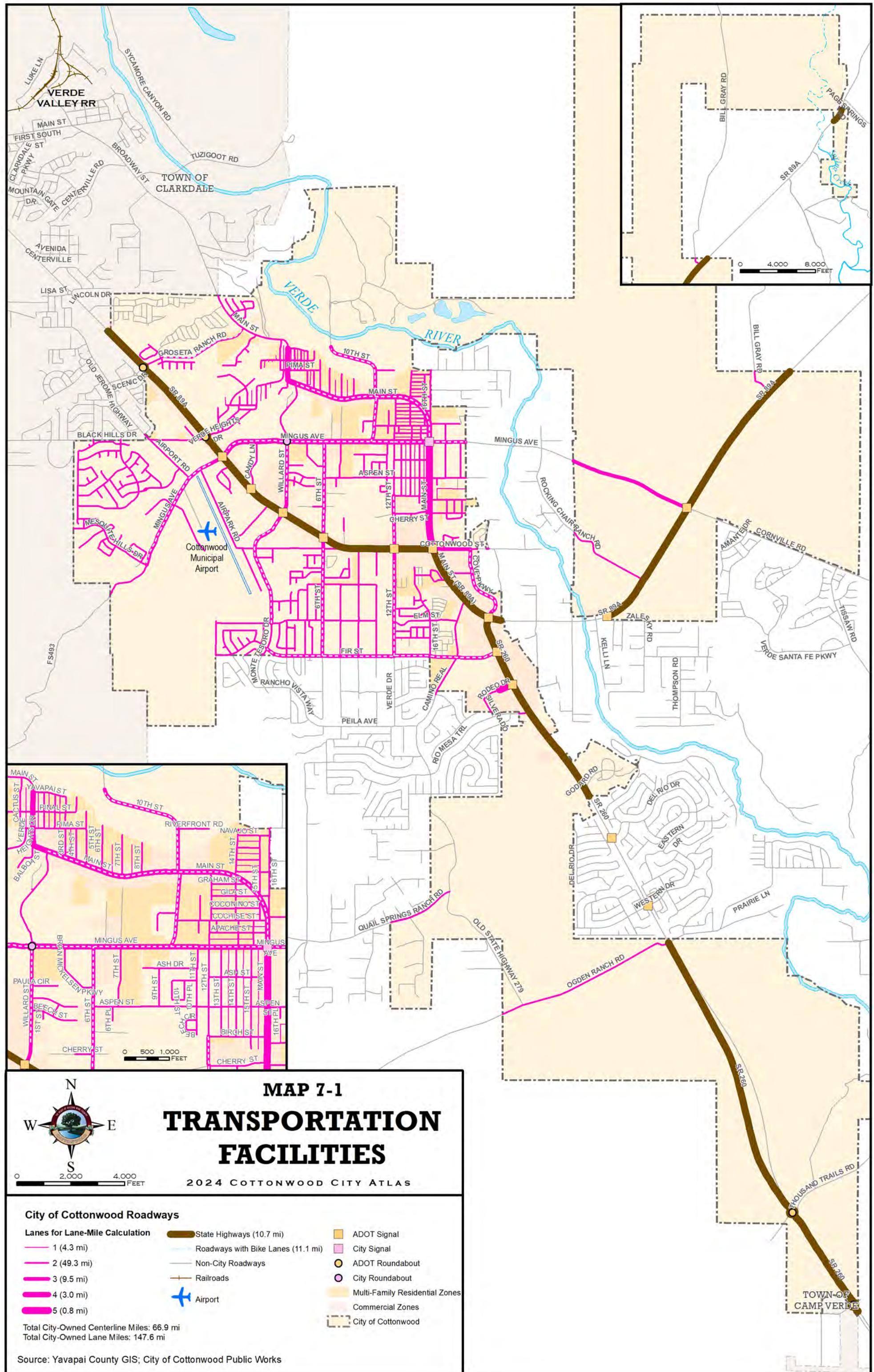
E. Mingus Avenue connects SR 89A and Cornville Road with central Cottonwood.

Resources

Arizona Department of Transportation: Transportation Data Management System, <https://adot.public.ms2soft.com/tcds/tsearch.asp?loc=Adot&mod=TCDS>

Cottonwood Municipal Airport, <https://cottonwoodaz.gov/369/Airport>

Homebuyers, Renters, and Real Estate Professionals Guide (assessing aircraft activity), <https://cottonwoodaz.gov/775/Purchasing-or-Renting-a-Home-near-the-Airport>

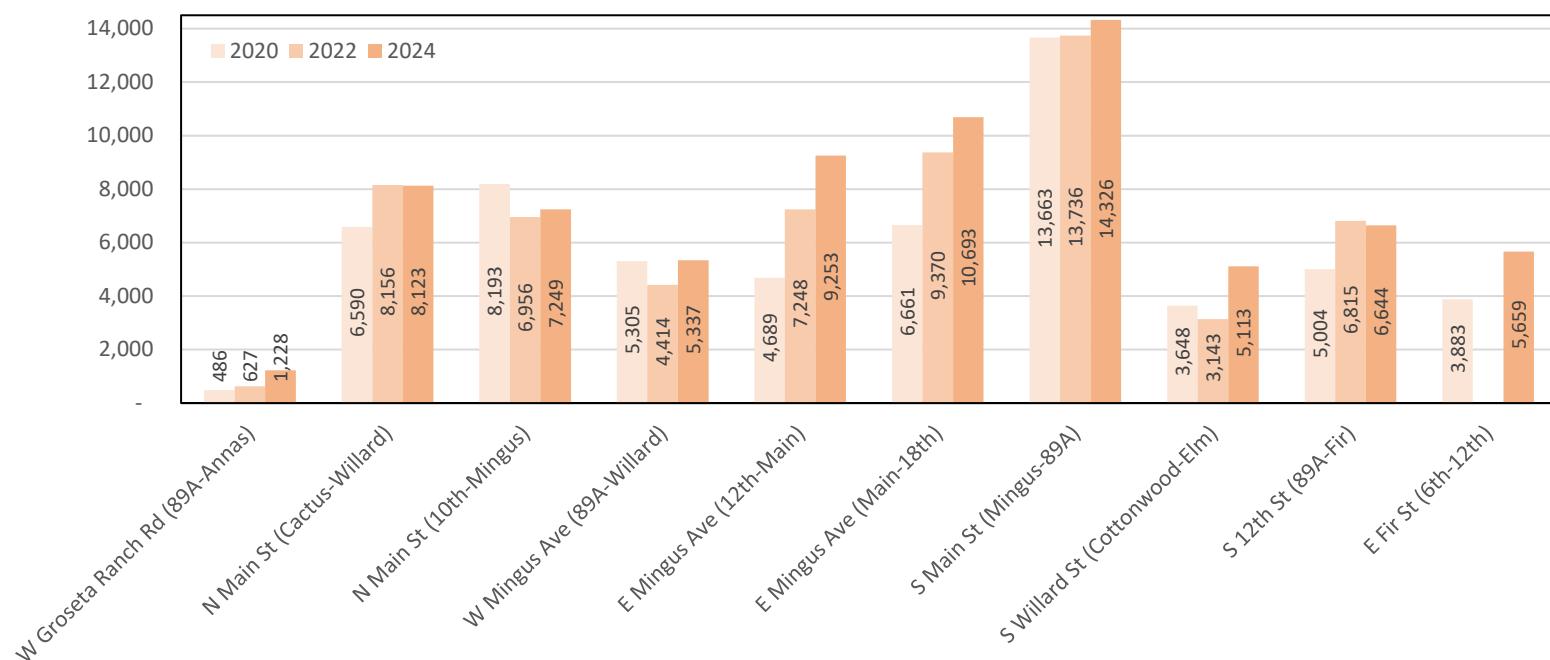


Traffic Volume

Land use patterns greatly affect traffic volume, as higher-density housing or heavily-used commercial areas can generate large numbers of vehicular trips. The City and ADOT periodically measure vehicular traffic volume to estimate the number of average daily trips (ADT) on various roadway segments and require traffic impact studies when large new developments are proposed. The chart below shows recent ADT data for key City roadways; ADOT data for highways is incomplete.

Map 7-2 shows current vehicular traffic volumes in the Cottonwood area. The limited number of regional through routes results in wide differences between the heavy volumes on the main roadways and lighter volumes on the others. State Route 260, between State Route 89A and Fir Street, has the highest vehicular traffic volume of any roadway in the region, and the signalized intersection of those two highways, through which much of the regional traffic is funneled, is the busiest intersection in terms of total vehicles entering the intersection daily.

Traffic Volume (ADT), Key City Roadways, 2020-2024



Source: City of Cottonwood Public Works

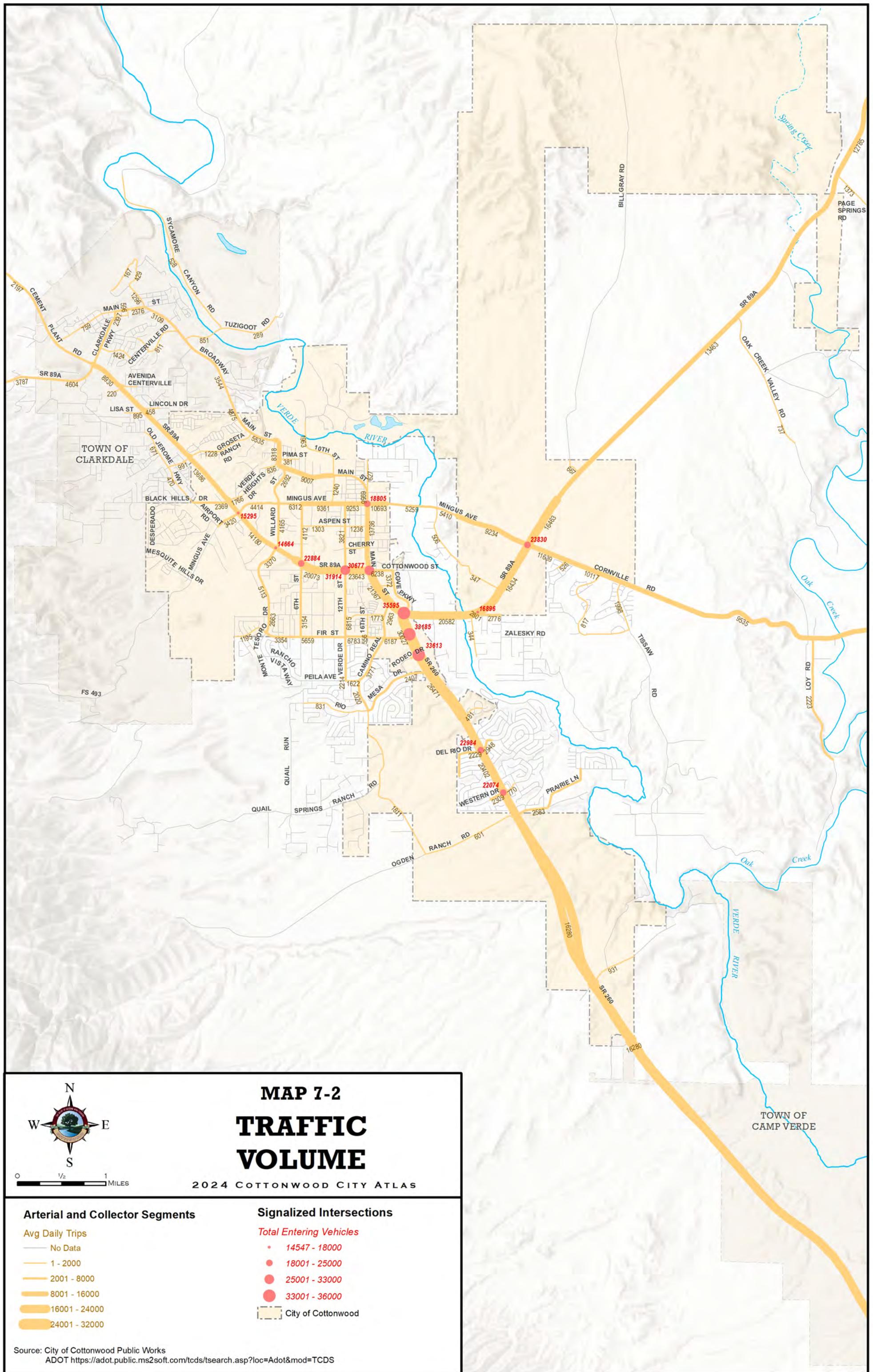


State Route 260 between SR 89A and Fir Street averages 30,000 vehicular trips per day. An estimated 35,000 vehicles enter the SR 260/SR 89A intersection daily from all directions, making it the most used and most visible public space in Cottonwood.

Resources

Arizona Department of Transportation: Transportation Data Management System,
<https://adot.public.ms2soft.com/tcds/tsearch.asp?loc=Adot&mod=TCDS>

Northern Arizona Council of Governments Data Management System,
<https://nacog.public.ms2soft.com/tcds/tsearch.asp?loc=nacog>

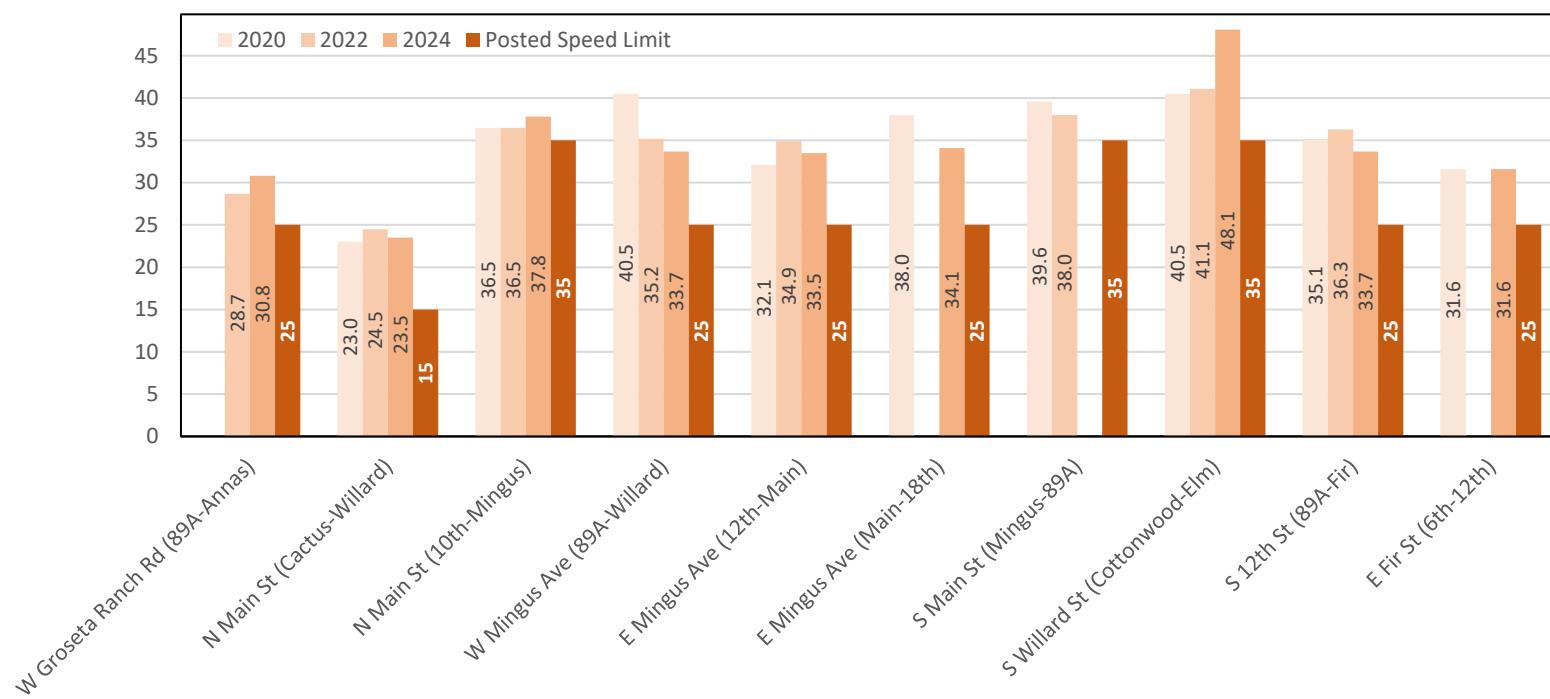


Traffic Speed

In addition to traffic volume, the City periodically measures vehicular speed on each of its major roadways, as does ADOT on its highways. A key measurement of speed, especially on high-speed roadways, is the “85th percentile” statistic, which is the speed below which 85 percent of vehicles traveled during the speed monitoring period. Often used for setting highway speed limits, the 85th percentile is generally considered the maximum speed where most drivers feel comfortable on a roadway segment given the roadway’s design and conditions.

The City posts speed limits on Cottonwood roadways and ADOT posts limits on State highways. **Map 7-3** shows posted speed limits and notes roadway segments where actual speeds (85th percentile) are significantly higher than the posted limits. In an effort to reduce speeds in some areas, the City has installed radar signs and raised medians. Traffic calming increases driver awareness and adds visual friction, with the intention of lowering the speed at which the driver feels comfortable.

85th Percentile Speed (MPH), Key City Roadways, 2020-2024



Source: City of Cottonwood Public Works



E. Mingus Avenue is one of the roadways where the 85th percentile speed is more than 10 mph over the posted limit.

This raised median on S. 12th Street adds visual friction by narrowing the through lane, reducing the comfortable driving speed at the entrance to a residential area.

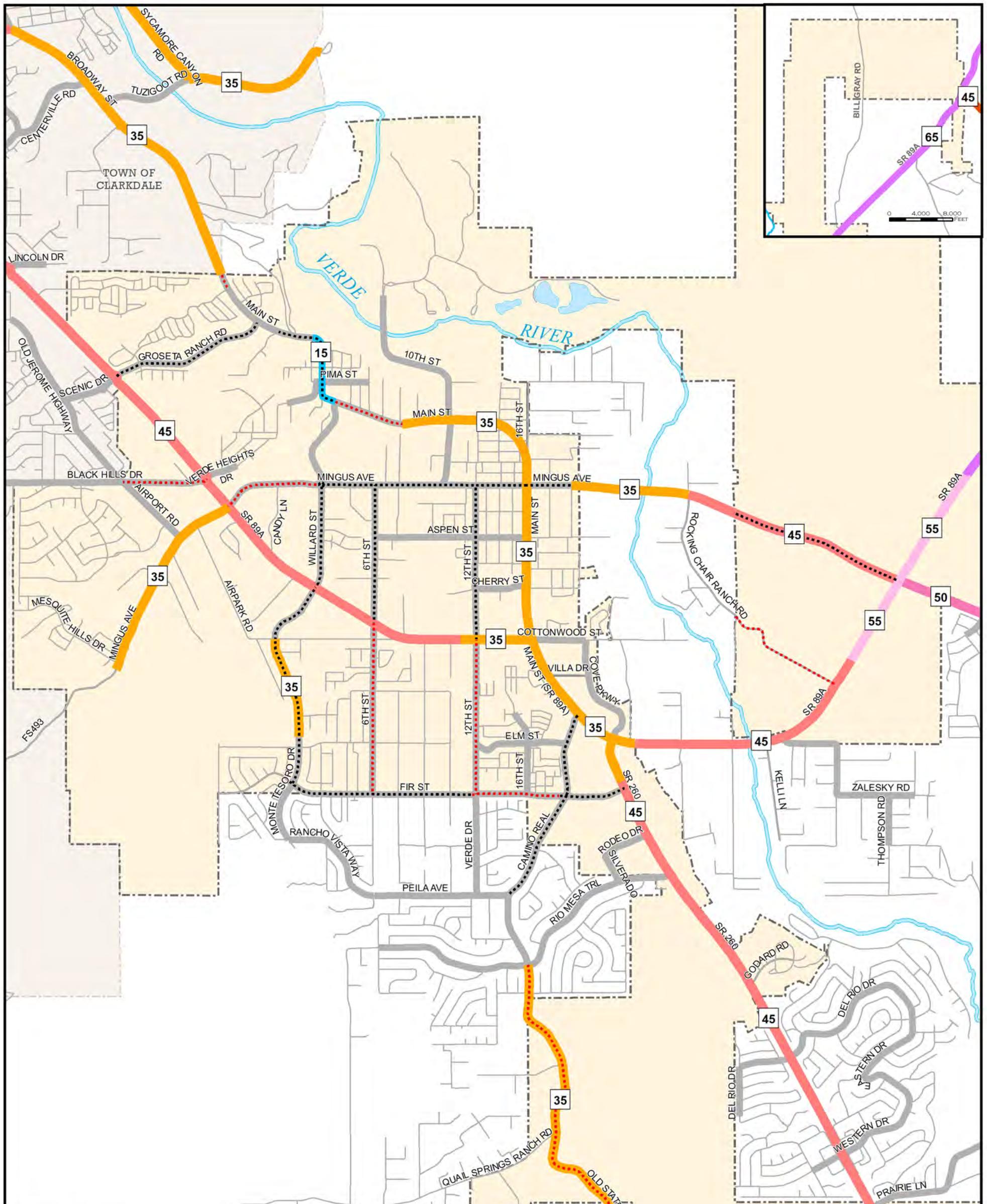


Resources

National Association of City Transportation Officials (NACTO): Urban Street Design Guide, Speed Reduction Mechanisms, <https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/speed-reduction-mechanisms>

Arizona Department of Transportation: Transportation Data Management System, <https://adot.public.ms2soft.com/tcds/tsearch.asp?loc=Adot&mod=TCDS>

Northern AZ Council of Governments Data Management System, <https://nacog.public.ms2soft.com/tcds/tsearch.asp?loc=nacog>



MAP 7-3
TRAFFIC
SPEED

2024 COTTONWOOD CITY ATLAS

Posted Speed Limits (MPH)
 Arterials and Collectors

Observed Speeds Compared to Speed Limits
 City Arterials and Collectors 2021-2022

- 15
- 25
- 35
- 45
- 50
- 55
- 65
- 85th Percentile Speed 5-10 MPH Over Speed Limit
- 85th Percentile Speed > 10 MPH Over Speed Limit

City of Cottonwood

Pedestrian Network

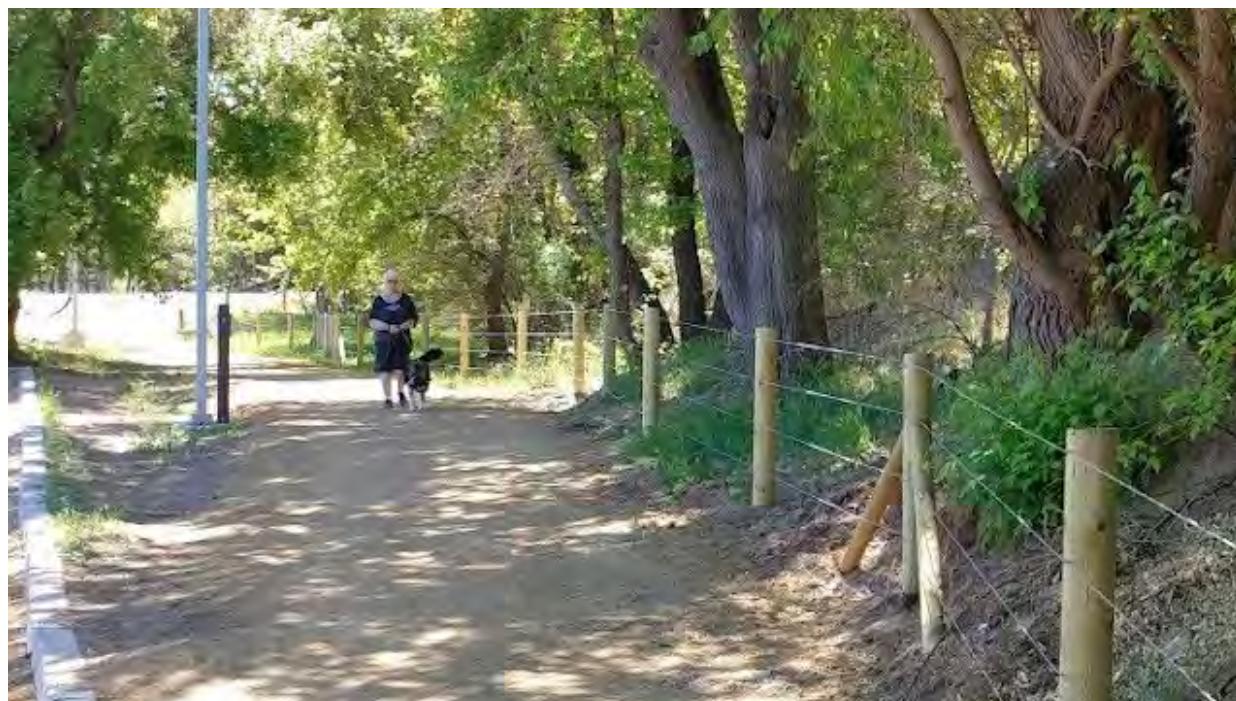
Cottonwood's network of pedestrian facilities connects neighborhoods with commercial and recreational destinations. Some areas have better connectivity than others, depending on the requirements for constructing them when the area was developed.

Map 7-4 shows sidewalks along City roadways and State highways. All highways and some City roadways have sidewalks on both sides. Some City streets have them on only one side, and the rest lack sidewalks entirely.

Cottonwood maintains 41.7 miles of sidewalks within its rights-of-way, while ADOT owns 13.9 miles of sidewalks. The City also maintains two trailheads and 5.6 miles of trails, most of which are open to mountain bikes as well as hikers. There are more than 30 miles of trails within Cottonwood, and many more in the surrounding area. See **Map 11-2** for the regional bicycle and trail network.



Blowout Trail connects new sidewalks on Mesquite Hills Drive with the Blowout Wash Recreation Area in the Prescott National Forest.

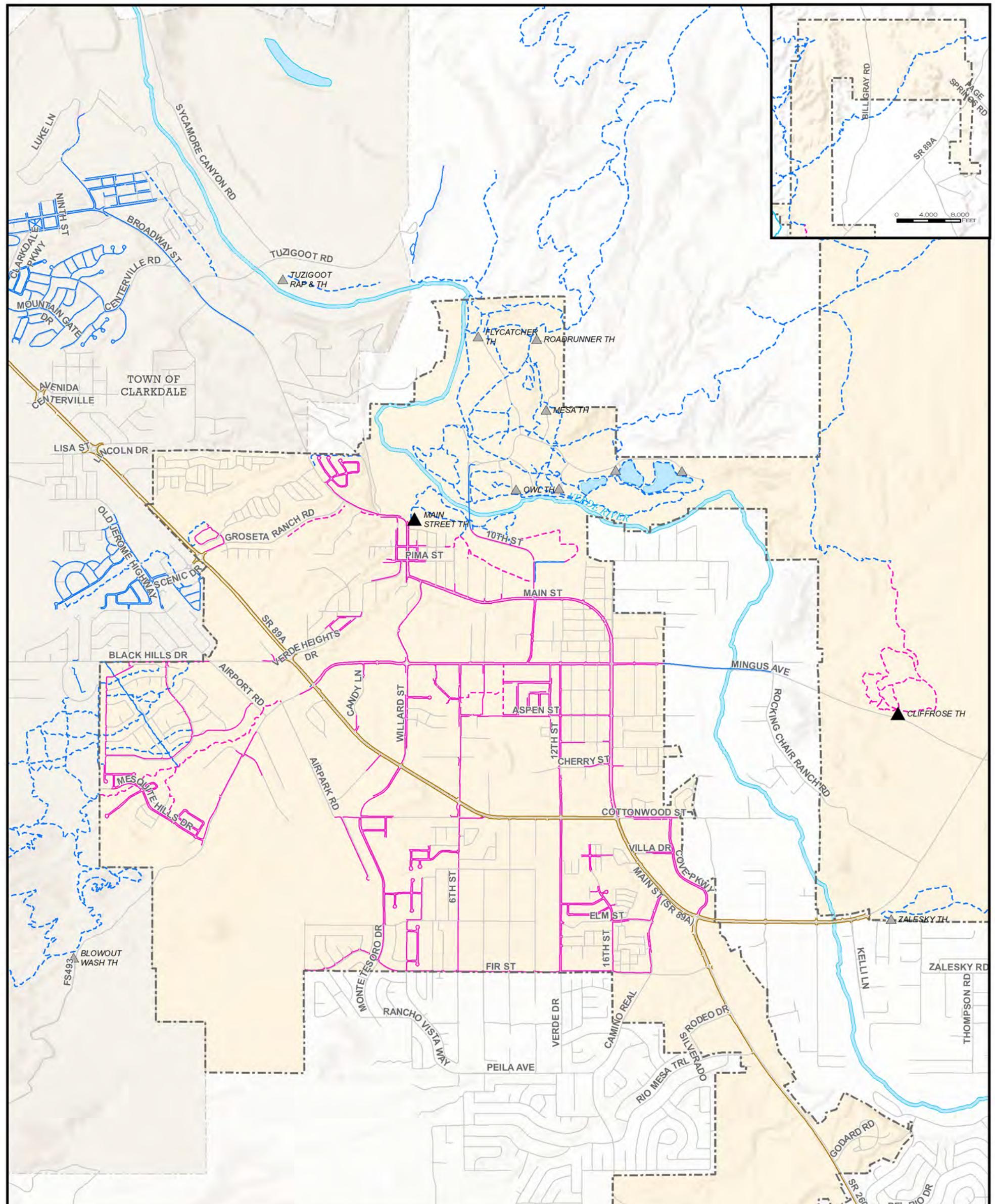


The new Riverfront Park Loop Trail, a shared-use path, is a popular walking and biking destination.

Resources

Cottonwood Regional Bike and Trail Map, <https://cottonwoodaz.gov/746/Bike-and-Trail-Map>

Jeff Speck, *Walkable City Rules*, <https://ctw.catalog.yln.info/> 307.1216 SPE, <http://www.jeffspeck.com>



MAP 7-4 **SIDEWALKS AND TRAILS**

2024 COTTONWOOD CITY ATLAS

Sidewalks

- Other Sidewalks
- City of Cottonwood (41.7 mi)
- ADOT (13.9 mi)

Trails

- ▲ Other Trailheads
- ▲ City of Cottonwood Trailheads
- Non-City Trails
- City of Cottonwood (5.6 mi)
World Hillshade
- City of Cottonwood

Source: COC and Yavapai County GIS

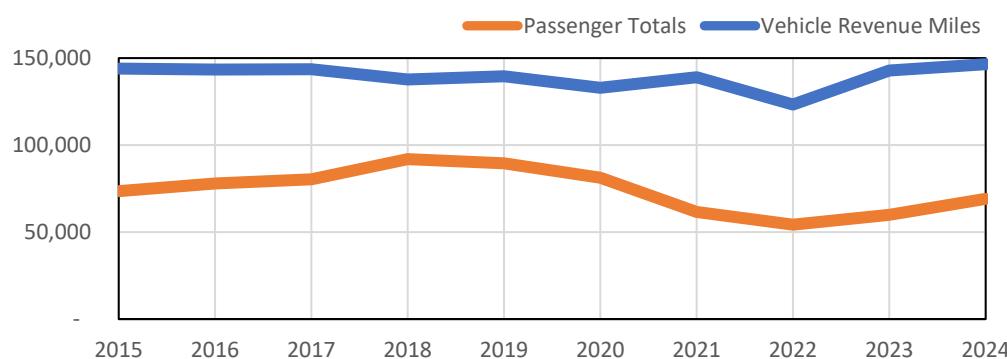
Transit Service

The City of Cottonwood operates three transit programs. Cottonwood Area Transit (CAT), is a fixed-route system that serves the Cottonwood, Clarkdale and Verde Village areas. Service includes several routes that all converge at the Cottonwood Public Library on 6th Street, where transfers can be made. CAT fixed-route service had an estimated ridership of 69,198 in Fiscal Year 2023-2024.

CAT Paratransit provides curb-to-curb transportation for people with disabilities who cannot use the fixed-route CAT system. The service area includes origins and destinations within $\frac{1}{4}$ mile of any CAT fixed route, and is guaranteed to those who are eligible per the Americans with Disabilities Act. In Fiscal Year 2023-2024, the City provided 11,963 rides to paratransit users.

Verde Shuttle provides fixed-route service between Cottonwood and Sedona. This route originates at the Cottonwood Public Library, where free transfers can be made to and from CAT buses. In Fiscal Year 2023-24, the shuttle route had an estimated ridership of 84,768.

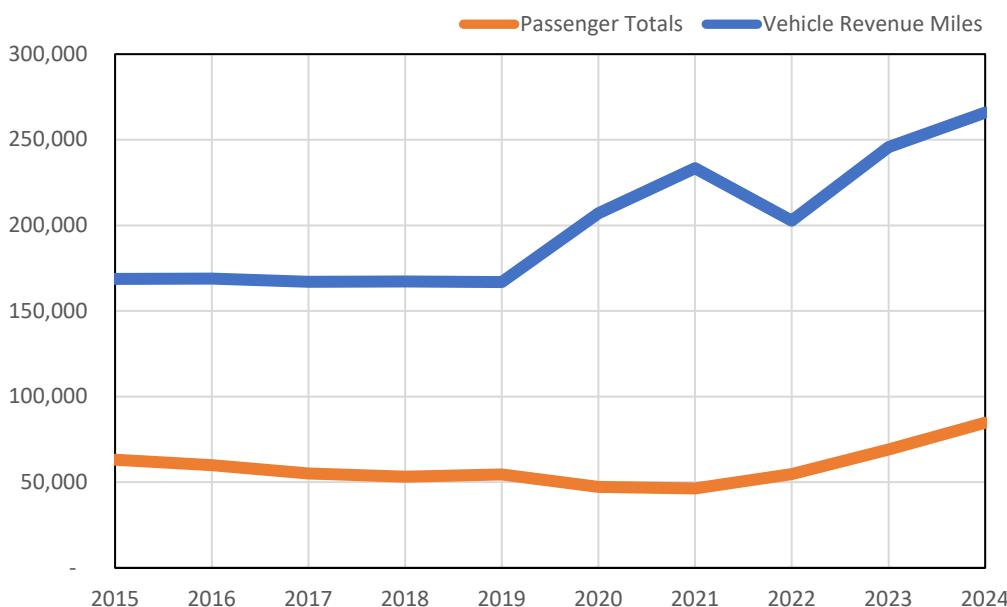
CAT Fixed Route Service by Fiscal Year



CAT ADA Paratransit Service by Fiscal Year



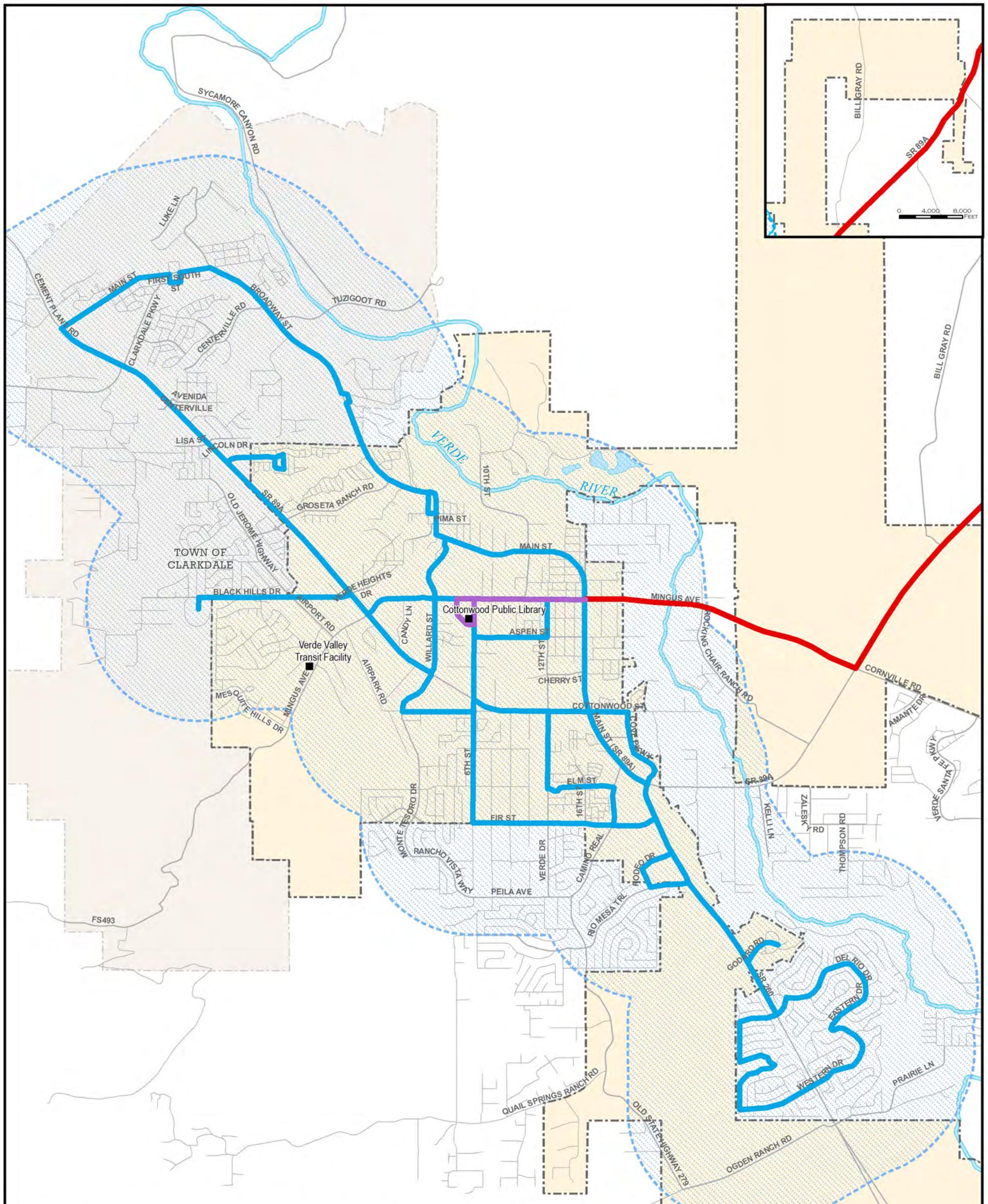
Verde Shuttle Route Service by Fiscal Year



Source: Cottonwood Area Transit

Resources

Cottonwood Area Transit (CAT), <https://cottonwoodaz.gov/161/Cottonwood-Area-Transit-CAT>



MAP 7-5
TRANSIT
SERVICE

2024 COTTONWOOD CITY ATLAS



Transit Routes and Service Area, 2022-2024

- CAT
- Verde Shuttle
- CAT & Verde Shuttle
- CAT Paratransit Service Area
- City of Cottonwood

Source: Yavapai County GIS and City of Cottonwood CAT Bus Rider's Guide 2024
 Current CAT Bus Rider's Guide is online at: <https://cottonwoodaz.gov/161/Cottonwood-Area-Transit-CAT>

Transit and Land Use

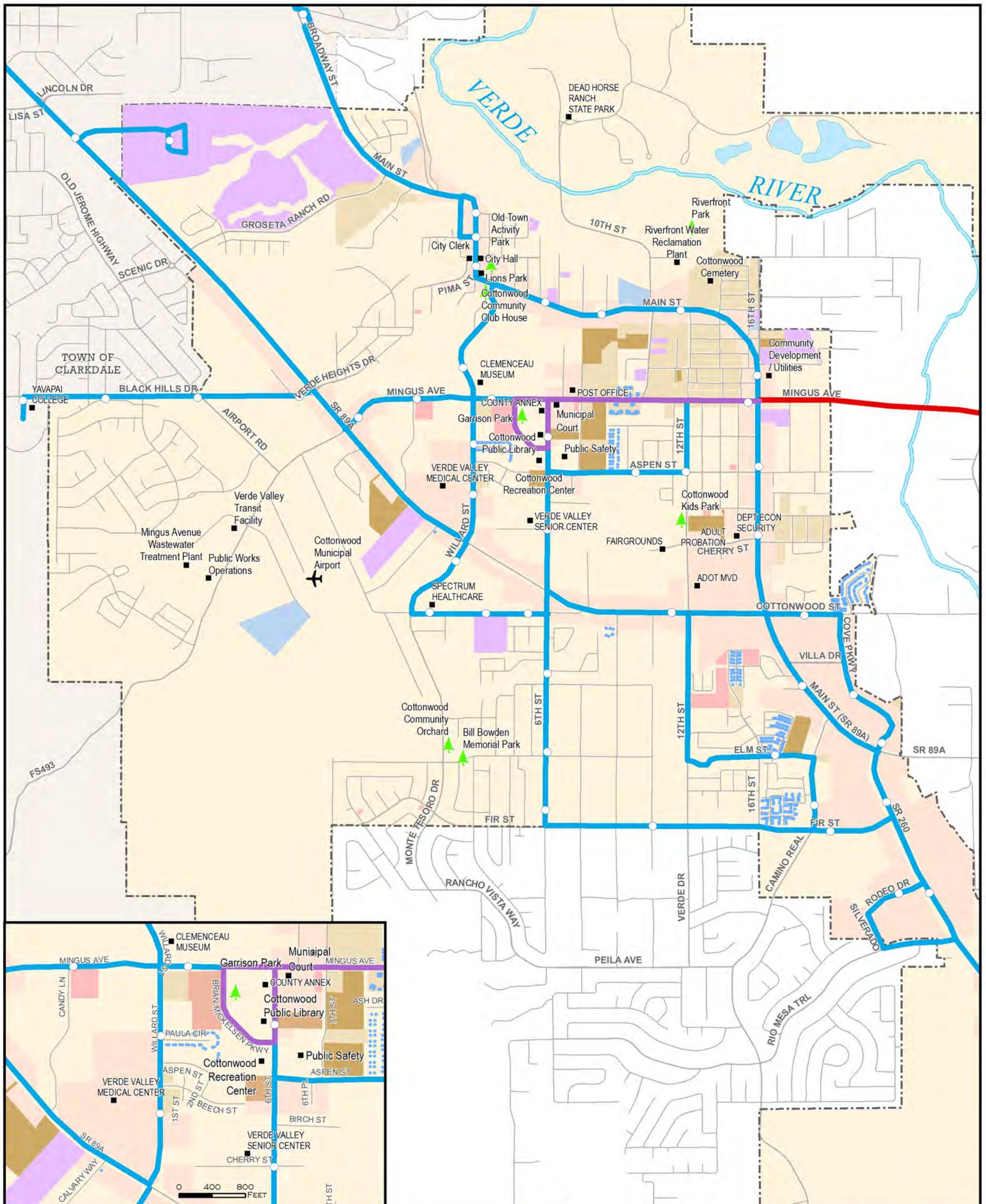
As shown on **Map 7-6**, Cottonwood's fixed-route and paratransit services connect residential areas with employment, shopping, education, recreation, healthcare, and government destinations. Routes directly access higher-density housing, including multi-family, manufactured home, and senior-oriented housing. Nearly all the housing in Cottonwood lies within the paratransit service area and most of the higher-density housing is within walking distance (about $\frac{1}{4}$ mile) of at least one fixed route.



The CAT and Verde Shuttle routes originate at the Cottonwood Public Library on S. 6th Street.

Resources

Cottonwood Area Transit (CAT), <https://cottonwoodaz.gov/161/Cottonwood-Area-Transit-CAT>



MAP 7-6
TRANSIT
AND HOUSING

2024 COTTONWOOD CITY ATLAS

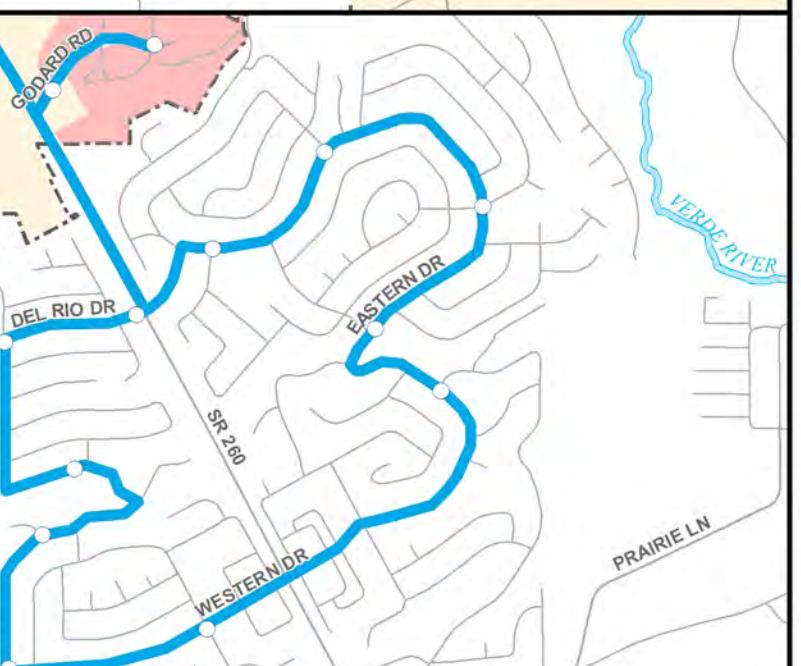
Transit Service

- Transit Stops
- CAT Routes
- Verde Shuttle Route
- CAT & Verde Shuttle

Land Use

Multi-Family >4 Units	Multi-Family Zones
Senior/Disability Housing	Commercial Zones
MH Park	City of Cottonwood
RV Park	
• SFR Condominium	

Source: CAT Guide, Yavapai County GIS and City of Cottonwood GIS



8. AIRPORT

Air Transportation

Cottonwood Municipal Airport is classified by the Federal Aviation Administration (FAA) as a general aviation airport. The airport accommodates recreational flying, corporate and business activities, aerial tours, and medical transport/evacuation. It also is used daily by flight training students from Embry-Riddle Aeronautical University and other flight training programs in central Arizona. Aviation fuel is available at the airport, as are rental car, taxi, and transit services. The Experimental Aircraft Association meetings, business activities, fly-in events, aerial wildland firefighting operations also take place there.

The airport is comprised of approximately 233 acres of land, including airport property used to support aeronautical activity (airport), property leased to the private sector to support the development of non-aeronautical uses (business parks), land leased to the private sector for private aircraft hangar development (airpark), and runway protection zones located off the ends of the runway.

The Business Park (approximately 97 acres) is broken into two subareas – Business Park East and Business Park West – to support non-aeronautical development. In 1983, the City leased the lands comprising the business parks to a private entity to help spur economic growth and development of the area. The term of the master lease is 100 years. Business Park East (approximately 21 acres) has been subdivided into twenty-three individual lots which have been developed by the private sector. Business Park West (approximately 76 acres) is leased for private sector developments, nonprofit organizations, and for governmental facilities.

The Airpark is comprised of 13 individual lots (approximately 8.91 acres) with direct access to the runway under long-term ground lease for the development and operation of private aircraft hangars to support aeronautical uses. Non-aeronautical uses are not allowed in the Airpark.

In its 2021 Arizona Aviation Economic Impact Study, Arizona Department of Transportation (ADOT) estimated the total annual economic impact of the airport, including the Airpark and Business Park, to be more than \$6.8 million, much of which is derived from the businesses on the airport's leased land.

Although the City has no legal authority over aircraft in flight (the FAA has sole jurisdiction over flight regulations), the City works to mitigate hazards and noise concerns among surrounding residents and business owners. In accordance with FAA regulations, the City regulates structure heights in other areas near the airport, and prohibits nearly all land uses in designated Runway Protection Zones located off the ends of the runway. The City also asks pilots to follow voluntary noise abatement practices, and requires that residential property's location within the Airport Traffic Area be disclosed to home buyers and renters (see **Map 8-1**).



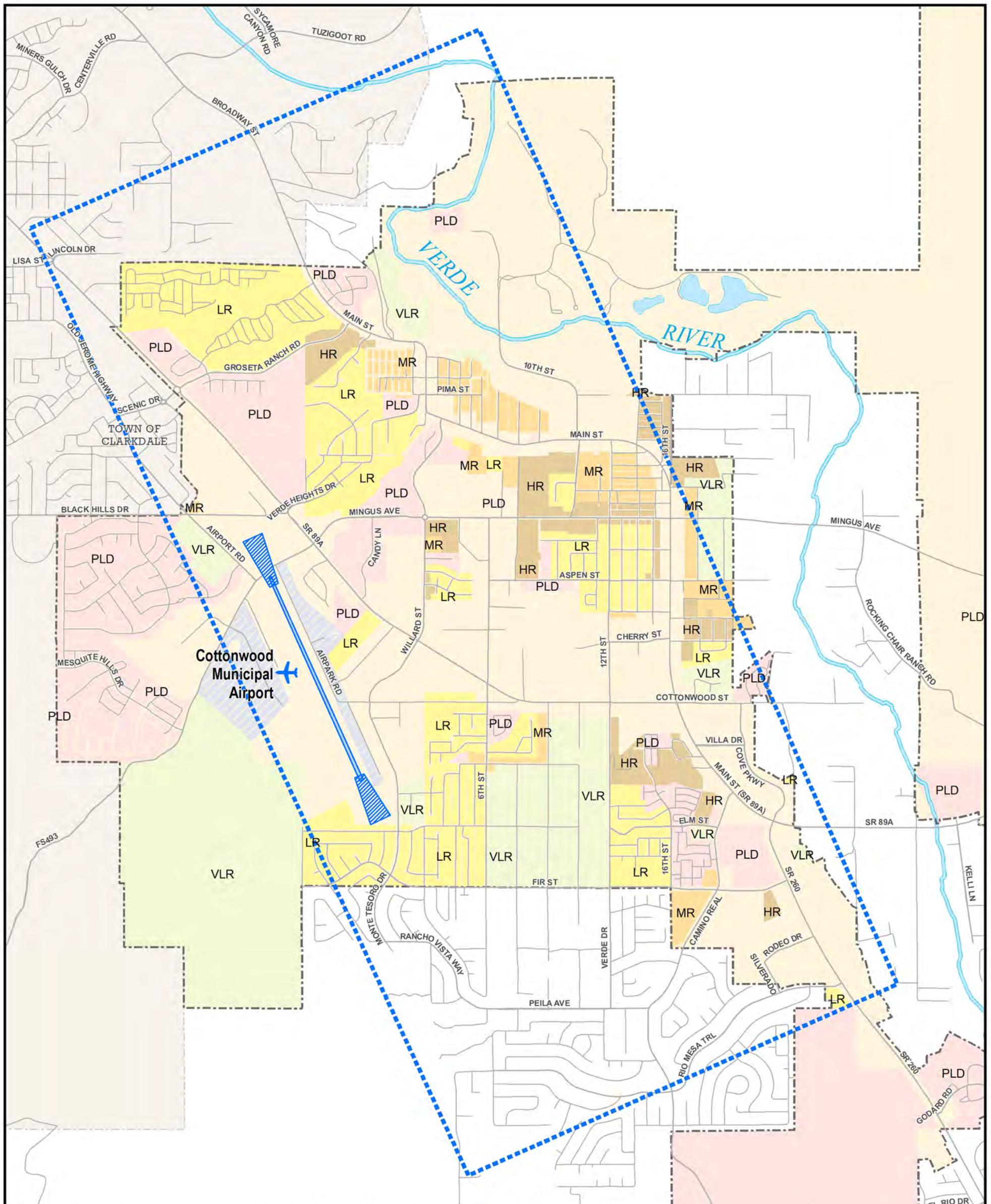
Because the airport is located near residential areas, the City works to reduce noise issues through disclosure requirements and aviation easements for residential development.

Resources

Cottonwood Municipal Airport, <https://cottonwoodaz.gov/369/Airport>

Homebuyers, Renters, and Real Estate Professionals Guide (assessing aircraft activity), <https://cottonwoodaz.gov/775/Purchasing-or-Renting-a-Home-near-the-Airport>

FAA: General Aviation Airports: A National Asset (2012): https://www.faa.gov/airports/planning_capacity/ga_study



MAP 8-1
AIRPORT
TRAFFIC AREA

2024 COTTONWOOD CITY ATLAS



Residential Land Use Designations

High Density Residential		Airport Traffic Disclosure Area
Low Density Residential		Runway Protection Zones
Medium Density Residential		Airport Comm / Industrial Lease
Planned Development		City of Cottonwood
Very Low Density Residential		

9. ENVIRONMENTAL PLANNING

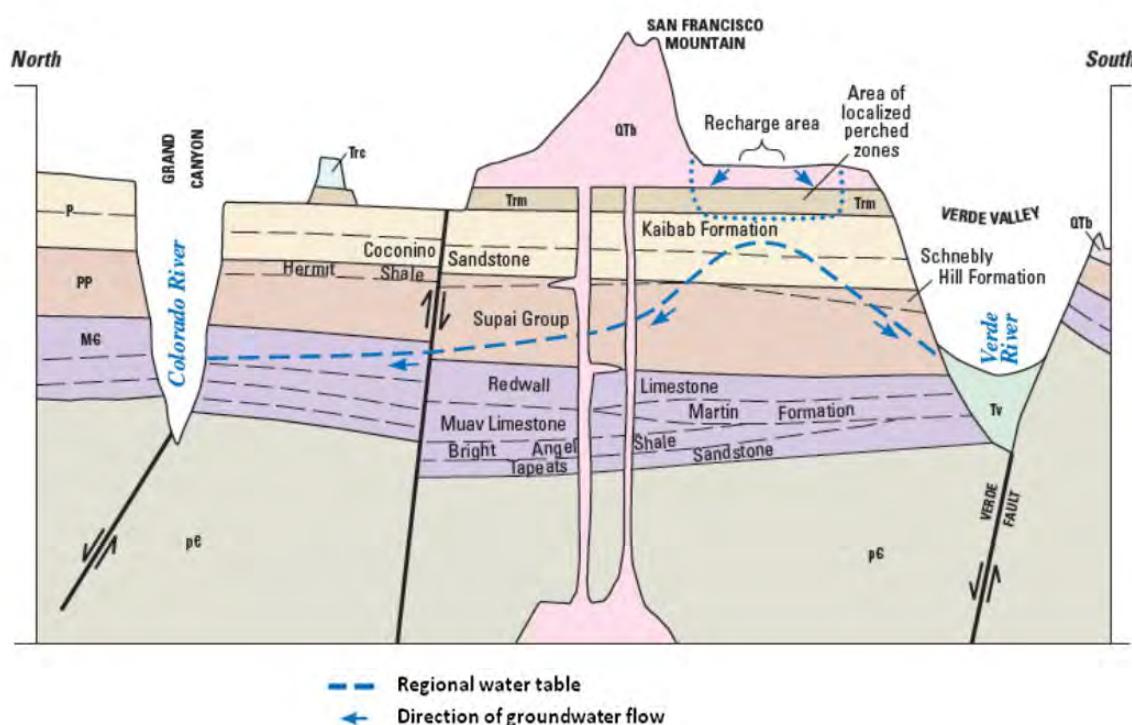
Natural Resources

Cottonwood is situated at an elevation of 3,314 feet in the Verde Valley, which is bounded by the Black Hills to the southwest and the edge of the Colorado Plateau to the northeast. The Verde River drains much of north central Arizona and winds through limestone rock and alluvial deposits in the center of the valley. Numerous ephemeral tributaries travel to the river, but for most of the year, the river is primarily fed by upstream springs and by perennial tributaries Sycamore Creek and Oak Creek. In the mountains and plateaus where rain and snow are more plentiful than on the valley floor, the regional water table is recharged, supplying springs that contribute water to the Verde River and its perennial tributaries.

Water from these streams has sustained human habitation in the Verde Valley since at least the time of the Sinagua, who left many settlement sites throughout the valley, including the pueblo at Tuzigoot National Monument, adjacent to Cottonwood's northern boundary. With more recent settlement, diversion dams were built on the river just upstream from Cottonwood, supplying water to irrigation ditches. Hickey ditch supplies water to the lagoons in Dead Horse Ranch State Park. Cottonwood Ditch delivers irrigation water to mostly unincorporated agricultural and residential land along the west side of the Verde River from its diversion dam to Verde Village, a total distance of about seven miles. Aside from these irrigation uses, the Verde Valley is entirely dependent on groundwater pumped from the water table through municipal and private wells.

Maintaining the quality and quantity of surface and groundwater is vitally important in the Verde Valley. Cottonwood's Stormwater Management Plan outlines the City's program for minimizing the runoff of pollutants to surface water bodies from its stormwater infrastructure. The City's Utilities Department works to provide water for its current and future customers while promoting water conservation and maintaining the base flow of the Verde River. The nonprofit Friends of the Verde River works to sustain flows in the river, and to restore riparian areas to provide habitat for wildlife, support healthy watershed function, and contribute to the economy in the region.

The Verde River is the site of recreational uses such as fishing and kayaking, which are enjoyed by local residents and visitors. The river supports a riparian area that is home to a variety of plants and animals. There are many plant species outside the riparian areas as well, including the rare Arizona Cliffrose that can be found in the rocky limestone areas above the river. Verde Front, a multifaceted coalition of local stakeholders coordinated by the Friends of the Verde River, works to enhance recreation and conservation throughout the region.



This diagram shows the basics of Verde Valley geology and groundwater hydrology.

Source: Hydrology of the Upper and Middle Verde River Watersheds, Central Arizona, U.S. Geological Survey Scientific Investigations Report 2005-5198

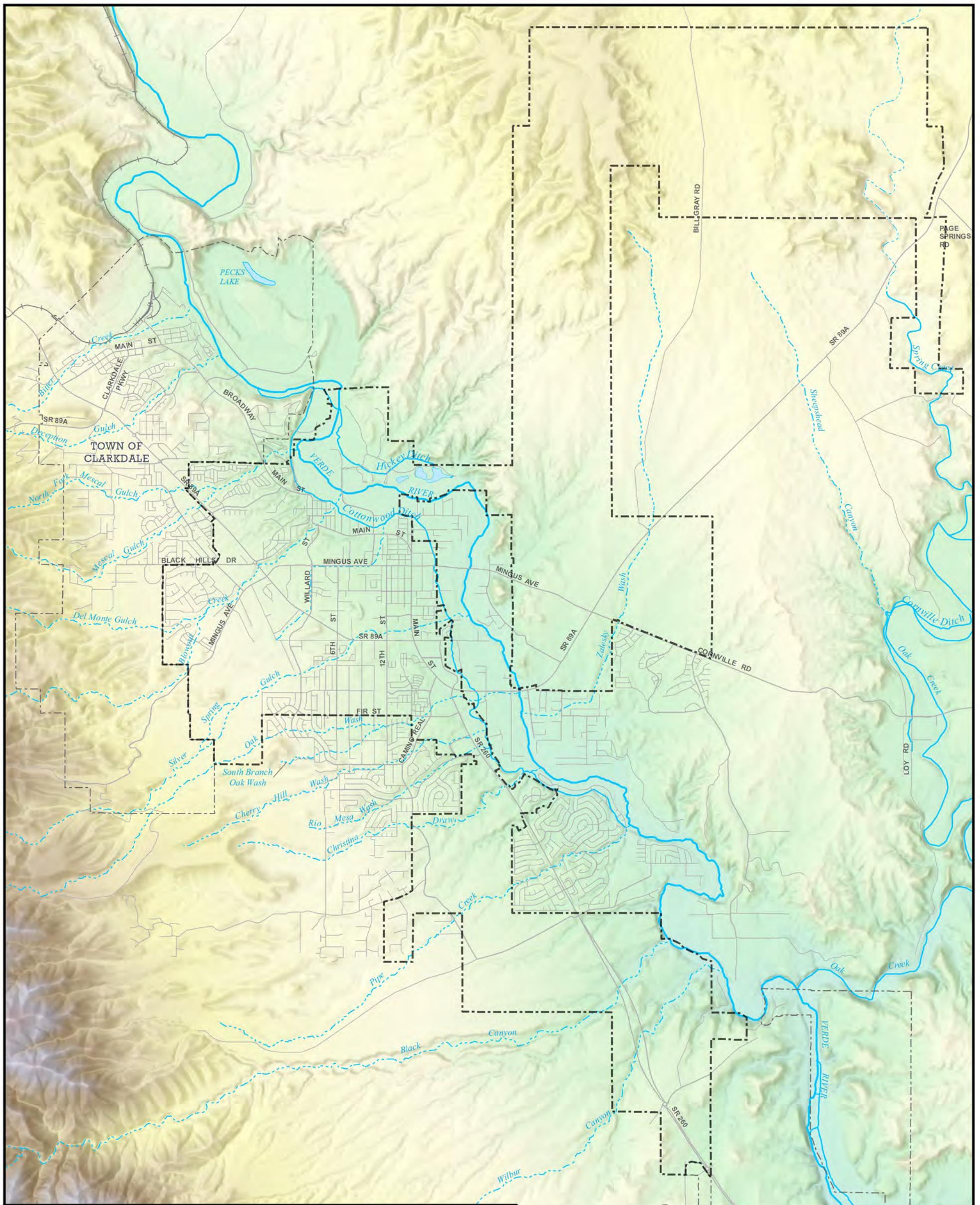
Resources

Cottonwood Stormwater Management Plan, <https://cottonwoodaz.gov/DocumentCenter/View/5503/STORMWATER-MANAGEMENT-PLAN>

Verde River Basin Partnership, *Verde River Basin Primer* (2015), <https://verderiver.org/wp-content/uploads/2017/11/verde-river-basin-water-resources-primer.pdf>

Friends of the Verde River, Watershed Report Card, <https://verderiver.org/watershed-report-card>

Tuzigoot National Monument, Tuzigoot Human History, <http://www.nps.gov/tuzi/learn/historyculture/human-history.htm>



MAP 9-1
LANDFORMS
AND STREAMS

2024 COTTONWOOD CITY ATLAS



0 $\frac{1}{2}$ 1 MILES

Streams

- RIVERS
- Perennial Streams
- - - Ephemeral Washes
- Irrigation Ditches

Elevation

High : 7193

 Low : 3099

City of Cottonwood

Hillside Protection

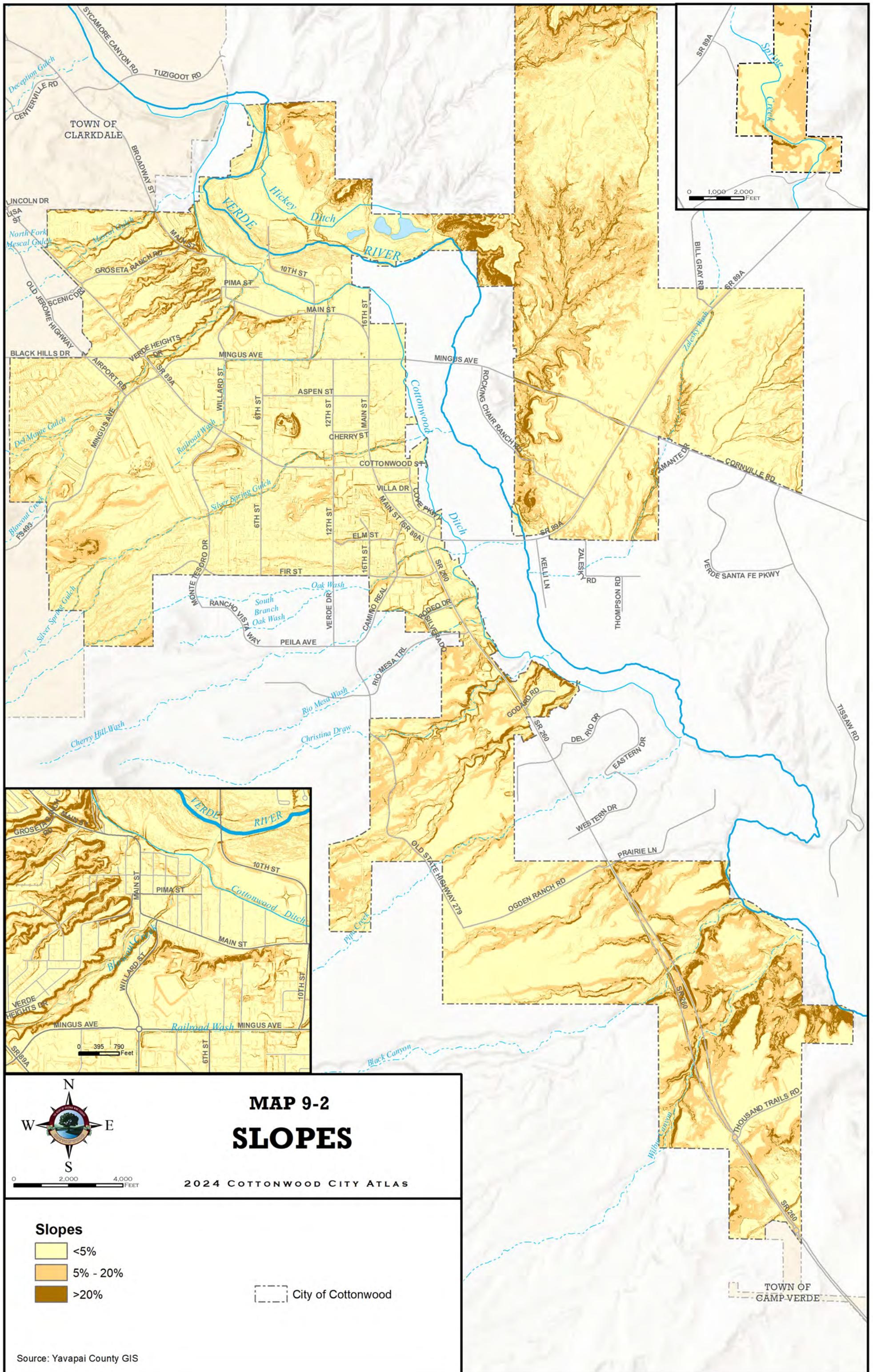
Situated in the transition area between the Mingus Mountain foothills and the Verde River, Cottonwood contains many hillsides and gulches. The City's Hillside Development Ordinance, Section 309 of the Zoning Ordinance, establishes limitations to development and grading on steep slopes. These slopes can occur along hillsides as well as drainageways (see **Map 9-2**). The City's Public Works Engineering staff evaluates development plans for compliance with the Hillside Development Ordinance.



Rolling hills and gulches are common in Cottonwood, as seen in this view of Old Town looking southwest.

Resources

Cottonwood Zoning Ordinance Section 309 Hillside Development Ordinance,
<https://cottonwoodaz.gov/DocumentCenter/View/638/Section-309---Hillside-Development-Ordinance-PDF>



10. WATER RESOURCES

Water

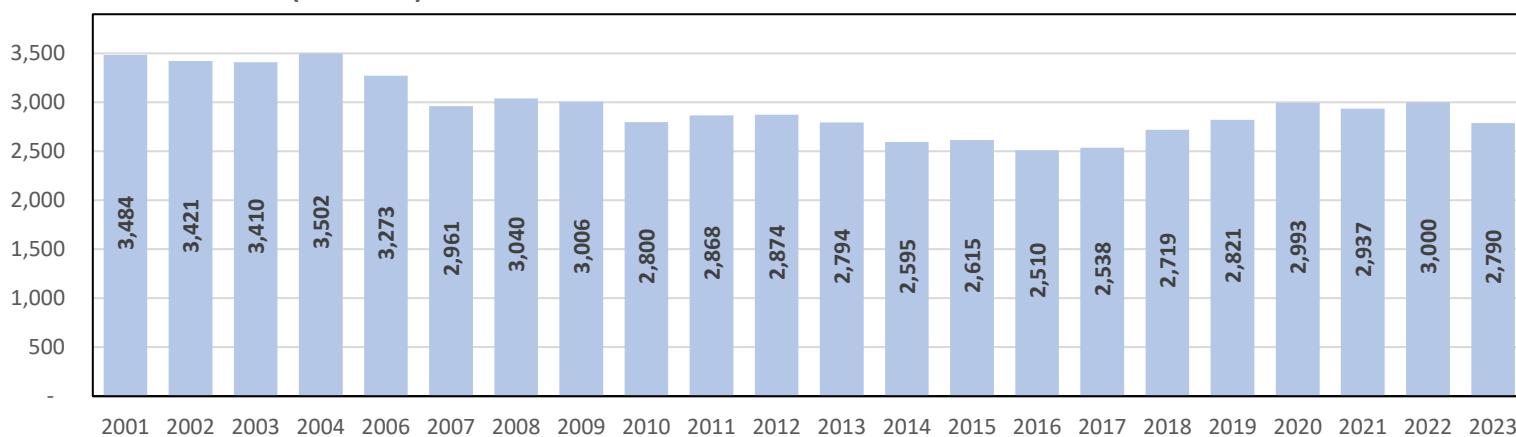
Since 2005, when the City purchased the five private water companies that served the City and surrounding unincorporated areas, the City has been developing and providing water services that are essential for sustaining the current and future population through buildup of the City's water service area. The water division of the City's Utilities Department owns, operates, and maintains more than two dozen groundwater wells, and serves customers in Cottonwood, the Verde Village subdivisions, Amante, and Verde Santa Fe.

For its municipal water utility service, the City of Cottonwood produces all of its water from a system of wells that pump groundwater primarily from the regional Verde Formation aquifer system. The City works independently and in concert with others on hydro-geologic studies conducted within the Verde Valley to fully understand the hydro-geology of the region. Information garnered from these studies is utilized to develop plans that ensure the water demands of its current and future customers will be met while preserving and maintaining the base flow of the Verde River.

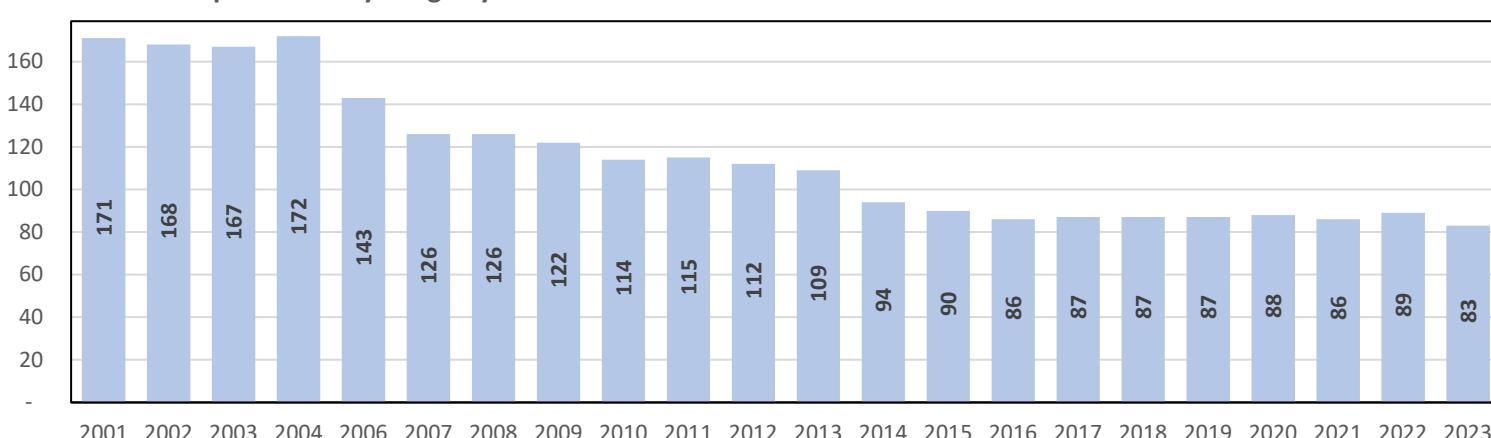
In 2009, the City obtained a Designation of Adequate Water Supply for 6,000 acre-feet of water annually from the Arizona Department of Water Resources (ADWR), which is more than twice the volume of groundwater pumped in 2022. To obtain a designation, the City demonstrated to ADWR that 6,000 acre-feet of groundwater, of adequate quality, will be continuously, legally, and physically available to meet the needs of its customers for at least 100 years without causing the groundwater table to decline below a statutorily defined depth. As shown in the charts below, City of Cottonwood Water System annually pumps about half of the amount of water available under its Designation of Adequate Water Supply, and maintains a per-capita daily use rate of less than 90 gallons, one of the lowest rates for a municipality in Arizona.

As a Designated Adequate Water Provider, the City can assure all proposed subdivisions within the City's service area of having a sustainable supply of water to meet their needs for at least 100 years. Developers of new subdivisions within the City's water service area will not be required to submit the costly hydrology study that would otherwise be required to demonstrate an adequate water supply, so long as the projected water demands of the new subdivision, in conjunction with the City's current water demand, does not exceed the City's 6,000 acre-feet Designation.

Annual Total Water Use (Acre Feet) - Cottonwood Water Service Area



Total Gallons Per Capita Per Daily Usage by Year - Cottonwood Water Service Area

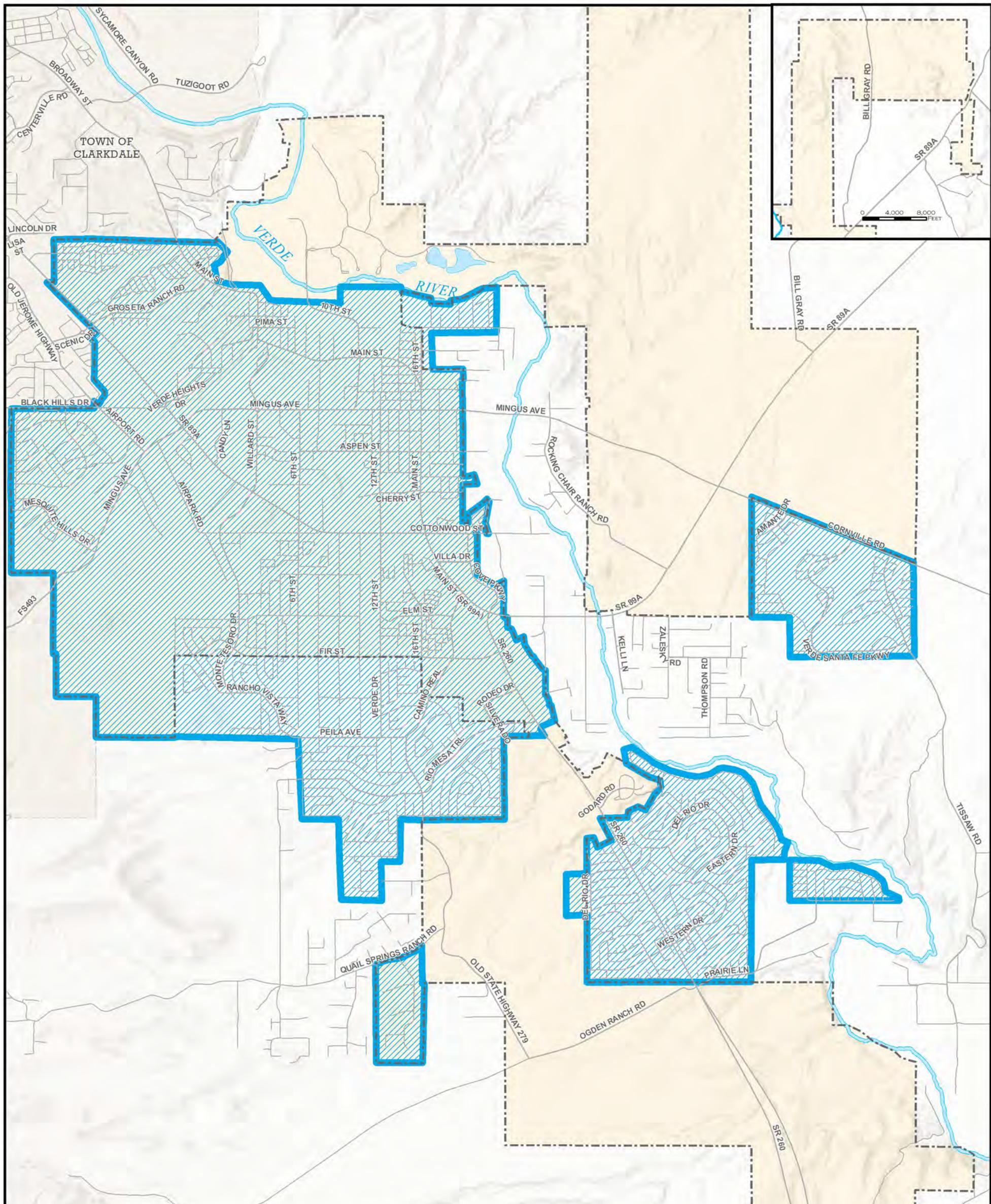


Source: City of Cottonwood Utilities Department

Resources

City of Cottonwood Utilities Department, Water Division, <https://cottonwoodaz.gov/476/Water-Division>

Cottonwood Drought and Water Storage Preparedness Plan 2020, <https://cottonwoodaz.gov/482/Water-Resources>



Wastewater

The City of Cottonwood operates and maintains a 1.5 million gallons-per-day (MGD) wastewater treatment plant located on W. Mingus Avenue, about 70 miles of collection system, six sewage lift stations and a reclaimed water distribution system. The City also owns a water reclamation facility in Riverfront Park. Because City ordinance prohibits the use of potable water for construction purposes in Cottonwood, the City operates a reclaimed water standpipe for construction and general use.

The City currently treats about 1,000 acre-feet of sewage annually and is committed to reusing and/or recharging all of the reclaimed water it produces. Currently, about eight percent of the reclaimed water produced is reused for irrigation, construction and dust control. The largest users of reclaimed water are the Southwest Wine Center at Yavapai College and the Cottonwood Ranch subdivision. Reclaimed water not currently being reused is discharged into Blowout Wash and the clear zones at the airport, where incidental recharge of the upper alluvial aquifer system occurs. In 2023, the City will begin recharging about 30 percent of the total volume of reclaimed water produced into the regional groundwater aquifer system, via the Mingus injection well. The City has also been working with the U.S. Bureau of Reclamation on a three-phase feasibility study of direct potable reuse (DPR). The study will identify, develop, test and determine the cost and feasibility of implementing the identified advanced treatment processes required for treating effluent to drinking water standards.

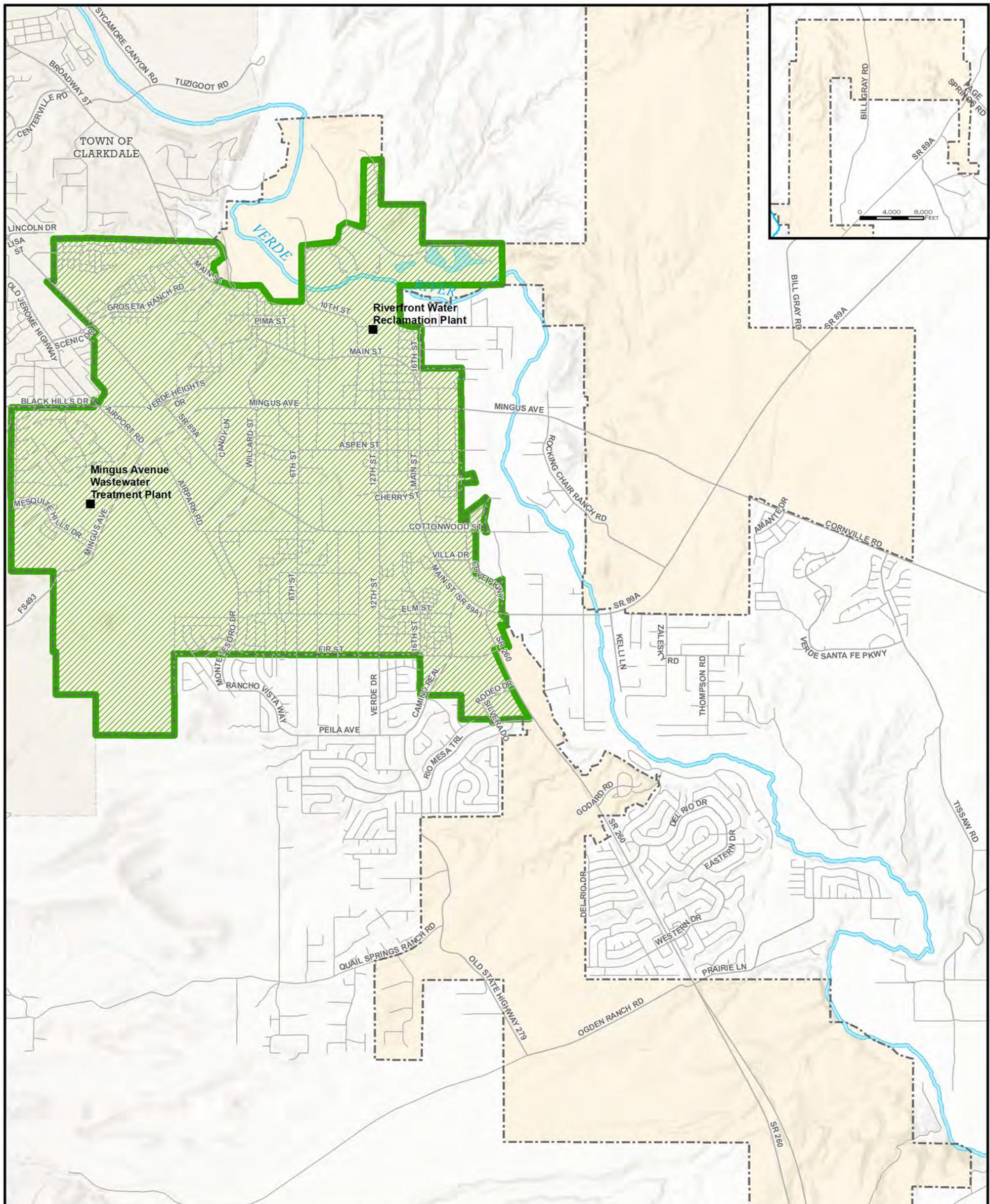
Map 10-2 shows the approximate area served by the City's wastewater collection system. Outside this area, development potential is limited by the expense of extending the collection system to serve the new development.



Reclaimed water recharges the upper alluvial aquifer and enhances the riparian area encompassing the City-owned open space corridor along Blowout Wash west of Airport Road.

Resources

City of Cottonwood Utilities Department, Wastewater Division, <https://cottonwoodaz.gov/478/Wastewater-Division>



MAP 10-2
WASTEWATER
SERVICE

2024 COTTONWOOD CITY ATLAS

Wastewater Utility System

■ Treatment Plants

■ Approximate Sewer Service Area

■ City of Cottonwood

11. OPEN SPACE AND RECREATION

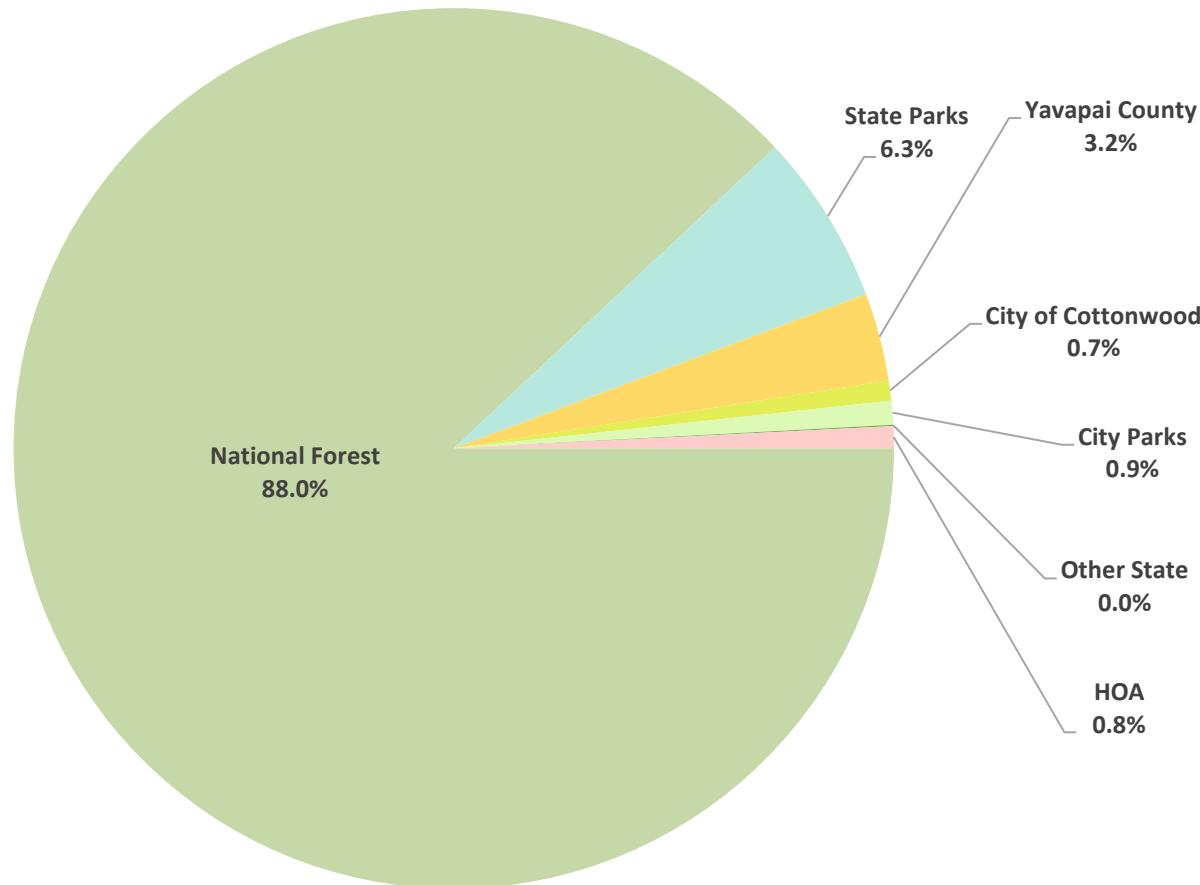
The City of Cottonwood encourages public engagement in decisions that affect citizens, present and future. Citizens have the opportunity to review City publications, attend public meetings, and serve on boards, commissions, and committees. The boards and commissions generally consist of volunteers appointed by the City Council to review proposals on specific topics and make recommendations to the Council.

Open Space

Map 11-1 shows the publicly and privately-owned open space in Cottonwood, which totals 11,041 acres. 9,718 acres is National Forest land, open for recreation as well as grazing. 694 acres is State Parks land, in Dead Horse Ranch State Park and the Verde River Greenway. City parks total 97 acres, which include undeveloped open space as well as developed recreation areas. On E. Mingus Avenue, the 357-acre County-owned cliffrose reserve area provides hiking opportunities in a natural setting with views of Cottonwood.

In addition to parks, the City owns 79 undeveloped acres along the Blowout Wash area near the airport, much of which is used for groundwater recharge. The City also owns about two acres along Silver Spring Gulch near the Mesquite Springs subdivision. The Planned Area Developments of Cottonwood Ranch, Mesquite Hills, and The Vineyards at Cottonwood contain a total of 89 acres of open space tracts, owned and maintained by their respective homeowners associations. The chart below shows the total acreage of each type of open space, and the percentage of Cottonwood's total open space in each type.

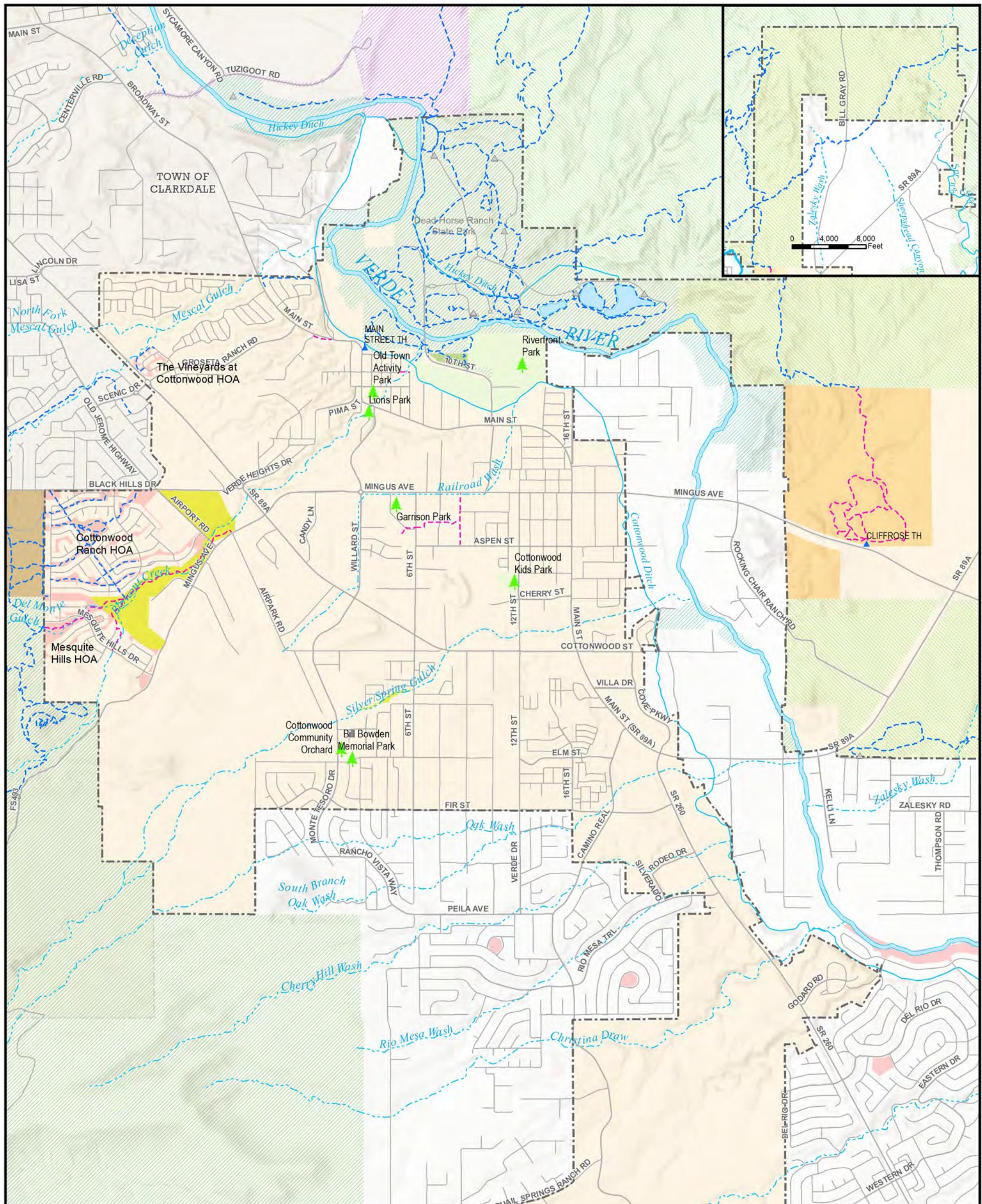
OPEN SPACE LAND OWNERSHIP	ACRES
➤ National Forest	9,718
➤ State Parks.....	694
➤ Yavapai County	357
➤ City of Cottonwood.....	81
➤ City Parks	97
➤ Other State	5
➤ Homeowners Associations.....	89
Total Cottonwood Open Space	11,041



Source: City of Cottonwood GIS

Resources

Yavapai County Interactive Map, Geographic Information System (GIS), <https://gis.yavapaiaz.gov/v4/>



MAP 11-1
OPEN SPACE

2024 COTTONWOOD CITY ATLAS

- ▲ City Trailhead
- ▲ Trailhead
- ▲ City Parks
- City Rec. Facilities
- - - City of Cottonwood Trails
- - - Other Trails

- City-Owned Open Space
- County-Owned Open Space
- Other State Open Space
- HOA-Owned Open Space
- Community College Dist.

- AZ State Parks
- Coconino NF
- National Monument
- Prescott NF
- City of Cottonwood

Source: Yavapai County GIS; City of Cottonwood GIS

Regional Outdoor Recreation

Map 11-2 shows the system of trails and bikeable roadways in and around Cottonwood. The City of Cottonwood coordinates with neighboring municipalities, Yavapai County, State Parks, and the U.S. Forest Service to plan and build a system of trails that are used by hikers, bicyclists, and pedestrians. More than 30 miles of the trail system is in Cottonwood, of which 5.5 miles are owned by the City. The partners are working to establish a Verde Valley Circle Trail and other regional trails that would go through Cottonwood.

Bicycling is a popular mode of transportation in the Cottonwood region. More than 11 miles of roadway within Cottonwood have striped bike lanes, and many others are suitable for cycling, depending on the cyclist's skill and comfort level. Kayaking on the Verde River is also a popular activity, with several river access points in neighboring communities.

The City of Cottonwood is one of the many jurisdictions active in the Verde Front organization, which coordinates sustainable outdoor recreation and tourism projects throughout the Verde Valley. Access to the outdoors by bike or on foot is important to Cottonwood's lifestyle and economy. A recent study done by the Arizona Office of Tourism estimated outdoor recreation is the reason for 18% of all leisure trips to Arizona's north central region (Yavapai and Gila Counties).



A gate for hikers and mountain bikes marks the entry to the Prescott National Forest's Blowout Wash Recreation Area from Cottonwood's Mesquite Hills neighborhood.



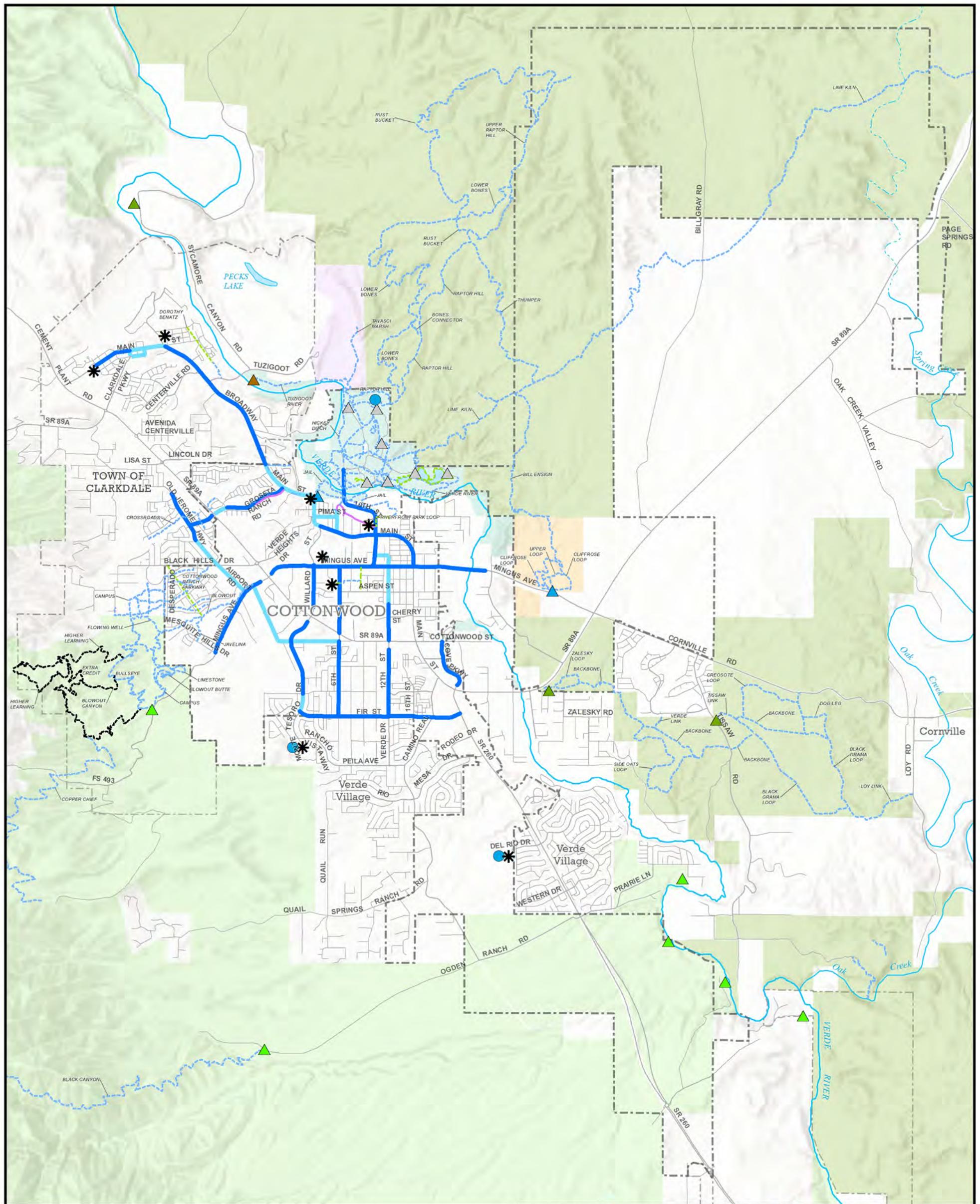
The Bill Ensign Trail connects the Cliffrose Loop to trails in the Coconino National Forest and Dead Horse Ranch State Park.

Resources

Cottonwood Regional Bike and Trail Map, <https://cottonwoodaz.gov/746/Bike-and-Trail-Map>

Arizona Office of Tourism, The Economic Impact of Travel in Arizona, <https://tourism.az.gov/wp-content/uploads/2022/07/Arizona-Travel-Impacts-2012-2021p-1.pdf>

Verde Front, <https://verderiver.org/verde-front>



MAP 11-2
REGIONAL BICYCLE
AND TRAIL SYSTEM

2024 COTTONWOOD CITY ATLAS

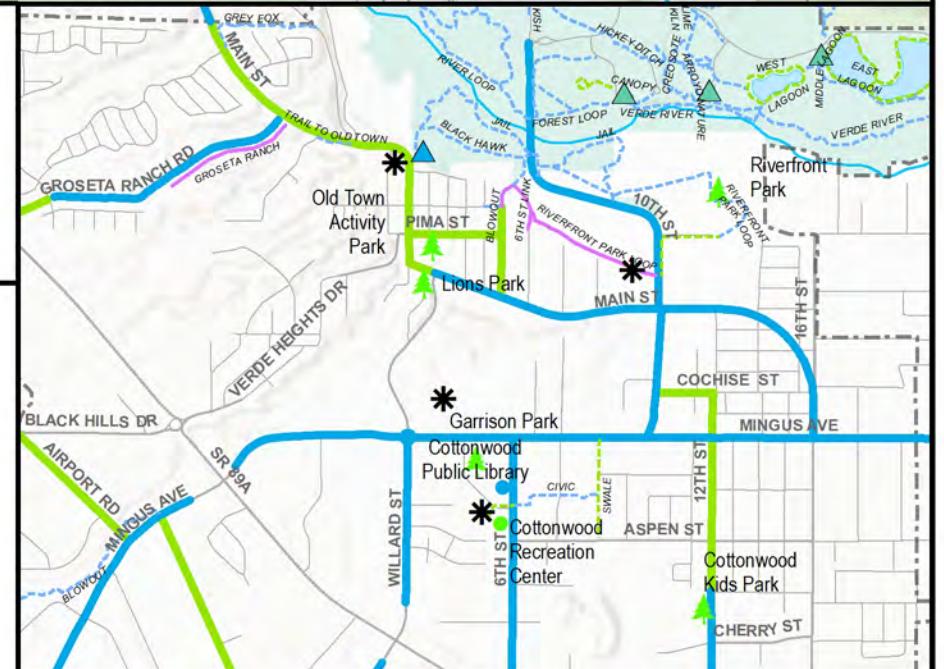
Bike Routes and Trails

- Bike Routes With Striped Lanes
- Bike Routes Without Striped Lanes
- Shared Use Path
- Trail - Easy
- Trail - Intermediate
- Trail - Difficult

Source: City of Cottonwood and Yavapai County GIS
 Current online bike and trail map available at
<https://cottonwoodaz.gov/746/Bike-and-Trail-Map>

Trailheads / River Access

- ▲ CITY OF COTTONWOOD
- ▲ COCONINO NF
- ▲ PRESCOTT NF
- ▲ STATE PARKS
- ▲ TOWN OF CLARKDALE
- * Bike Repair Station
- Bike Skills Park
- AZ State Parks
- Coconino NF
- Prescott NF
- National Park Service
- Yavapai County
- City of Cottonwood



Parks and Recreation

The Cottonwood Recreation Center, operated by City of Cottonwood Parks and Recreation, houses a gymnasium, pool, and weight room, as well as community meeting space. Adjacent to the building is an outdoor Aquatics Center and a Tennis and Pickleball Center. Recreation Center membership fees cover a majority of its operating costs.

Parks and Recreation also operates facilities and programs at seven City Parks, including the Community Club House and Youth Center at Old Town Activity Park, ballfields at Riverfront Park, and playgrounds at Riverfront, Garrison, and Kids Park.



Riverfront Park includes eight ballfields, a playground, a dog park, a disc golf course, and a community garden.

Library

The City of Cottonwood operates its own Public Library independent of the Yavapai County Library System. The library offers books, CD's, DVD's, magazines, newspapers, computer access, meeting and study rooms, a content creation center, as well as programs for children and teens.

State Parks

In 1973, the Arizona State Parks Board purchased the Dead Horse Ranch property across the Verde River from Old Town Cottonwood and opened the new state park in 1977. The original access to the park was via 5th Street and a ford across the river before the current 10th Street bridge access was completed.



The Jail Trail, on Dead Horse Ranch State Park land near Old Town, connects with City trails in adjacent Riverfront Park.

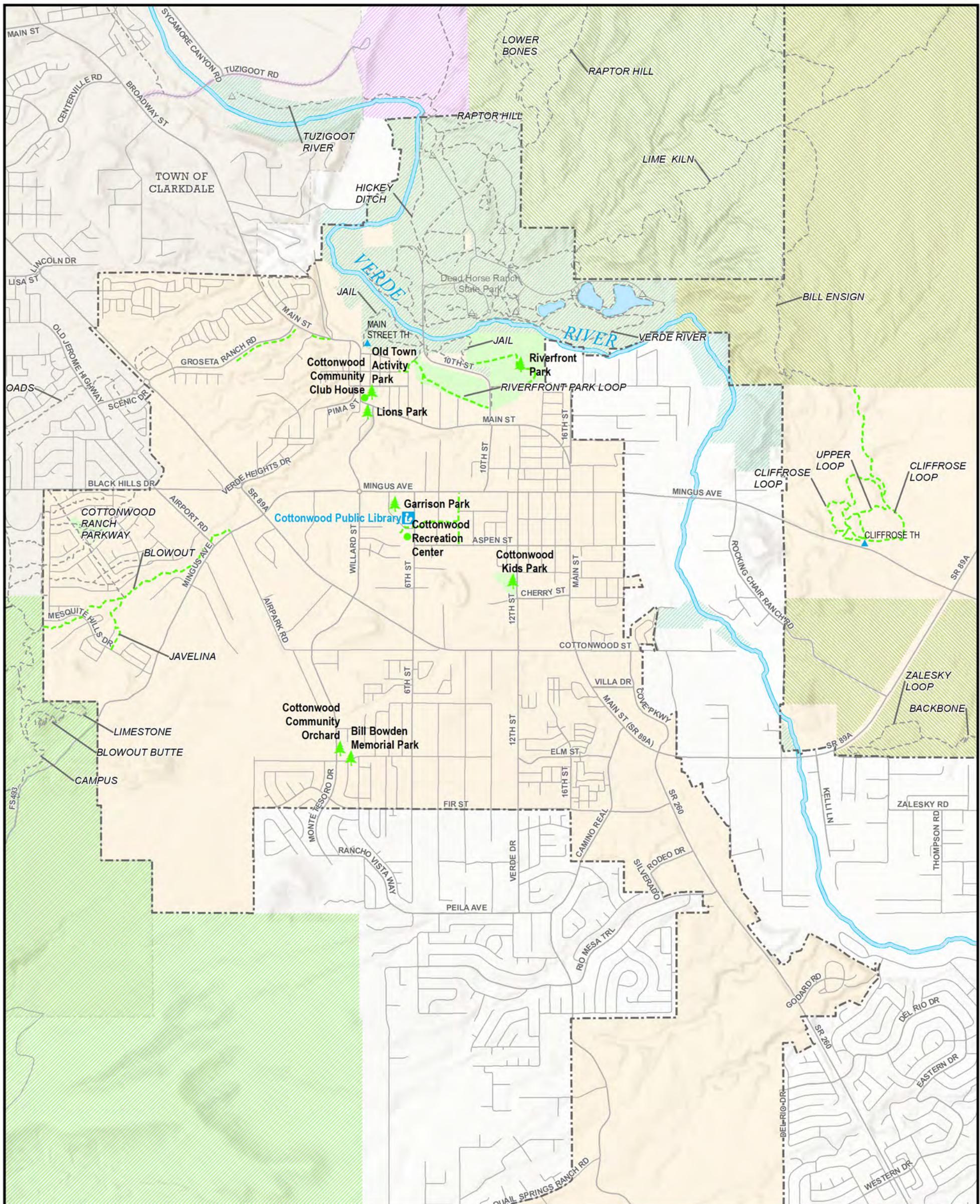
Resources

Cottonwood Public Library, <https://ctwpl.info>

City of Cottonwood Parks and Recreation Department, <https://cottonwoodaz.gov/793/Parks-Recreation>

Dead Horse Ranch State Park, <https://azstateparks.com/dead-horse>

Arizona State Parks, DHRSP History, <https://azstateparks.com/dead-horse/explore/park-history>



MAP 11-3
RECREATION
AND LIBRARY

2024 COTTONWOOD CITY ATLAS



- ▲ City Parks
- City Rec. Facilities
- Library
- ▲ City Trailhead
- City of Cottonwood Trails
- Other Trails

- AZ State Parks
- Coconino NF
- National Monument
- Prescott NF
- City of Cottonwood

Source: Yavapai County GIS; City of Cottonwood GIS

12. HEALTH AND SAFETY

Law Enforcement

The Cottonwood Police Department shares the City's Public Safety complex at 191 S. 6th Street with the Fire Department and the Cottonwood Public Safety Communication Center. It serves all of Cottonwood's land area, and assists with responses in neighboring jurisdictions. City Municipal Court and County law enforcement offices are also located in Cottonwood.

The Department's Neighborhood Officer Program assigns officers to each of nine neighborhood areas so they can connect with neighborhood residents and business owners (see **Map 12-1**). The purpose of the program is to identify community issues, concerns, problems, and crime trends which have long term quality-of-life issues.

Emergency Management

Completed in 2014, the Cottonwood Public Safety Communications Center is a state-of-the-art facility that serves as a public safety answering point and dispatching center. The center is staffed 24 hours every day, and is equipped to enable effective response to emergencies of all magnitudes.

In 2019, all jurisdictions in Yavapai County worked together to prepare a Hazard Mitigation Plan to identify hazards that may impact the jurisdictions, assess the vulnerability and risk posed by those hazards to people and property, and develop strategies for mitigation of those hazards. The hazards evaluated in the plan include earthquake, flood, landslide, severe wind, wildfires, and winter storms. Of these hazards, wildfires were found to pose the most substantial threat to Cottonwood. According to the plan, "The City of Cottonwood is primarily surrounded by wildland fuel types that minimize the potential for wildland-urban interface fire situations. The greatest risk for wildland fire is along the Verde River corridor that runs through the northern portion of the city. There has been a project undertaken by non-governmental groups during the last two years to remove invasive species of plants along this corridor, lessening the potential of fire. Fortunately, there are few structures located in proximity to the Verde River corridor, limiting the potential for substantial property loss." Because few structures are within the Verde River floodplain and the Cottonwood city boundary, the plan found the likelihood of substantial property loss due to flooding to be limited, though the plan did not address the river's tributaries (see Flood Prevention, page 90).



The Public Safety facility on S. 6th Street houses the Police and Fire Departments, along with the Communications Center and Fire Station No. 41.

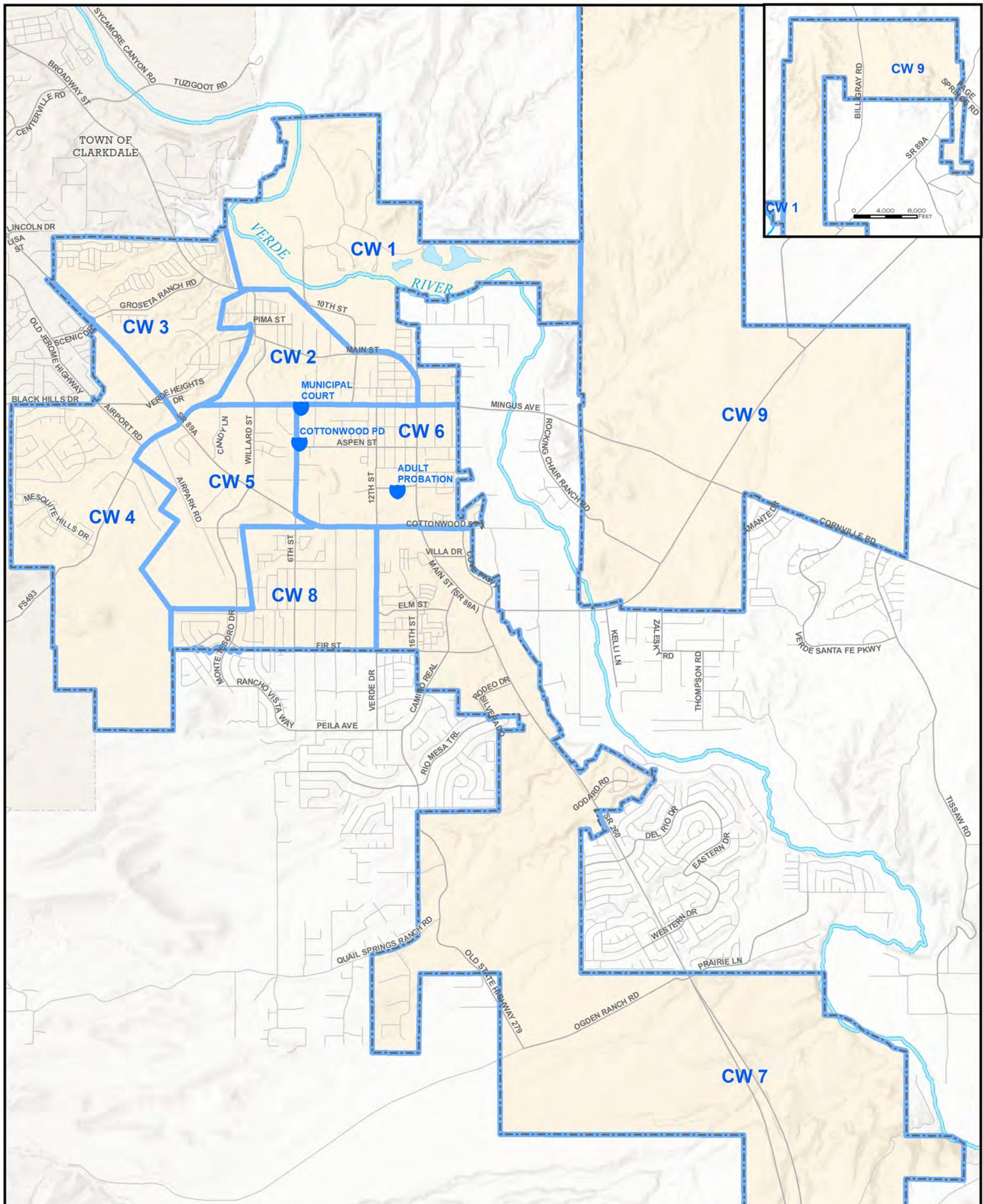
Resources

Yavapai County Multi-Jurisdictional Hazard Mitigation Plan (2018), <https://yavapaiaz.gov/publicworks/emergency-management>

City of Cottonwood PD Crime Mapping Interactive Map, <https://pd20.communitydashboard.info/Cottonwood/Mapping>

City of Cottonwood Police Department, Neighborhood Officer, <https://cottonwoodaz.gov/489/Neighborhood-Officer-Program>

Cottonwood Municipal Court, <https://cottonwoodaz.gov/204/Municipal-Court>



**MAP 12-1
LAW
ENFORCEMENT**

2024 COTTONWOOD CITY ATLAS



■ Law Enforcement / Court Facilities

■ CPD Neighborhood Officer Zones

■ City of Cottonwood

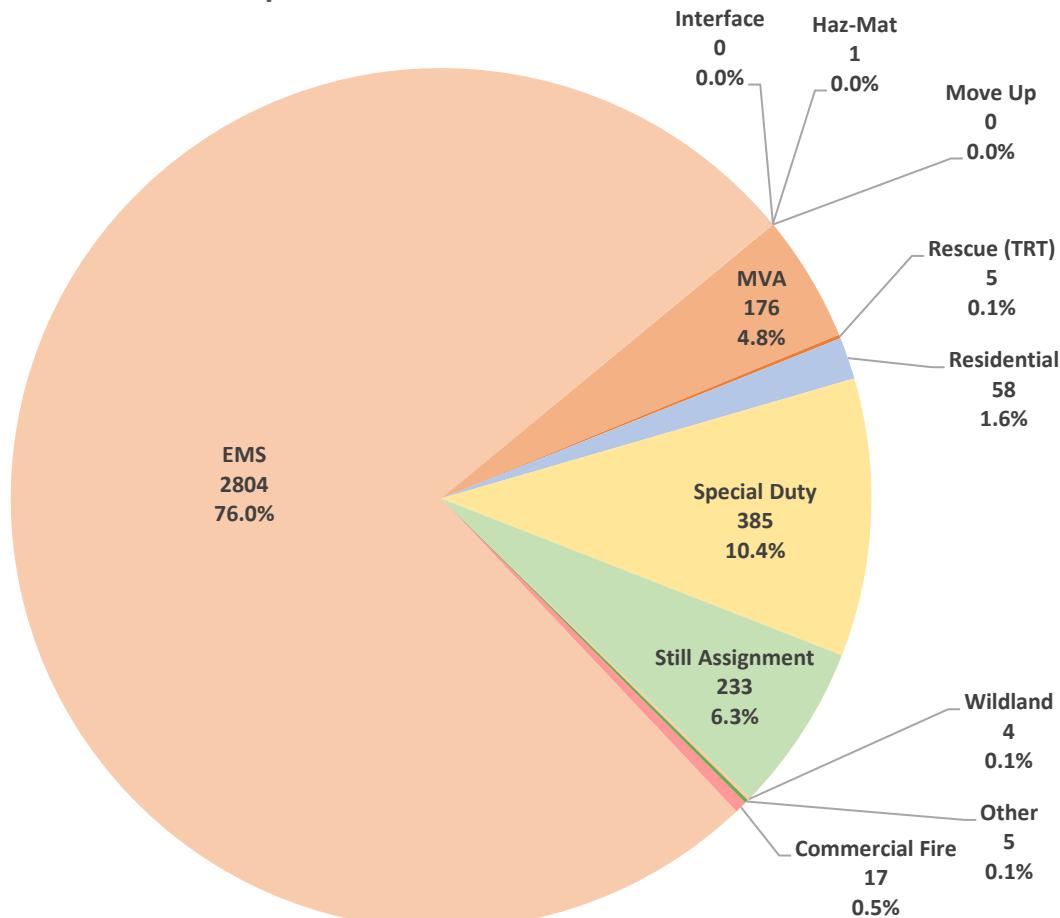
Building and Fire Safety

The City's Building Official and Fire Marshal review residential and commercial development plans for structural and fire safety per the 2018 International Building Code and the 2018 International Fire Code. Fire suppression sprinkler systems are required in all site-built residential construction and most commercial construction. Cottonwood's high safety standards and fast response times help the City maintain a favorable Insurance Service Office (ISO) rating of 2. While sprinklers add to the up-front cost of construction, the City's high ISO rating help property owners save on insurance costs in the long term.

Fire and Medical Service

The Cottonwood Fire Department serves all of Cottonwood's land area, and has response agreements with adjoining fire districts. In 2023, the Fire Department responded to 3,688 calls, 2,804 of which were for Emergency Medical Service (EMS). Cottonwood's fire station (Station 41) is part of the Public Safety complex at 191 S. 6th Street. Yavapai College's Verde Valley Fire Training Center is also located in Cottonwood, at 1350 W. Mingus Avenue. Verde Valley Ambulance has their headquarters in Cottonwood, at 839 W. Mingus Avenue. Verde Valley Medical Center, is one of two hospitals operated by the nonprofit Northern Arizona Healthcare, and provides emergency and general care at its Cottonwood campus at 269 S. Candy Lane.

Cottonwood Fire Department 2023 Calls



Source: City of Cottonwood Fire Department

Property Maintenance Codes

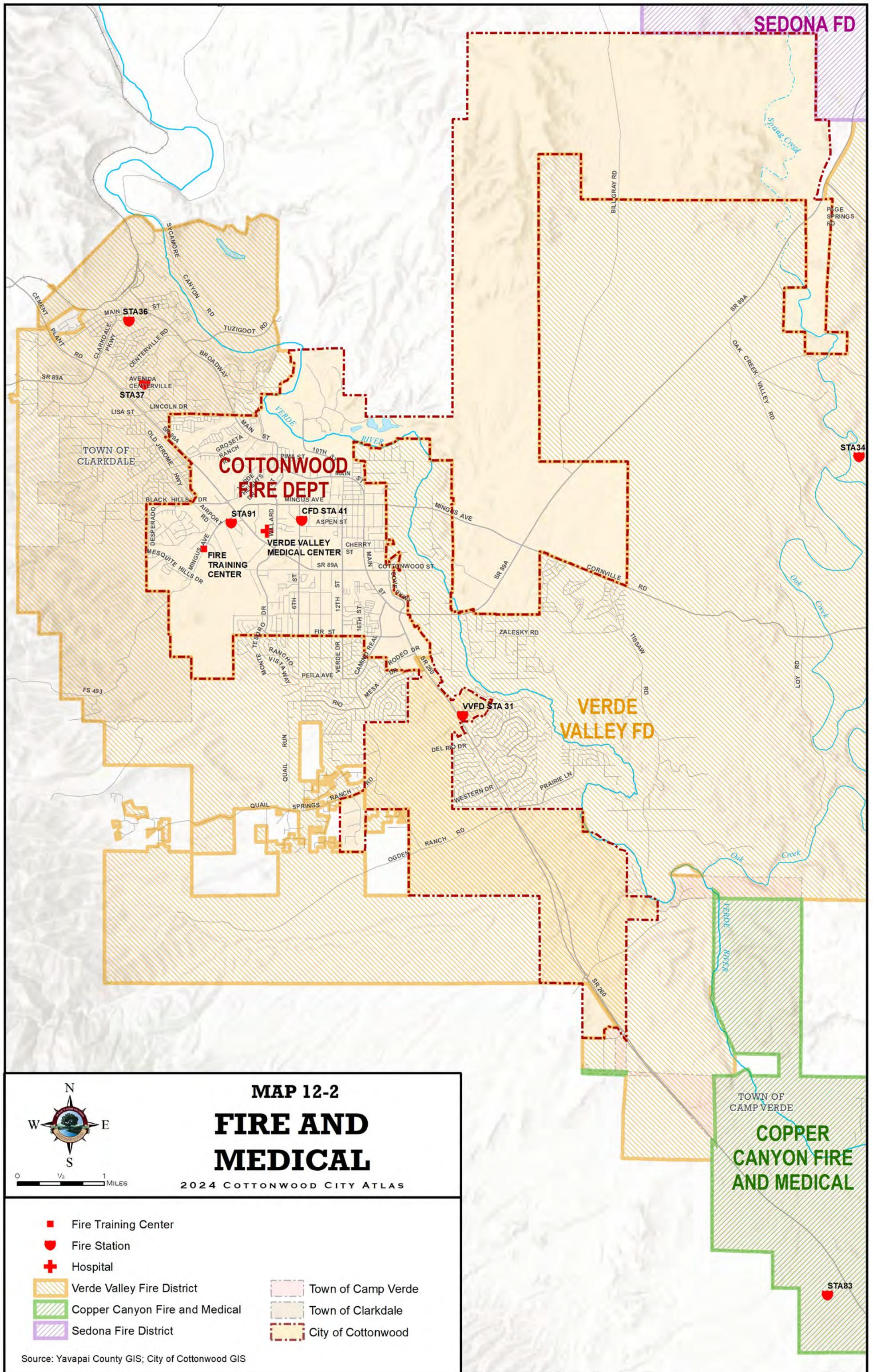
Community Development's Ordinance Enforcement Division and the Police Department help keep neighborhoods strong and healthy by enforcing City ordinances that prohibit hazards and nuisances in neighborhoods and commercial areas. Enforcement is initiated on both a complaint-driven and pro-active basis.

Resources

City of Cottonwood Fire Department, <https://cottonwoodaz.gov/170/Fire-Department>

City of Cottonwood Community Services Department, Building Division, <https://cottonwoodaz.gov/158/Building-Division>

City of Cottonwood Community Services Department, Ordinance Enforcement Division, <https://cottonwoodaz.gov/703/Ordinance-Enforcement-Division>



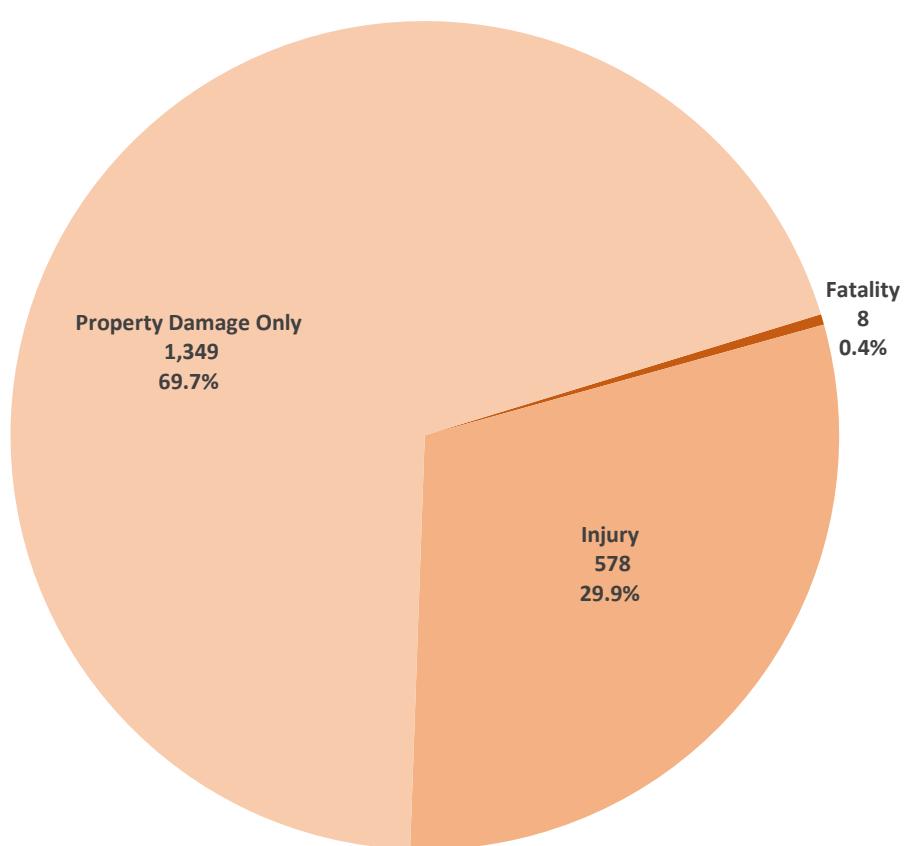
Traffic Safety

Motor vehicle crashes are a significant cause of injury nationwide and in Cottonwood. In recent years, almost a third of all motor vehicle crashes in Cottonwood have resulted in an injury to a driver, bicyclist, or pedestrian (see charts below). **Map 12-3** shows the locations of the injury crashes from 2017 to mid-2023.

Cottonwood Motor Vehicle Crash Statistics by Year



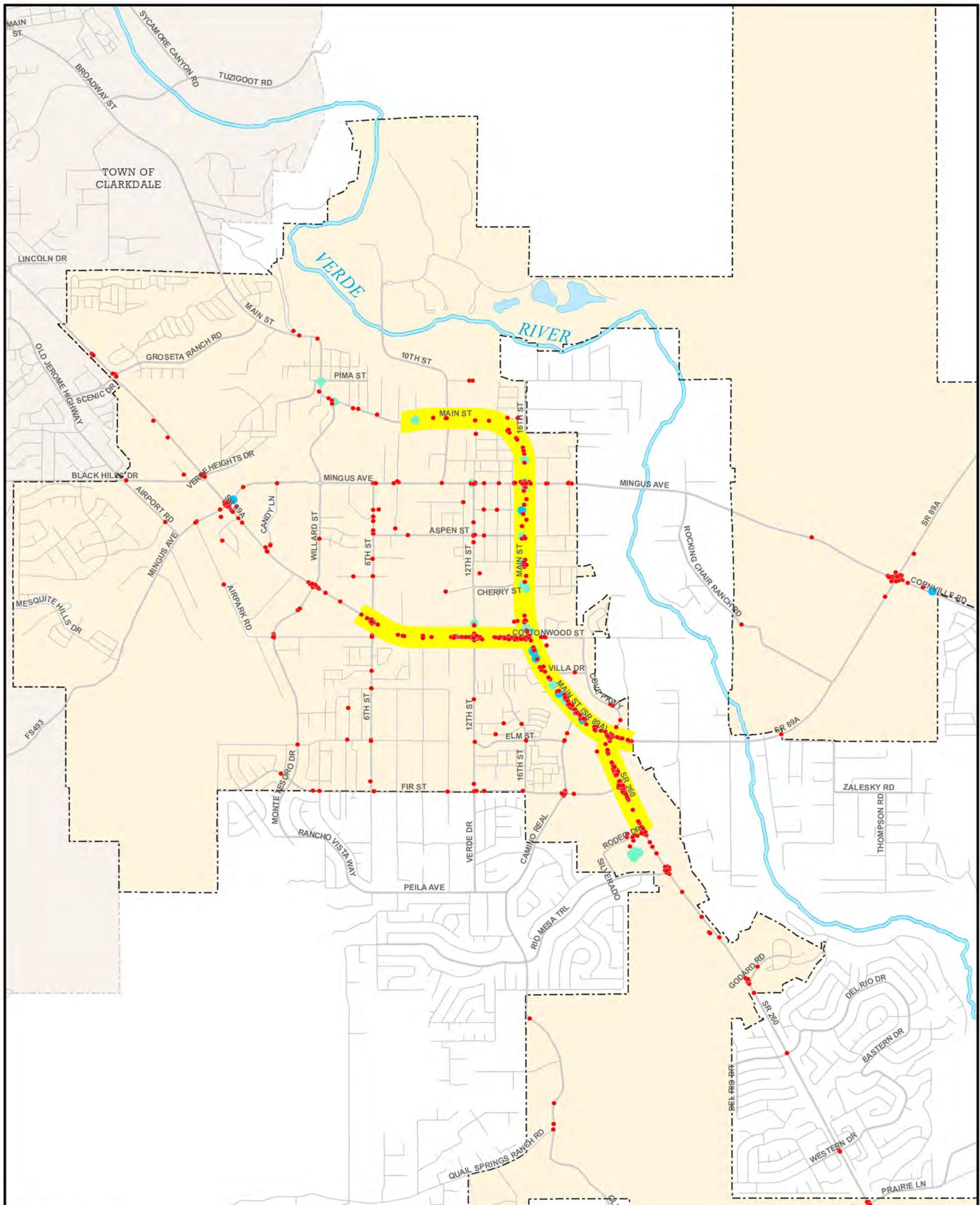
Cottonwood Motor Vehicle Crashes, 2017-2023



Source: ADOT Arizona Motor Vehicle Crash Facts

Resources

ADOT: Arizona Motor Vehicle Crash Facts, <https://azdot.gov/motor-vehicles/statistics/arizona-motor-vehicle-crash-facts>



MAP 12-3
INJURY
CRASHES

2024 COTTONWOOD CITY ATLAS

Injury Crash Locations 2017-2024

- Injury to Driver
- Injury to Bicyclist
- Injury to Pedestrian
- Yellow Box: Hybrid Arterials

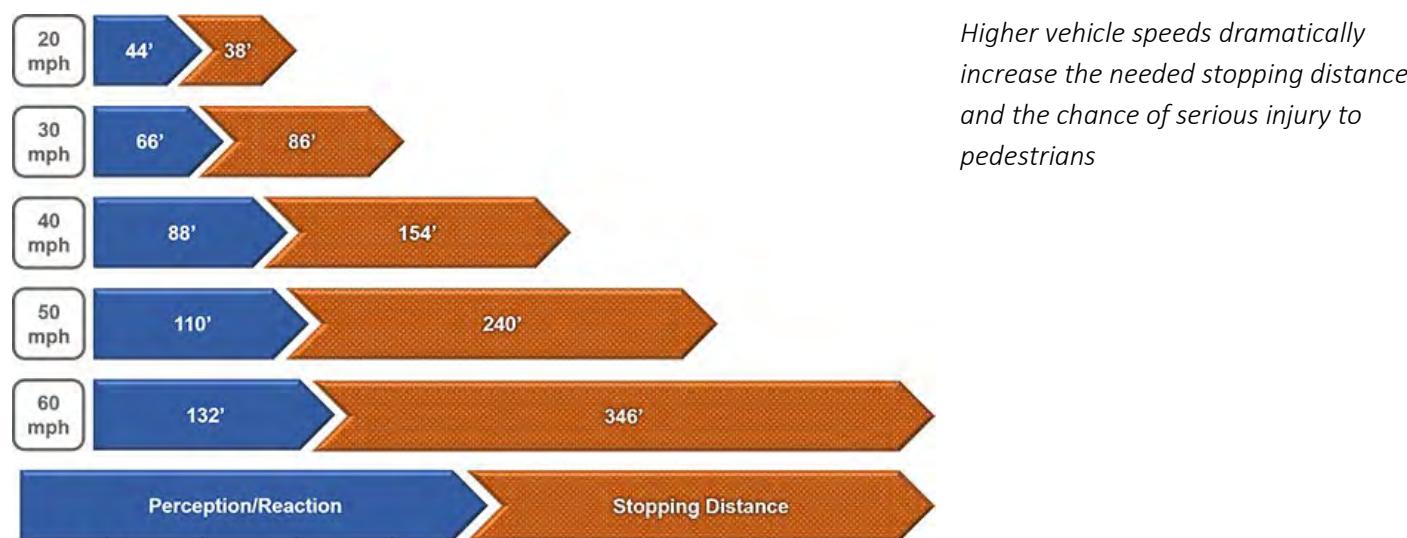
City of Cottonwood

Crash Rates

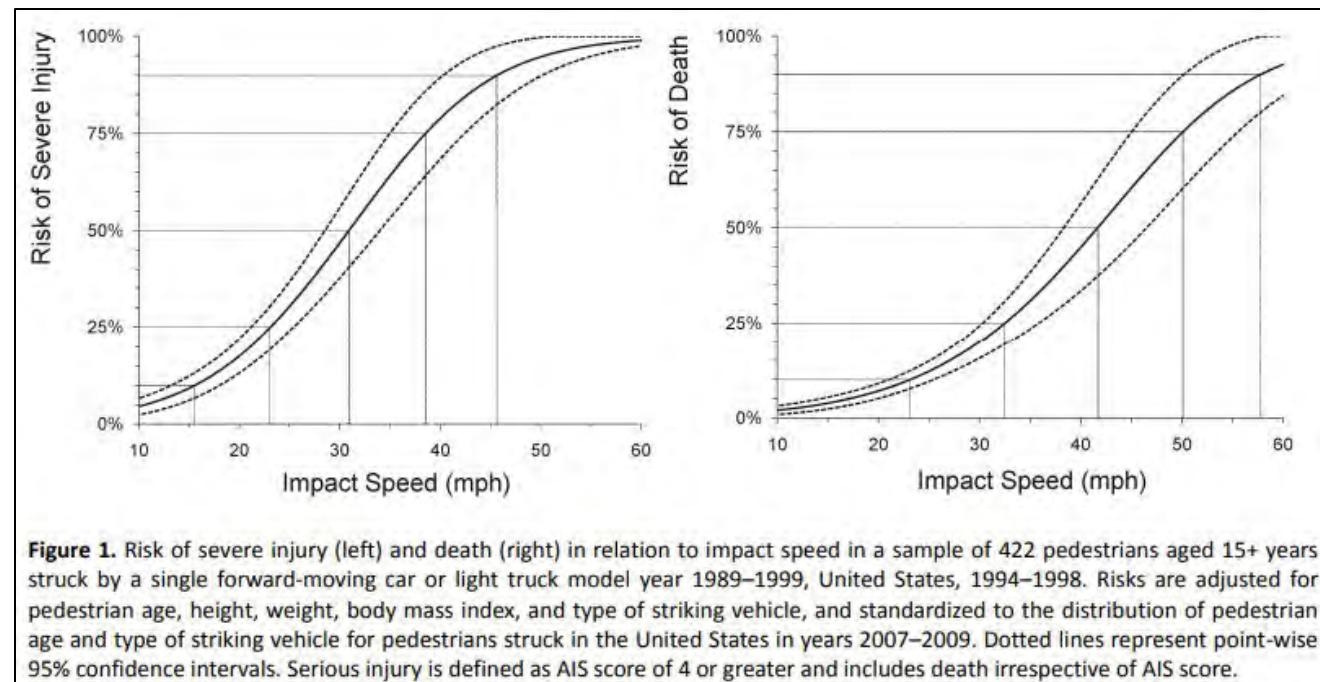
Map 12-4 shows the injury crash rate (injury crashes per vehicle mile traveled) on Cottonwood's arterial roadways. Hybrid arterials, as discussed in **Corridors**, above, commonly have higher injury crash rates than roadways that function as highways or streets, and that is the case in Cottonwood. Because the crash rate statistic holds traffic volume and road segment length constant, the higher injury crash rates suggest factors other than high volume – such as high speeds and density of conflict points – lead to more frequent injury crashes.

Higher vehicle speeds increase the distance drivers need to react and stop, and more frequent conflict points place more pedestrians, bicyclists, and other vehicles in the direct path of those drivers. Higher speeds also dramatically increase the likelihood of serious injuries to pedestrians during a collision (see charts below).

At major intersections, a crash rate can be determined by dividing the number of injury crashes by the total number of vehicles entering the intersection from any direction. In Cottonwood, the signalized intersections with the highest injury crash rates are on SR 89A at its intersections with W. Mingus Avenue, Willard Street, and Cornville Road. Injury crashes are rare at roundabouts.



Source: FHWA.



Source: AAA Foundation for Traffic Safety, 2011

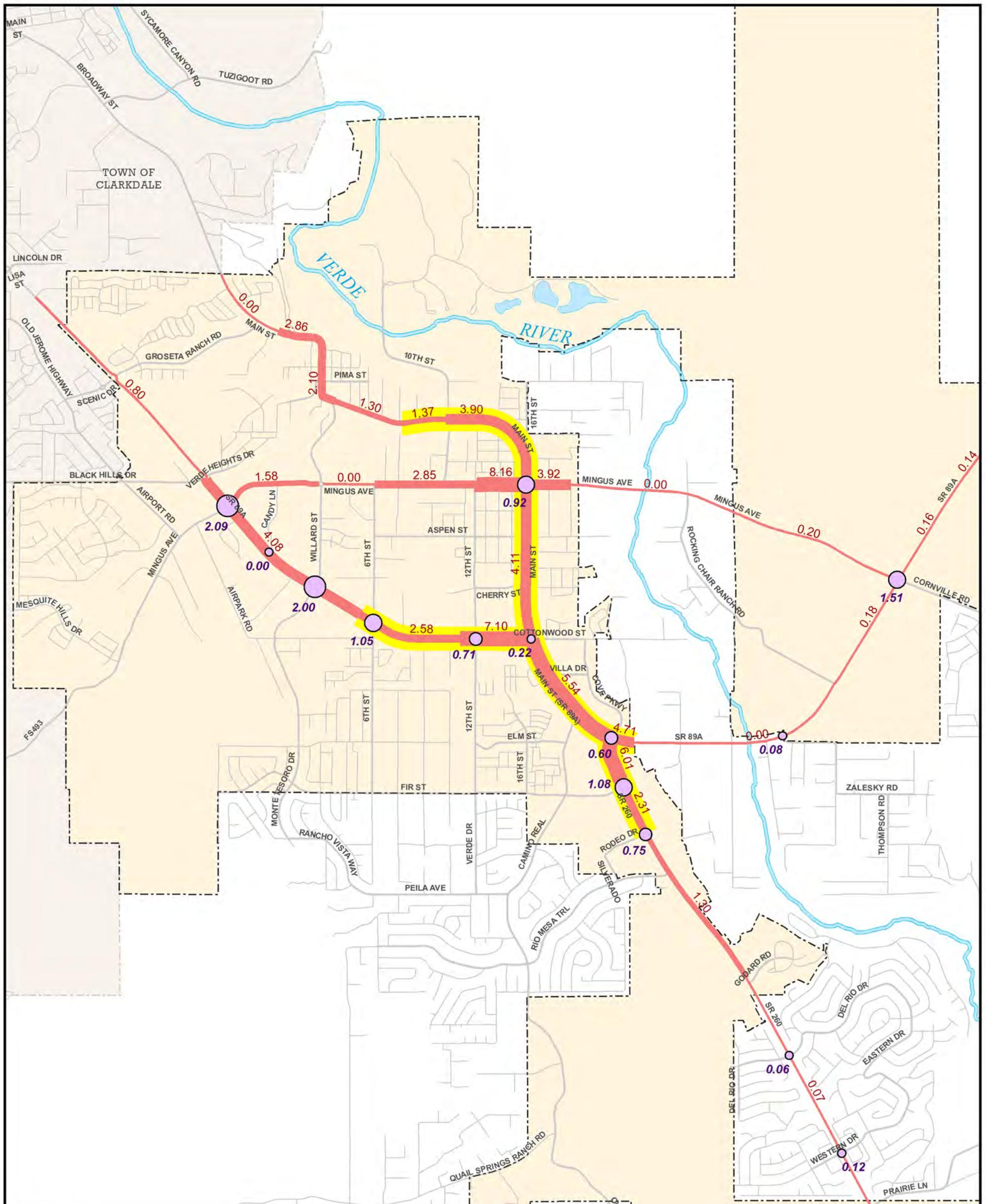
Resources

National Association of City Transportation Officials (NACTO), <https://nacto.org/publications/#design-guides-design-guidance>

U.S. Department of Transportation (USDOT): National Roadway Safety Strategy/Safer Roads, www.transportation.gov/NRSS/SaferRoads

American Automobile Association Foundation for Traffic Safety, Impact Speed and a Pedestrian's Risk of Severe Injury or Death, 2011, <https://aaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf>

Charles L. Marohn, Jr., *Confessions of a Recovering Engineer*, <https://ctw.catalog.yln.info/> 388.4 MAR, <http://www.strongtowns.org>



MAP 12-4

INJURY CRASH RATES ON ARTERIALS

2024 COTTONWOOD CITY ATLAS



Road Segment Annual Crash Rates

Injury Crashes per 10,000 VM (Arterials Only)
< 1.00
1.00 - 1.99
2.00 - 2.99
3.00-4.99
> 5.00

Signal Intersection Annual Crash Rates

Injury Crashes per 10,000 Total Entering Vehicles
< 0.40
0.40 - 0.79
0.80 - 1.59
> 1.60

Hybrid Arterials

City of Cottonwood

Flood Prevention

The Federal Emergency Management Administration (FEMA) has mapped the areas of Cottonwood most prone to flooding (**Map 12-5**). “Floodplains” are any areas that are susceptible to being inundated by floodwaters from any source. “Floodways” are the channel of a watercourse and the adjacent land areas that must be reserved in order to discharge floodwaters without cumulatively increasing the water surface elevation more than a designated height.

The largest swath of flood-prone land in the Cottonwood area is along the Verde River, but its intermittent tributaries present flood hazards as well. City Engineering staff reviews development proposals within Cottonwood to ensure structures are at a location and elevation that complies with any applicable floodplain requirements, and that development would not result in additional runoff leaving the site during a 100-year storm event.

The 2020 Cottonwood Drainage Master Plan identifies existing drainage issues and flooding concerns, and establishes a prioritized plan for future capital projects. From a list of drainage problem areas compiled by the City, the plan consultant developed a list of priority projects based on multiple criteria, including depth of flooding, frequency of flooding, threat to properties, number of properties impacted, traffic nuisance due to flooding, cost and complexity of the improvements.

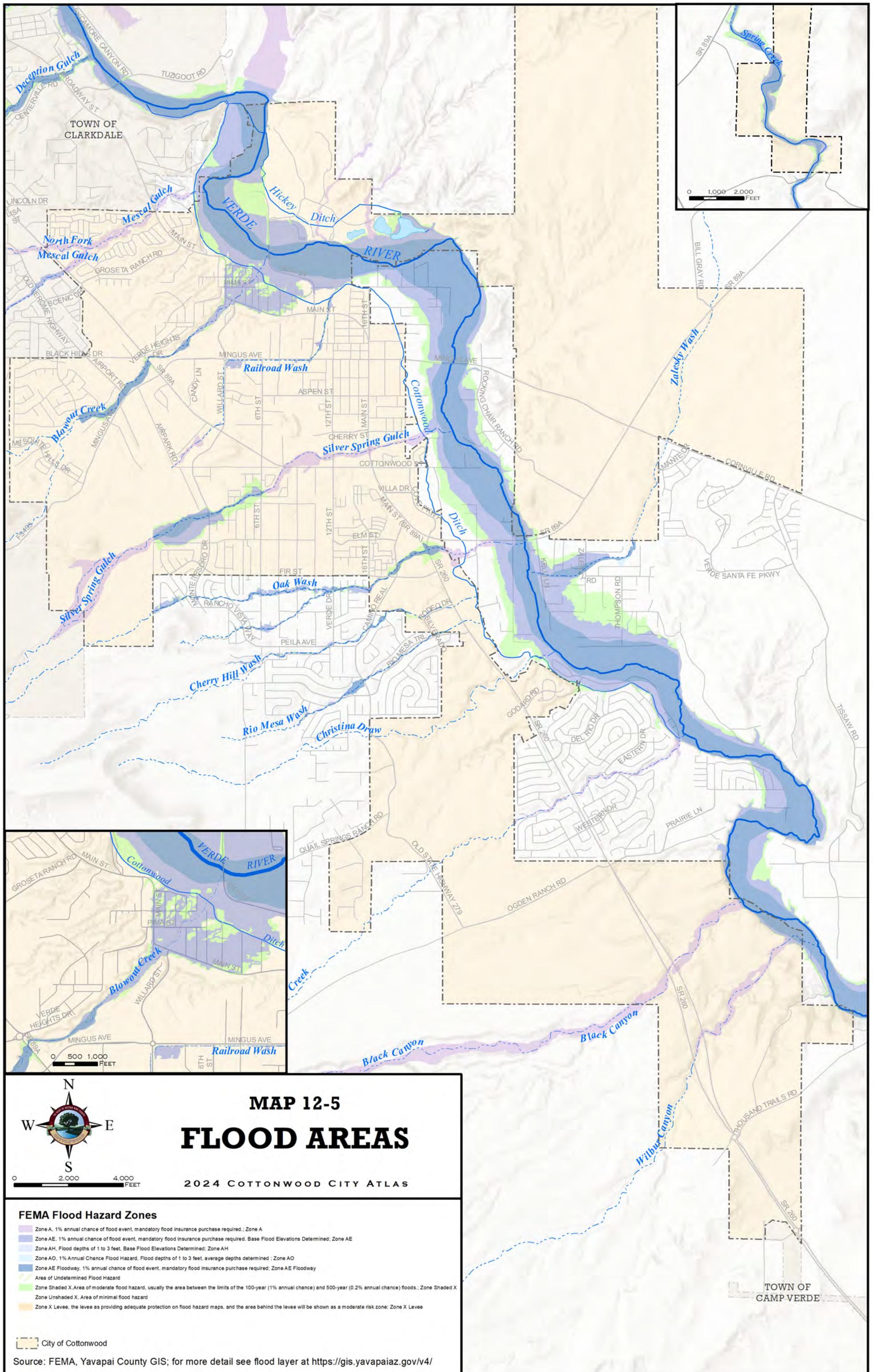


Flooding can occur along the Verde River and its tributaries after heavy rains.

Resources

Shephard Wesnitzer, Inc., Cottonwood Drainage Master Plan, <https://cottonwoodaz.gov/DocumentCenter/View/3998/City-of-Cottonwood-Drainage-Master-Plan-2020>

Yavapai County Flood Control District, <https://yavapaiaz.gov/ycflood>



City of Cottonwood
Community Development
111 N. Main Street
Cottonwood, AZ 86326

928-634-5505
cottonwoodaz.gov/157/Community-Development

Current Land Use and zoning maps:

cottonwoodaz.gov/810/maps

