AGENDA 4:30 P.M.

CITY COUNCIL MEETING Packet - 1of 2 TUESDAY, MARCH 26, 2024

NOTES:

- Public Forum:
  Comments are generally limited to **3 minutes**.
- Consent Items:
  Items listed under Consent Items have been distributed to Council Members in advance for study and will be enacted by one motion. Any member of the Council, staff or the public may remove an item from the Consent Items for discussion. For additional information on pulling a Consent Item, please contact the City Clerk's Office staff, preferably in advance of the Call to Order. Items removed from the Consent Items may be acted upon before proceeding to the next agenda item.
- Meeting room is wheelchair accessible. American Disabilities Act (ADA) accommodations are available upon request. Please phone 928-282-3113 at least two (2) business days in advance.
- City Council Meeting Agenda Packets are available on the City's website at:

www.SedonaAZ.gov

THE MEETING CAN BE VIEWED LIVE ON THE CITY'S WEBSITE AT WWW.SEDONAAZ.GOV OR ON CABLE CHANNEL 4.

GUIDELINES FOR PUBLIC COMMENT

PURPOSE:

- To allow the public to provide input to the City Council on a particular subject scheduled on the agenda.
- This is not a question/answer session.
- No disruptive behavior or profane language will be allowed.

PROCEDURES:

- Fill out a "Comment Card" and deliver it to the City Clerk.
- When recognized, use the podium/ microphone.
- State your:
  1. Name and
  2. City of Residence
- Limit comments to **3 MINUTES.**
- Submit written comments to the City Clerk.

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE/MOMENT OF SILENCE

2. ROLL CALL

3. CONSENT ITEMS - APPROVE

LINK TO DOCUMENT =

a. Minutes - March 12, 2024 City Council Special Meeting - Executive Session.
b. Minutes - March 12 & 13, 2024 City Council Regular Meeting.
c. AB 3040 Approval of 5-Year Lease Agreement with Xerox for the lease of 14 multifunction copiers.
d. AB 3041 Approval of the addition of nine (9) "timed pay parking" spaces along Jordan Road pursuant to Sedona City Code Section 10-20-030.G.

4. APPOINTMENTS - None.

5. SUMMARY OF CURRENT EVENTS BY MAYOR/COUNCILORS/CITY MANAGER & COUNCIL ASSIGNMENTS

6. PUBLIC FORUM

(This is the time for the public to comment on any issue within the jurisdiction of City Council not listed on the agenda. The City Council may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to A.R.S. § 38-431.01(H), action taken as a result of public comment will be limited to directing staff to study the matter, responding to any criticism, or scheduling the matter for further consideration and decision at a later date.)

7. PROCLAMATIONS, RECOGNITIONS & AWARDS - None.

8. REGULAR BUSINESS

a. AB 3035 **Public Hearing/discussion/possible action** regarding a request for approval of a Zone Change (ZC) to allow for development of a 110-room hotel and 40-unit multifamily housing project (Village at Saddlerock Crossing) at 1259 & 1335 W State Route 89A; 82 & 86 Saddlerock Circle; and 105 Elk Road. The property is within the Soldiers Pass Community Focus Area, is ±6.3 acres, and is located south of the intersection of W State Route 89A and Soldiers Pass Road between Saddlerock Circle and Elk Road. APN: 408-26-004B, 408-26-004C, 408-26-009C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088. The requested Zone Change is from CO (Commercial) and RM-2 (Medium-High Density Multifamily) to L (Lodging). Case Number: PZ19-00005 (ZC, DEV) Owner/Applicant: The Baney Corporation (Curt Baney) Authorized Representative: Withey Morris Baugh, PLC (Jason Morris and Benjamin Tate).
b. AB 2719 **Discussion/possible action** for the approval of a Resolution approving the Final Draft 2024 Sedona Community Plan.
c. AB 2952 **Discussion/possible action** regarding the approval of a contract for services with the Sedona Chamber of Commerce in the amount of $347,093 for the operations of the Visitor Center for fiscal year 2025, subject to approval of a written contract by the City Attorney.
d. AB 3042 **Discussion/possible action** regarding approval of a 25-year Franchise Agreement with Arizona Water Company to be referred to the voters at the July 30, 2024 Primary Election.

CITY COUNCIL CHAMBERS
102 ROADRUNNER DRIVE, SEDONA, AZ

The mission of the City of Sedona government is to provide exemplary municipal services that are consistent with our values, history, culture and unique beauty.

Page 2, City Council Meeting Agenda Continued

e. AB 3027 **Discussion/possible direction/action** regarding proposed State legislation, short-term rental legislation and State budget and their potential impact on the City of Sedona.

f. **Discussion/possible action** regarding future meeting/agenda items.

9. EXECUTIVE SESSION

Upon a public majority vote of the members constituting a quorum, the Council may hold an Executive Session that is not open to the public for the following purposes:

a. To consult with legal counsel for advice on matters listed on this agenda per A.R.S. § 38-431.03(A)(3).

b. Return to open session. Discussion/possible action on executive session items.

10. ADJOURNMENT

Posted: 03/21/2024

By: DJ

_____

JoAnne Cook, CMC, City Clerk

Note: Pursuant to A.R.S. § 38-431.02 notice is hereby given to the members of the City Council and to the general public that the Council will hold the above open meeting. Members of the City Council will attend either in person or by telephone, video, or internet communications. The Council may vote to go into executive session on any agenda item, pursuant to A.R.S. § 38-431.03(A)(3) and (4) for discussion and consultation for legal advice with the City Attorney. Because various other commissions, committees and/or boards may speak at Council meetings, notice is also given that four or more members of these other City commissions, boards, or committees may be in attendance.

A copy of the packet with materials relating to the agenda items is typically available for review by the public in the Clerk's office after 1:00 p.m. the Thursday prior to the Council meeting and on the City's website at www.SedonaAZ.gov. The Council Chambers is accessible to people with disabilities, in compliance with the Federal 504 and ADA laws. Those with needs for special typeface print, may request these at the Clerk's Office. All requests should be made **forty-eight hours** prior to the meeting.

NOTICE TO PARENTS AND LEGAL GUARDIANS: Parents and legal guardians have the right to consent before the City of Sedona makes a video or voice recording of a minor child, pursuant to A.R.S. § 1-602(A)(9). The Sedona City Council meetings are recorded and may be viewed on the City of Sedona website. If you permit your child to attend/participate in a televised City Council meeting, a recording will be made. You may exercise your right not to consent by not allowing your child to attend/participate in the meeting.

CITY COUNCIL CHAMBERS
102 ROADRUNNER DRIVE, SEDONA, AZ

The mission of the City of Sedona government is to provide exemplary municipal services that are consistent with our values, history, culture and unique beauty.

Action Minutes
Special City Council Meeting
Sedona City Hall, Council Chambers
102 Roadrunner Drive, Sedona, Arizona
Tuesday, March 12, 2024, 3:00 p.m.

1. Call to Order

Mayor Jablow called the meeting to order at 3:00 p.m.

2. Roll Call

Council Present: Mayor Scott Jablow, Vice Mayor Holli Ploog, Councilor Melissa Dunn, Councilor Brian Fultz, Councilor Pete Furman, Councilor Kathy Kinsella, and Councilor Jessica Williamson. Councilor Kinsella entered the meeting, via Teams, at 3:02 p.m.

Staff Present item: City Manager Karen Osburn, City Attorney Kurt Christianson, and City Clerk JoAnne Cook.

3. Executive Session

Motion: Councilor Williamson moved to enter into Executive Session at 3:01 p.m. Seconded by Councilor Fultz. Motion carried with six (6) in favor (Jablow, Ploog, Dunn, Fultz, Furman, and Williamson) and zero (0) opposed.

Councilor Kinsella entered the meeting at 3:02 p.m.

Kurt Christianson gave the admonition.

a. **Discussion and consultation with the City Attorney regarding legal advice on rezoning. This matter is brought in executive session pursuant to A.R.S. § 38-431.03(A)(3).**

b. **Return to open session. Discussion/possible action regarding executive session.**

Reconvened in open session at 4:05 p.m.

No action taken.

4. Adjournment

Mayor Jablow adjourned the meeting at 4:06 p.m.

I certify that the above are the true and correct actions of the Special City Council Meeting held on March 12, 2024.

_____ _____

JoAnne Cook, CMC, City Clerk Date

Action Minutes
Regular City Council Meeting
City Council Chambers, Sedona City Hall,
102 Roadrunner Drive, Sedona, Arizona
Tuesday, March 12, 2024, 4:30 p.m.

1. Call to Order/Pledge of Allegiance/Moment of Silence

Mayor Jablow called the meeting to order at 4:30 p.m.

Council Present: Mayor Scott Jablow, Vice Mayor Holli Ploog, Councilor Melissa Dunn, Councilor Brian Fultz, Councilor Pete Furman, Councilor Kathy Kinsella, and Councilor Jessica Williamson. Councilor Kinsella attended via Teams.

Staff Present: City Manager Karen Osburn, City Attorney Kurt Christianson, Assistant City Attorney Monique Coady, Arts Coordinator Nancy Lattanzi, Housing Manager Shannon Boone, Housing Coordinator Jeanne Frieder, Police Chief Stephanie Foley, Deputy Police Chief Ryan Kwitkin, Director of Public Works/City Engineer Kurt Harris, Procurement Officer Ian Coubrough, Planning Manager Cari Meyer, Community Development Director Steve Mertes, Special Initiatives Coordinator Kegn Moorcroft, Principal Planner Cynthia Lovely, Deputy City Clerk Marcy Garner, and City Clerk JoAnne Cook.

2. Roll Call/Moment of Art

Nancy Lattanzi introduced Fiber Artist and Master Spinner, Nancy Wilson. A Powerpoint Celebrating Fiber Arts and Nancy Wilson's artwork was presented by Nancy Wilson.

3. Consent Items

a. Minutes - February 27, 2024 City Council Regular Meeting.
b. Minutes - February 28, 2024 City Council Special Meeting.
c. Approval of Proclamation, American Red Cross Month, March 2024.
d. Approval of Proclamation, Verde Valley Stand Down, March 27, 2024.
e. AB 3039 Approval of a multi-year contract with Eco Green Services LLC dba Arborist Standards Tree Care for Curbside Yard Waste Collection, in the approximate amount of $114,624.00 per fiscal year.

Motion: Councilor Williamson moved to approve consent items 3a- 3e. Seconded by Vice Mayor Ploog. Vote: Motion passed with seven (7) in favor (Jablow, Ploog, Dunn, Fultz, Furman, Kinsella, Williamson) and zero (0) opposed.

4. Appointments - None.

5. Summary of Current Events by Mayor/Councilors/City Manager

Councilor Furman stated that Wednesday, March 20th is the Keep Sedona Beautiful's Speaker Series, City of Sedona's Wastewater Director, Roxanne Holland will be guest speaker. Friday, March 22nd is Work Water Day and there will be an event at Crescent Moon Picnic site to educate all interested about the water quality of Oak Creek. Councilor Williamson said the sales of recycle materials has rebounded since last year and that the Sedona Recycle Center is in a solid financial situation this year as a result.

Councilor Fultz stated the Northern Arizona Council of Governments is seeking two Coconino Couty residents to fill seats on the Area Council on Aging, those interested may contact Councilor Fultz at cfultz@sedonaaz.gov. Vice Mayor Ploog invited all to attend the St. Patrick's Day Parade on Saturday at 10:30 a.m. at Jordan Road.

6. Public Forum

Opened to the public at 4:52 p.m.

Steve Schliebs, Sedona, urged the City to stop doing business with Wells Fargo because he believes that they are in support of the fossil fuel industry. He submitted a petition of signatures he had circulated of residence in support.

Ed Kettler, Sedona, voiced concerns about work being done at the Cultural Park.

Chirstina Mannin, Minnesota, voiced concerns about climate change and agreed with Steve Schliebs comments.

Brought back to Council at 5:00 p.m.

7. Proclamations, Recognitions & Awards

a. Proclamation, American Red Cross Month, March 2024.

Mayor Jablow presented the proclamation to Timothy Espinoza, Dave Oliveria, and Karen Pimental. Timothy thanked Council for their support and encourage all interested to donate blood to the Red Cross.

b. Proclamation, Verde Valley Stand Down, March 27, 2024.

Mayor Jablow presented the proclamation to John Davis and Jack Ross. John thanked shared the services and supplies the Verde Valley Stand Down offers to veterans and family members, he Council for their support. Jack thanked John for his work and invited all to attend the event on March 27th, 9:00 a.m.-2:00 p.m. at the Sedona Elks Lodge located at 110 Airport Road, Sedona.

8. Regular Business

a. AB Presentation/public hearing/discussion/possible direction regarding the draft Community Plan and adoption of the Community Plan 2023.

Mayor Jablow called the public hearing and advised that after the public hearing this item would be continued on Wednesday, March 13, 2024 at 2:00 p.m.

Opened the public hearing at 5:12 p.m.

The following spoke against the item:

Michael McCarthy, Scottsdale and Sedona, Miriam Weckerly, Sedona, spoke for herself and husband Gene Weckerly, Sedona, Ernie Straugh, Sedona, Craig Swanson, Sedona, spoke for Keep Sedona Beautiful, Roger Eastman, Sedona, Kathleen Todd, Sedona, Michelle Thomas, Scottsdale, Carol Wyant, Sedona.

Closed the public hearing at 5:34 p.m.

b. AB 3036 Public Hearing/discussion/possible action regarding a request for approval of a Zone Change (ZC) to amend an existing PD (Planned

Development) to add the "Safe Place to Park" Program as a permitted use at 75 Cultural Park Place (northwest corner of former Cultural Park). The property is within the Western Gateway Community Focus Area, is ±6 acres, and is located northwest corner of the intersection of W State Route 89A and Cultural Park Place. APN: 408-47-009A The requested Zone Change an amendment to the permitted uses in the existing PD (Planned Development). Case Number: PZ24-00002 (ZC) Owner/Applicant: City of Sedona (Shannon Boone).

Presentation by Cari Meyer and Kurt Harris.

Comments and questions from Council.

Opened the public hearing at 7:18 p.m. on March 12, 2024.

The following spoke regarding this item:

Tracy Randall, Sedona, spoke on behalf of the Verde Valley Cyclists Coalition, David Leary, Sedona, Sally Moore, Sedona, Steve Hein, Sedona, Don Gerbi, Sedona, Cara Kretz, Sedona, Dr. Bill Noonan, Sedona, TK Hyatt, Sedona, Susan Gerbi, Sedona, Jim McCabe, Sedona, Susan Price, Sedona, Steve DeWillis, Cottonwood, Dave Stwartwout, Sedona, Jim Hayden, Sedona, Michael Rusher, Sedona, Dale Casey, Sedona, Janine Miller, Sedona, Kathy Howe, Sedona, Joetta Winter, Sedona, Michael Wright, Sedona, John Martinez, Sedona, Carol Kurimsky, Sedona, Herb Tiffany, Cornville, John Bradshaw, Sedona, Mary Nell Terry, Sedona, Lynn Zonakis, Sedona, Chris Dowell, Cottonwood, Craig Swanson, Sedona, Paul Chevalier, Sedona, Suzanne DeSutter, Sedona, David Wolf, Village of Oak Creek, Timmothy Holmes, Sedona, Jennifer May, Sedona, Dawn Koss, Sedona, Robert Koster, Sedona, Connie Tate, Sedona, Harry Tate, Sedona, Melanie Parrish, Sedona, Rev. Anthony Johnson, Cornville, Mark TenBroek, Sedona, Tim Jessup, Sedona, Steve Segner, Sedona, Katherine Todd, Sedona, Mark Jacobsen, Sedona, Jahmaia Williams, Sedona, Cameron Wylde, Sedona, Al Camello, Sedona.

The following submitted cards but did not speak:

Karen Rafton, Village of Oak Creek, Patsy Brunner, Sedona, Carol Conlin, Sedona, Sudie Sipman, Sedona, Richard Mayne, Sedona, James Dunlap, Cornville, Lynn Perkins, Flagstaff, Christopher Ford, Sedona, Miriam Lucke, Sedona, Kirk Smith, Village of Oak Creek, Harriette Shelly, Sedona, Scott Ross, Sedona, Kaveri Cornett, Village of Oak Creek, Joseph Janik, MD, Sedona, Terry H., Sedona, Lisa Dahl, Sedona, Greg Koss, Sedona, Jodi Jackson, Sedona, Jim Haden, Sedona, Michael Rasheq, Sedona.

Closed public hearing at 9:14 p.m.

Break at 9:14 p.m. Brought back to Council at 9:37 p.m.

Comments and questions from Council.

By majority consensus, Council directed staff create a reporting matrix for monthly reporting, and to include the following as prerequisites for eligibility into the program:

- Applicants must pre-register and meet qualifications into the program

- Seasonal workers, those who chose to live homeless as lifestyle choice are not eligible for program
- Families with children in school/s must have one working parent
- No smoking permitted on site
- Applicants must have goal to leave the program and to relocate into affordable housing

Comments and questions from Council.

Motion: Councilor Williamson moved to approve Ordinance No. 2024-01, regarding case number PZ 24-00002 (ZC), amending the existing PD (Planning Development) on APN 408-47-009A, adding the Safe Place to Park Program, as outlined in the application materials, as a permitted use, based on consistency and conformance with the Community Plan, compliance with all ordinance requirements of LDC Section 8.3 and 8.6, and satisfaction of the Zone Change findings and applicable Land Development Code requirements as outlined in the staff report, which staff report is hereby adopted as the findings of the City Council; this action will be in effect until June 30, 2026. Seconded by Councilor Fultz. Vote: Motion passed with six (6) in favor (Jablow, Dunn, Fultz, Furman, Kinsella, Williamson) and one (1) opposed (Ploog).

c. AB 3031 Discussion/possible action regarding contracts with the Arizona Department of Housing and the Verde Valley Homeless Coalition for the proposed Safe Place to Park program.

Presentation by Shannon Boone, Jeannie Frieder, Police Chief Foley, Deputy Chief Kwitkin, Rhonda Bishop. Christopher Dowell, Cottonwood Police Chief was available for questions.

Comments and questions from Council.

Motion: Councilor Williamson moved to approve the Safe Place to Park Program and the contracts for both the site management with the Verde Valley Homeless Coalition and the grant funding agreement from the Arizona Department of Housing. Seconded by Councilor Dunn. Vote: Motion passed with six (6) in favor (Jablow, Dunn, Fultz, Furman, Kinsella, Williamson) and one (1) opposed (Ploog).

d. AB 3027 Discussion/possible direction/action regarding proposed State legislation, short-term rental legislation and State budget and their potential impact on the City of Sedona.

Presentation by Kurt Christianson.

Comments and question from Council.

Opened to public at 10:32 p.m.

The following spoke regarding this item:

Sean Smith, Sedona.

Brought back to Council at 10:34 p.m.

Comments from Council.

e. Discussion/possible action regarding future meeting/agenda items.

Brian Fultz requested an update on the status of Short Term Rentals Management Program at a future meeting. Council unanimously supported his request. Mayor Jablow stated the community plan portion will be meeting will be continued tomorrow, March 13, 2024 beginning at 2:00 p.m.

f. Items not completed on Tuesday, March 12, 2024 will be carried over to Wednesday, March 13, 2024 beginning at 2:00 p.m. in City Council Chambers, 102 Roadrunner Drive, Sedona, AZ 86336.

Break at 10:37 p.m. Reconvened on Wednesday, March 13, 2024 at 2:00 p.m.

Council Present: Mayor Scott Jablow, Vice Mayor Holli Ploog, Councilor Melissa Dunn, Councilor Brian Fultz, Councilor Pete Furman, Councilor Kathy Kinsella, and Councilor Jessica Williamson. Councilor Kinsella was excused absent.

a. AB Presentation/public hearing/discussion/possible direction regarding the draft Community Plan and adoption of the Community Plan 2023.

Opened to public for comment item 6 Public Forum at 2:02 p.m.

Michael McCarthy, Sedona and Scottsdale, voiced concerns with bright lighting at hotels in a dark sky community, fire pits, and parking at Schnebly Hill beyond the roundabout.

Brought back to Council at 2:05 p.m. for continuation of item 8a.

Presentation by Cynthia Lovely, Steve Mertes.

Opened Public Hearing at 3:45 p.m.

The following spoke regarding the item:

Ed Kettler, Sedona, Leslie Wagner, Sedona, Ernie Straugh, Sedona, and Sarah Watts, Sedona.

Closed public hearing at 4:02 p.m.

Comments and questions from Council.

Open to the public at 4:08 p.m.

Miriam Weckerly, Sedona, voiced concerns with the language in the plan in on page 48.

Brought back to Council at 4:11 p.m.

Comments and questions from Council

Break at 4:19 p.m. Brought back to Council at 4:35 p.m.

Comments and questions from Council.

By majority consensus, Council directed staff to make the following changes:

- P 48 Action 8 revision

Evaluate the annexation of land, expanding city limits to encompass <u>City owned land</u>. ~~additional~~

~~private land~~.

- P 47 Add new Policy 4.10

For the term of this Plan, prioritize housing growth within current* City Limits by focusing our affordability and diversity efforts. *as of 2023

- P 54 Addition to Policy 5.1

… Examples of alternatives are cottages, duplexes, triplexes, ~~and~~ age-in-place units, and accessory dwelling units (ADU).

- P 55 Addition to Policy 5.4

Pursue strategies that promote the development of affordable and market rate housing in Sedona.

- P 56 Addition to Policy 2

Amend the Land Development Code and other applicable codes to advance city housing initiatives as outlined in this Plan.

- P 68 Revise Policy 6.16

Explore transfer of W SR 89A and SR 179 (between the Y to Schnebly Hill roundabout) ~~within city limits~~ from State to City jurisdiction.

- P 75 Add Action

Explore a bypass or bridge to alleviate traffic congestion.

P 78 Addition to Policy

Partner with the Forest Service to ensure National Forest lands within and adjacent to City limits remain public open space and not exchanged for private development.

- P 78 Add Policy

Policy 7.4 Provide education and resources on living in the wildland-urban interface for property owners that addresses urban wildlife, landscaping, water conservation, and invasive species management in partnership with agencies and non-profit organizations.

- P 84 Add Policy 7.13

Explore water conservation measures such as limiting ornamental grass lawns and decorative water features.

- P 89 Addition to Policy 8

Pursue working with property owners and developers to ensure future development preserves the Oak Creek corridor; including the potential for city acquisition for permanent protection as land becomes available.

- P 89 Revise Policy 10

Investigate strategies for either incentivizing or regulating water conservation measures. ~~, and addressing an aging water system~~.

- P 90 Add to Action 19

Partner with Verde Watershed Restoration Coalition and other partners to expand invasive species education to Sedona.

- P 90 Add Action 24

Evaluate City Noise Regulations.

- P 90 Add Action 25

Action 24: Convene a work group to establish a forum for sharing and creating information about living in the wildland-urban interface. This workgroup would include representatives from the Forest Service, Arizona Game and Fish Department, non-profit organizations, and homeowners.

- P 92 Addition to 7th Key Issue

…has increased the number of relatively unregulated "hotel rooms" decreased the amount of workforce housing.

NON-SUBSTANTIVE/BACKGROUND INFORMATION REVISIONS:

ALL Use "Policy" instead of "Strategy"

- P 13 Add reference to the City's OHV Report
- P 60 Add reference to the TMP
- P 65 Add date to the price tag $109 million
- P 67 Change Complete Streets diagram
- P 68 Add reference in the policy description to the info box below
- P 77 Add "and others" to invasive species statement
- P 78 Add "and Natural Resources" to Open Space heading
- P 92 Add key issue: Loss of workforce housing due to short-term rentals.
- P 102 Add ARS reference that "Planning and Zoning Commission reports Community Plan progress to City Council."

COMMENTS WHERE CONSENSUS COULD NOT BE VERIFIED:

- P 31 Add Action 10

Explore the development of a Community or Recreation Center.

- P 54 Addition to Policy 5.3

Add examples on how to make the collaboration happen.

- P 81 Addition to Policy 7.7

Explore ways to have tourists pay for the costs of their impacts.

9. Executive Session

Upon a public majority vote of the members constituting a quorum, the Council may hold an Executive Session that is not open to the public for the following purposes:

a. To consult with legal counsel for advice on matters listed on this agenda per A.R.S. § 38-431.03(A)(3).

b. Return to open session. Discussion/possible action on executive session items.

No Executive Session was held.

10. Adjournment

Mayor Jablow adjourned the meeting at 5:39 p.m. on Wednesday, March 13, 2024 without objection.

I certify that the above are the true and correct actions of the Regular City Council Meeting held on March 12 & 13, 2024.

_____ _____

JoAnne Cook, CMC, City Clerk Date

CITY COUNCIL AGENDA BILL

AB 3040
March 26, 2024
Consent Items

Agenda Item: 3c
Proposed Action & Subject: Approval of a 5-year Lease Agreement with Xerox for the lease of 14 multifunction copiers.

Department	Information Technology
Time to Present	N/A
Total Time for Item	N/A
Other Council Meetings	N/A
Exhibits	A. Xerox Lease Agreement B. Cost Analyses

Finance Approval	Reviewed 3/19/24 CRW
City Attorney Approval	Reviewed 3/18/24 KWC
City Manager's Recommendation	Approve a 5-year Lease Agreement with Xerox for the lease of 14 multifunction copiers.

Expenditure Required	
	$ 188,000 (estimated 5-year cost) $ 7,850 (estimated FY2024 portion)
Amount Budgeted	
	$ 16,450 (estimated remaining budget balance for FY2024)
Account No. (Description)	60-5224-21-6925/6920 59-5224-21-6925/6920 (Lease Payments/Variable Lease Payments – IT Fund/ Wastewater Fund)

SUMMARY STATEMENT

Background: For the last 15 years the City has leased copiers from Xerox under three 5-year lease agreements. The copiers are necessary to maintain the City's current work processes, providing print, copy, and scanning services. The new agreement upgrades our machines to the latest model, equivalent in function to our current ones. The lease also includes 3 new copiers populating newer facilities (2 for Brewer Road, 1 for the Maintenance Yard). The current agreement expired in January 2024. We are on a month-to-month lease with the older 11 machines until a new agreement is approved.

Costs include both a fixed rate lease (monthly equipment charge) and cost per print made in both black & white, and color prints. There are no charges for scans. Average prints per current

machine were used to project costs out over a 5-year lease. The projection includes the 3 new machines.

Over the course of the 5-year lease, costs are projected to be $187,722.59 (rounded to $188,000). The yearly budgeted amount is projected to be $37,600. This includes a small 10% margin of error to ensure there is sufficient budget in the event additional prints are needed. If the number of prints stay flat or decrease, the additional budget will remain unspent and savings will be realized at years end.

Exhibit A is a copy of the lease agreement. The lease is in accordance with the pricing, terms, and conditions of National Association of State Procurement Officials Value Point (NASPO) contract #140606. NASPO is a cooperative contracting organization Council has authorized for cooperative purchasing.

Exhibit B is the cost analyses, including monthly equipment charges and their 5-year projected costs, rate per prints in both black and white, and color, average print volumes average meter charges (aka prints), projected 5-year print costs, total, total plus tax, total plus tax with a 10% margin of error in the event additional prints are needed.

Climate Action Plan/Sustainability Consistent: ☐**Yes -** ☐**No -** ☒**Not Applicable**

Board/Commission Recommendation: ☐**Applicable -** ☒**Not Applicable**

Alternative(s):

A. Continue month to month lease with current 5-year old machines risking equipment break down. Both Brewer Road and Maintenance Yard would not get a copy machine and would have to continue to use lower end printers.

B. Research alternatives with other manufacturers such as Konica, Ricoh, or Canon. Research their capability to integrate with current systems as the Xerox copiers do (such as Xerox Connect which scans copies directly into SharePoint). Train City employees how to use different copiers.

MOTION

I move to: approve a 5-year Lease Agreement with Xerox for the lease of 14 multifunction copiers.

Lease Agreement

Customer: CITY OF SEDONA

BillTo: CITY OF SEDONA
102 ROADRUNNER DR
SEDONA, AZ 86336-3710

Install: CITY OF SEDONA
INQ 313346
102 ROADRUNNER DR
SEDONA, AZ 86336-3710

Tax ID#: .

State or Local Government Negotiated Contract : 072808000

Solution

Item / Product Description	Agreement Information	Trade Information	Requested Install Date
1. C8155H2 (XEROX C8155H2) - 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	- Xerox C8055 S/N 8TB608542 Trade-In as of Payment 63	4/16/2024
2. C8155H2 (XEROX C8155H2) - 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	- Xerox C8055 S/N 8TB608630 Trade-In as of Payment 63	4/16/2024
3. C8155H2 (XEROX C8155H2) - 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	- Xerox C8055 S/N 8TB615435 Trade-In as of Payment 63	4/16/2024
4. C8155H2 (XEROX C8155H2) - 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	- Xerox C8055 S/N 8TB615439 Trade-In as of Payment 63	4/16/2024

Authorized Signature

Customer acknowledges receipt of the terms of this agreement which consists of 7 pages including this face page.

Signer: _____ Phone: (928)203-5015

Signature: _____ Date: _____

Thank You for your business!
This Agreement is proudly presented by Xerox and

Brock Spangler
(480)825-4678

For information on your Xerox Account, go to
www.xerox.com/AccountManagement

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1 3 0 3 2 1 7 0 1 0 0 1 0 0 7 0

Solution (Cont'd)

Item	Product Description	Agreement Information	Trade Information	Requested Install Date
5.	**C8155H2 (XEROX C8155H2)** - 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	- Xerox C8055 S/N 8TB615444 Trade-In as of Payment 63	4/16/2024
6.	**C8155H2 (XEROX C8155H2)** - 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	- Xerox C8055 S/N 8TB615451 Trade-In as of Payment 63	4/16/2024
7.	**C8155H2 (XEROX C8155H2)** - 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	- Xerox C8055 S/N 8TB615460 Trade-In as of Payment 63	4/16/2024
8.	**C8155H2 (XEROX C8155H2)** - 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	- Xerox C8055 S/N 8TB615463 Trade-In as of Payment 63	4/16/2024
9.	**C8155H2 (XEROX C8155H2)** - 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	- Xerox C8055 S/N 8TB615469 Trade-In as of Payment 63	4/16/2024
10.	**C8155H2 (XEROX C8155H2)** - 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	- Xerox C8055 S/N 8TB615473 Trade-In as of Payment 63	4/16/2024

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Solution (Cont'd)

Item	Product Description	Agreement Information	Trade Information	Requested Install Date
11.	**C8155H2 (XEROX C8155H2)** - 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	None	4/16/2024
12.	**C8155H2 (XEROX C8155H2)** - 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	None	4/16/2024
13.	**C8155H2 (XEROX C8155H2)** - 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	None	4/16/2024

Monthly Pricing

Item	Lease Minimum Payment	Print Charges Meter	Volume Band	Per Print Rate	Maintenance Plan Features
1. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	
2. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	

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Monthly Pricing (Cont'd)

Item	Lease Minimum Payment	Print Charges Meter	Volume Band	Per Print Rate	Maintenance Plan Features
3. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	
4. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	
5. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	
6. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	
7. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	
8. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	
9. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	

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Monthly Pricing (Cont'd)

Item	Lease Minimum Payment	Print Charges Meter	Volume Band	Per Print Rate	Maintenance Plan Features
10. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	
11. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	
12. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	
13. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	
Total	$1,837.03	Minimum Payments (Excluding Applicable Taxes)			

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Lease Agreement

BillTo: CITY OF SEDONA
102 ROADRUNNER DR
SEDONA, AZ 86336-3710

Install: CITY OF SEDONA
398689
102 ROADRUNNER DR
SEDONA, AZ 86336-3710

Tax ID#: .

State or Local Government Negotiated Contract : 072808000

Solution

Item	Product Description	Agreement Information	Trade Information	Requested Install Date
1. C8155H2 (XEROX C8155H2)	- 1 Line Fax - Office Finisher - 2/3 Hole Punch - Customer Ed - Analyst Services	Lease Term: 60 months Purchase Option: FMV	- Xerox C8055 S/N 8TB611946 Trade-In as of Payment 63	4/16/2024

Monthly Pricing

Item	Lease Minimum Payment	Print Charges Meter	Volume Band	Per Print Rate	Maintenance Plan Features
1. C8155H2	$141.31	1: Black and White Impressions	All Prints	$0.0056	- Consumable Supplies Included for all prints - Pricing Fixed for Term
		2: Color Impressions	All Prints	$0.0446	
Total	$141.31	Minimum Payments (Excluding Applicable Taxes)			

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Terms and Conditions

INTRODUCTION:

1. NEGOTIATED CONTRACT. The Products are subject solely to the terms in the Negotiated Contract identified on the face of this Agreement, and, for any option you have selected that is not addressed in the Negotiated Contract, the then-current standard Xerox terms for such option.

GOVERNMENT TERMS:

2. REPRESENTATIONS & WARRANTIES. This provision is applicable to governmental entities only. You represent and warrant, as of the date of this Agreement, that: (1) you are a State or a fully constituted political subdivision or agency of the State in which you are located and are authorized to enter into, and carry out, your obligations under this Agreement and any other documents required to be delivered in connection with this Agreement (collectively, the "Documents"); (2) the Documents have been duly authorized, executed and delivered by you in accordance with all applicable laws, rules, ordinances and regulations (including all applicable laws governing open meetings, public bidding and appropriations required in connection with this Agreement and the acquisition of the Products) and are valid, legal, binding agreements, enforceable in accordance with their terms; (3) the person(s) signing the Documents have the authority to do so, are acting with the full authorization of your governing body and hold the offices indicated below their signatures, each of which are genuine; (4) the Products are essential to the immediate performance of a governmental or proprietary function by you within the scope of your authority and will be used during the Term only by you and only to perform such function; and (5) your payment obligations under this Agreement constitute a current expense and not a debt under applicable state law and no provision of this Agreement constitutes a pledge of your tax or general revenues, and any provision that is so construed by a court of competent jurisdiction is void from the inception of this Agreement.

3. FUNDING. This provision is applicable to governmental entities only. You represent and warrant that all payments due and to become due during your current fiscal year are within the fiscal budget of such year and are included within an unrestricted and unencumbered appropriation currently available for the purchase/maintenance of the Products, and it is your intent to use the Products for the entire term and to make all payments required under this Agreement. If (1) through no action initiated by you, your legislative body does not appropriate funds for the continuation of this Agreement for any fiscal year after the first fiscal year and has no funds to do so from other sources, and (2) you have made a reasonable but unsuccessful effort to find a creditworthy assignee acceptable to Xerox in its sole discretion within your general organization who can continue this Agreement, this Agreement may be terminated. To effect this termination, you must, at least 30 days prior to the beginning of the fiscal year for which your legislative body does not appropriate funds, notify Xerox in writing that your legislative body failed to appropriate funds and that you have made the required effort to find an assignee. Your notice must be accompanied by payment of all sums then owed through the current year under this Agreement. You will return the Equipment, at your expense, to a location designated by Xerox and, when returned, the Equipment will be in good condition and free of all liens and encumbrances. You will then be released from any further payment obligations beyond those payments due for the current fiscal year (with Xerox retaining all sums paid to date).

SOLUTION/SERVICES:

4. OVERSIZE PRINTS. Each print made on the following Equipment; C8155H2, that is larger than 145 square inches (e.g., 11 x 17 = 187 square inches), but less than or equal to 491 mm in length, will register as two (2) prints on the applicable (B&W/color) meter, and, for that Equipment with extra-long print capability, for any impressions greater than 491 mm will register up to four (4) prints on the applicable (B&W/color) meter.

PRICING PLAN/OFFERING SELECTED:

5. FIXED PRICING. If "Pricing Fixed for Term" is identified in Maintenance Plan Features, the maintenance component of the Minimum Payment and Print Charges will not increase during the initial Term of this Agreement.

GENERAL TERMS & CONDITIONS:

6. REMOTE SERVICES. Certain models of Equipment are supported and serviced using product information that is automatically collected by Xerox or transmitted to or from Xerox by the Equipment connected to your network ("Remote Product Info") via electronic transmission to a secure off-site location ("Remote Transmission"). Remote Transmission also enables Xerox to transmit Releases of Software to you and to remotely diagnose and modify Equipment to repair and correct malfunctions. Examples of Remote Product Info include product registration, meter read, supply level, Equipment configuration and settings, software version, and problem/fault code information. Remote Product Info may be used by Xerox for billing, report generation, supplies replenishment, support services, recommending additional products and services, and product improvement/development purposes. Remote Product Info will be transmitted to and from you in a secure manner mutually agreeable to the parties. Remote Transmission will not allow Xerox to read, view or download the content of any of your documents or other information residing on or passing through the Equipment or your information management systems. You grant the right to Xerox, without charge, to conduct Remote Transmission for the purposes described above. Upon Xerox's request, you will (a) provide contact information for Equipment such as name and address of your contact and IP and physical addresses/locations of Equipment and (b) ensure that any Maintenance Release or Update released by Xerox to provide security patches, releases and/or certificates for the Remote Transmission and/or Software is promptly enabled by Customer upon notification by Xerox or by the Equipment or when otherwise made available on xerox.com. You will enable Remote Transmission via a method mutually agreeable to both parties, and you will provide reasonable assistance to allow Xerox to provide Remote Transmission. Unless Xerox deems Equipment incapable of Remote Transmission, you will ensure that Remote Transmission is maintained at all times Maintenance Services are being performed. If you are unable to maintain Remote Transmission, or if Xerox disables Remote Transmission from any Equipment at your request, or if you disable Remote Transmission from any Equipment, Xerox reserves the right to charge you a per device fee for such affected Equipment due to the increased service visits that will be required in order to (x) obtain such information, (y) provide such transmissions, and (z) provide such Maintenance Services and Consumable Supplies that otherwise would have been provided remotely and/or proactively.

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Monthly and 5 Year Projected Lease and Usage Costs

Product		Monthly Equipment Charge	5 Year Projected Costs
C8155 OffFin, 2/3 HP, 1 Fax Line, Conv Stpl	Police Dept	$141.31	$8,478.60
C8155 OffFin, 2/3 HP, 1 Fax Line, Conv Stpl	City Manager	$141.31	$8,478.60
C8155 OffFin, 2/3 HP, 1 Fax Line, Conv Stpl	Police Dept	$141.31	$8,478.60
C8155 Office Finisher, 2/3 HP, Conv Stpl	Finance/HR	$141.31	$8,478.60
C8155 Office Finisher, 2/3 HP, Conv Stpl	City Clerk	$141.31	$8,478.60
C8155 Office Finisher, 2/3 HP, Conv Stpl	Wastewater	$141.31	$8,478.60
C8155 Office Finisher, 2/3 HP, Conv Stpl	Municipal Court	$141.31	$8,478.60
C8155 Office Finisher, 2/3 HP, Conv Stpl	Community Development	$141.31	$8,478.60
C8155 Office Finisher, 2/3 HP, Conv Stpl	City Attorney	$141.31	$8,478.60
C8155 Office Finisher, 2/3 HP, Conv Stpl	Community Development	$141.31	$8,478.60
C8155 Office Finisher, 2/3 HP, Conv Stpl	Public Works	$141.31	$8,478.60
C8155 Office Finisher, 2/3 HP, Conv Stpl	Brewer North	$141.31	$8,478.60
C8155 Office Finisher, 2/3 HP, Conv Stpl	Brewer South	$141.31	$8,478.60
C8155 Office Finisher, 2/3 HP, Conv Stpl	Maintenance yard	$141.31	$8,478.60
Totals		**$1,978.34**	**$93,264.60**
Estimated Total 5-Year Cost (includes equipment charge and prints)	$155,354.48		
Total plus tax	$170,656.90		
Including a small 10% margin of error to ensure there is sufficient budget in the event additional prints are needed.	$187,722.59		

27-Feb-24

Meter	Per Print Rate	Average Monthly Volume	Avg/Month Meter Charges	5 Year Projected Costs
1.COLOR	$0.0446	1235	$55.08	$4,296.73
2.BLACK	$0.0056	2952	$16.53	
1.COLOR	$0.0446	1436	$64.05	$4,201.58
2.BLACK	$0.0056	1068	$5.98	
1.COLOR	$0.0446	1705	$76.04	$5,549.41
2.BLACK	$0.0056	2937	$16.45	
1.COLOR	$0.0446	4738	$211.31	$13,266.89
2.BLACK	$0.0056	1750	$9.80	
1.COLOR	$0.0446	2178	$97.14	$6,230.52
2.BLACK	$0.0056	1197	$6.70	
1.COLOR	$0.0446	1238	$55.21	$3,659.30
2.BLACK	$0.0056	1031	$5.77	
1.COLOR	$0.0446	1866	$83.22	$5,491.37
2.BLACK	$0.0056	1482	$8.30	
1.COLOR	$0.0446	1593	$71.05	$4,433.56
2.BLACK	$0.0056	508	$2.84	
1.COLOR	$0.0446	154	$6.87	$444.36
2.BLACK	$0.0056	96	$0.54	
1.COLOR	$0.0446	2989	$133.31	$8,211.92
2.BLACK	$0.0056	635	$3.56	
1.COLOR	$0.0446	2251	$100.39	$6,304.24
2.BLACK	$0.0056	835	$4.68	
1.COLOR	$0.0446	4500	$200.70	$13,050.00
2.BLACK	$0.0056	3000	$16.80	
1.COLOR	$0.0446	1500	$66.90	$4,417.20
2.BLACK	$0.0056	1200	$6.72	
1.COLOR	$0.0446	1500	$66.90	$4,417.20
2.BLACK	$0.0056	1200	$6.72	
			$1,034.83	**$62,089.88**

CITY COUNCIL AGENDA BILL

AB 3041
March 26, 2024
Consent Items

Agenda Item: 3d
Proposed Action & Subject: Approval of the addition of nine (9) "timed pay parking" spaces along Jordan Road pursuant to Sedona City Code Section 10-20-030.G.

Department	Public Works
Time to Present	N/A
Total Time for Item	N/A
Other Council Meetings	N/A
Exhibits	Exhibit A – New Parking on Jordan Road Exhibit B - Results of Survey of Adjacent Businesses

Finance Approval	Reviewed 3/19/24 CRW
City Attorney Approval	Reviewed 3/18/24
City Manager's Recommendation	Approve the addition of the described nine (9) new "timed pay parking" spaces as described in AB 3041 pursuant to Sedona City Code Section 10-20-030.G.

Expenditure Required

$ In-house labor and in-house supplies in stored inventory.

Amount Budgeted

$ N/A – covered by in-house labor and existing inventory, no additional costs to be incurred

Account No. (Description)

SUMMARY STATEMENT

Background: SIM 1B – Uptown Northbound SR89A Road Improvements has resulted in 13 on-street paid parking spaces being removed. In this area there are two (2) pay-for-parking kiosks that are proposed to be relocated to the west sidewalk along Jordan Road between Apple Avenue and Mesquite Avenue. The curbline along most of this side of the road is painted yellow for loading and unloading, but it is very much underutilized for this purpose. Staff propose to repaint the curb and delineate nine (9) parallel parking spaces, along with a shorter yellow portion for a reduced length of loading and unloading. This proposal is illustrated on the accompanying Exhibit A. It is also noted that a feedback survey of adjacent businesses was carried out, resulting in 100 percent positive feedback from respondents, for this extra parking. See Exhibit B for the documentation of the survey attempts and results.

Note: It is important to have these new parking spaces as a "timed pay-for-parking" area as opposed to free parking. This will help to ensure a somewhat frequent turnover of shoppers for the local businesses.

The current Council approved parking rates are as follows and would also be used at the 9 new spaces:

First 15 minutes:	Free
First hour:	$ 2.00
Two hours:	$ 4.00
Three hours:	$ 6.00
Four hours:	$10.00
Five hours:	$16.00

Five-hour limit.

Before 9:00 am and after 5:00 pm parking is free.

Climate Action Plan/Sustainability Consistent: ☐**Yes -** ☐**No -** ☒**Not Applicable**

Board/Commission Recommendation: ☐**Applicable -** ☒**Not Applicable**

Alternative(s): None

MOTION

I move to: approve the addition of the described nine (9) new "timed pay parking" spaces as described in AB 3041 pursuant to Sedona City Code Section 10-20-030.G.

APPLE AVE.

EXHIBIT A - NEW PARKING ON JORDAN ROAD

MESQUITE AVE.

EXHIBIT B

Jordan Road -

Proposal to add nine (9) new PAY parallel parking spaces on west side of road between Apple Ave and Mesquite Ave.

RESULTS OF SURVEY OF ADJACENT BUSINESSES -
JORDAN ROAD BETWEEN APPLE AVE AND MESQUITE AVE.

Name of Property/Business	Location along WEST side of Jordan Rd between Apple Av and Mesquite Av	Phone	Notes on contacts made on February 21, 2024 (or on subsequent dates as noted below)	Overall Opinion of the Parking Proposed (yes or No)
Pink Jeeps	313 Jordan Road	800-873-3663	Left phone message.	
Bella Salon and Day Spa	317 Jordan Road	928 203 0540	Phone with Jina Guerts-Glaser (owner). 20 yrs in Sedona. Shop has four spaces and don't need additiona. In favor of parking though.	YES
Sedona Memories Sandwiches	321 Jordan Road	928 282 0032	Meeting with owner, Mike McCord, on March 4, 2024. In favor of the parking proposed.	YES
Fat Tire Bike Services	325 Jordan Road	928 852 0014	Left voicemail.	
Safari Jeep Tours	335 Jordan Road	928 282 3012	Meeting with Bobby Brammeier (Tour Guide) Very much in favor of the parking. Jordan traffic is fast and this will slow it down. Also, they have not enough customer parking available.	YES
Wildcraft Kitchen	345 Jordan Road	No phone listed on website	Meeting with owner, Mike Sanders, on March 4, 2024. In favor of the parking proposed.	YES

Name of Property/Business	Location along EAST side of Jordan Rd between Apple Av and Mesquite Av	Phone	Notes on contacts made on February 21, 2024	Overall Opinion of the Parking Proposed (yes or No)
Sedona Wellness Café	340 Jordan Road	928 282 8578	Meeting with SunGwang Kang (Manager) cell: 480 510 3436. Much in favor of parking proposal.	YES
Sacajawea Plaza	301 N SR89A		Meeting with Ernie (Manager of entire plaza). In favor of parking proposal. Owner = Sharon.	YES
Original Uptown Mall:				
Bonanza Jewelry and Jerky	273 N SR89A	928 282 0805	Meeting withowner, Matt McKenzie. Yes...in favor of more parking!	YES
Sedona Wonder Gallery and Gifts	273 N SR89A	928 239 5353		
Sedona Republic Apparel	273 N SR89A	928 451 5512	Also owns upstairs: Sound Minds Meditation: Meeting with Manager...He is in favor of parking proposed.	YES
HeartLight	273 N SR89A	928 451 5512	Phone message (2023-02-22): Penny Bachman (owner). Is in favor of the parking as long as the bus stop area and some unloading area remains.	YES
Gifts Galore of Sedona	273 N SR89A	928 282 4735	Meeting with Judy Perparos, owner of this shop and the Hitching Post shop and part owner of the entire Original Uptown Mall. (20 yrs in Sedona) Is in favor of the parking, but thinks it might be a bit "tight" due to the narrowness of the road.	YES
L'espressino Gourmet Coffee	269 N SR89A	928 282 7761	Meeting with person running the shop: in favor of the parking.	YES
Merry Christmas Sedona	273 N SR89A	928 282 2752	Meeting with Catherine Mauro (Manager for 9 years). In favor of the parking proposed.	YES

CITY COUNCIL AGENDA BILL

AB 3035
March 26, 2024
Regular Business

Agenda Item: 8a

Proposed Action & Subject: Public Hearing/discussion/possible action regarding a request for approval of a Zone Change (ZC) to allow for development of a 110-room hotel and 40-unit multifamily housing project (Village at Saddlerock Crossing) at 1259 & 1335 W State Route 89A; 82 & 86 Saddlerock Circle; and 105 Elk Road. The property is within the Soldiers Pass Community Focus Area, is ±6.3 acres, and is located south of the intersection of W State Route 89A and Soldiers Pass Road between Saddlerock Circle and Elk Road. APN: 408-26-004B, 408-26-004C, 408-26-009C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088. The requested Zone Change is from CO (Commercial) and RM-2 (Medium-High Density Multifamily) to L (Lodging). Case Number: PZ19-00005 (ZC, DEV) Owner/Applicant: The Baney Corporation (Curt Baney) Authorized Representative: Withey Morris Baugh, PLC (Jason Morris and Benjamin Tate).

Department	Community Development
Time to Present	20 minutes
Total Time for Item	90 minutes
Other Council Meetings	N/A
Exhibits	A. Ordinance for Rezoning B. Planning & Zoning Commission Packet, November 21, 2023 C. Planning & Zoning Commission Minutes, November 21, 2023 D. Planning & Zoning Commission Packet, February 6, 2024 E. Planning & Zoning Commission Minutes, February 6, 2024 F. Conditions of Approval as recommended by the Planning and Zoning Commission. G. Additional Public Comments

Finance Approval	Reviewed 3/19/24 CRW			
City Attorney Approval	Reviewed 3/18/24 KWC		**Expenditure Required**	
			$	N/A
City Manager's Recommendation	Deny the proposed zoning request as set forth in case number PZ19-00005 (ZC),		**Amount Budgeted**	
			$	N/A
			Account No. (Description)	

	Village at Saddlerock Crossing	

SUMMARY STATEMENT

This is a public hearing on a proposed zone change from CO (Commercial) and RM-2 (Medium-High Density Multifamily) to L (Lodging) for the property at 1259 & 1335 W State Route 89A; 82 & 86 Saddlerock Circle; and 105 Elk Road to allow for development of a 110-unit hotel and 40-unit multifamily project (The Village at Saddlerock Crossing).

The property is approximately 6.3 acres and is located between Saddlerock Circle and Elk Road south of W State Route 89A. The majority of the site (±5.3 acres) is zoned CO (Commercial) and ±1 acre in the southeastern corner of the property is zoned RM-2 (Medium-High Density Multifamily). The property is currently vacant but was previously developed with commercial uses.

Background:

The following is a summary of the proposal; for more specific information about the proposal and staff's analysis, please review the materials provided to the Planning and Zoning Commission for the November 21, 2023 public hearing and February 21, 2024 continuance (Exhibits B and D). In addition, the minutes from the Commission's November 21, 2023 and February 21, 2024 meetings are provided in Exhibit C and E. Public Comments provided to the Commission for their meetings are included with the respective packets. Additional public comments received after the Planning and Zoning Commission meeting are in Exhibit G.

Complete project information, including links to watch the Commission's meetings, is on the webpage for the project, available at the following link:

https://www.sedonaaz.gov/your-government/departments/community-development/projects-and-proposals/the-village-at-saddlerock-crossing-oxford-hotel

Community Plan Designation

The properties are designated Commercial (C) and Multifamily Medium/High Density (4-12 DU/AC) (MFM/HD) on the Future Land Use Map. The Community Plan Designations (multifamily and commercial) follow the same delineation as the zoning districts.

The entire property is within the Soldiers Pass Community Focus Area (CFA) and the commercial portion of the site is within the Lodging Area Limits. The Soldiers Pass CFA Plan was adopted by City Council in 2016 and amended in 2022. The current version of the CFA Plan, along with a complete history of the development of the CFA Plan, can be reviewed at the following link:

https://www.sedonaaz.gov/your-government/departments/community-development/community-focus-areas/soldiers-pass-road-cfa

The 2022 amendments replaced references to lodging with mixed-use development and included a statement in the Mixed Use Development Standards that no additional lodging uses are recommended in the CFA (page 11 of the plan; see LDC Sections 2.11, 2.12, and 2.13 for Mixed-Use zoning standards). Pursuant to LDC Section 8.3.E(5)c, an application that is contrary to an applicable plan may still be approved if it provides sufficient public benefit.

While the Land Development Code states that the code in place at the time the application is deemed complete may be used in review of an application (LDC Section 1.5.D, Pending

Applications), changes to planning documents (such as the Community Plan, a CFA Plan, Transportation Master Plan, etc.) are not treated in the same manner. The current versions (as of November 2023) of all adopted plans were used in review of the zone change application. A major community plan amendment is not currently required as part of the project application because the lodging project is within the Lodging Area Limits.

Zone Change Proposal

The applicant is proposing to change the existing CO and RM-2 zoning to L to allow for the development of a 110-unit hotel and 40 units of multifamily housing. The application documents state that 28 of the 40 units will be deed restricted for affordability for households making up to 80% of the Area Median Income (AMI).

The Planning and Zoning Commission Packets (Exhibits B and D) provide Staff's evaluation of the proposal in relation to applicable Community Plan and CFA vision, goals, and policies. The Staff Report also provides an evaluation of the proposal relative to Land Development Code Article 8 (Administration and Procedures), more specifically Section 8.3.E.5., containing the approval criteria applicable to all development, subdivision and rezoning applications.

This application is being processed concurrently with the associated Development Review application. Development Review applications are reviewed and approved or denied by the Planning and Zoning Commission and only come to City Council on appeal. Therefore, the Planning & Zoning Commission staff report also includes an evaluation of the project for compliance with Development Review requirements (grading and drainage, access/connectivity, sidewalks, parking lot layout, landscaping, building and site design, lighting, and signage).

Staff Recommendation

As outlined in the staff report, Staff's recommendation was denial for both the Zone Change and Development Review applications based on lack of compliance with applicable Community Plan and CFA Plan goals and Land Development Code criteria as enumerated in the Planning and Zoning Commission Staff Reports (Exhibit B and D).

Planning and Zoning Commission Recommendation

The Planning and Zoning Commission held a public hearing on this item on November 7, 2023, at which time they reviewed the application submitted by the applicant, the materials provided by staff, asked questions of staff and the applicant, and took public comment. At that meeting, the Commission voted to continue the public hearing to February 6, 2024, to allow the applicant the opportunity to address the deficiencies of the projected noted in the staff report.

While many aspects of the project were discussed during both the November and February Public Hearings, the following were the main points of discussion and/or areas where Staff's evaluation concluded that the project was still falling short of consistency with the CFA Plan and compliance with the LDC:

- **Lodging Use**
    - The CFA Plan recommends Mixed Use Development but does not support additional lodging uses.
    - The only mixed use zone that permits lodging (M3) would limit the total number of lodging units to 8 units per acre, for a total of 50 units. 110 lodging units are proposed.

- **Housing**
  - The project provides 40 units of housing. 28 of the units are proposed as deed restricted for affordability to households making 80% of the AMI.
  - 1 acre of the site is currently zoned for multifamily housing (12 units per acre).
  - While Staff has acknowledged that the proposal meets the minimum recommendation of the DIGAH (Development Incentives and Guidelines for Affordable Housing), the DIGAH provides a starting point for the discussion about affordable housing and does not provide any guarantees that a project will be approved.
  - The application documents state there will be 20-30 full-time employees. Staff has provided comments multiple times requesting additional information on employment, including the number of part-time employees, with the goal of better understanding the housing impacts the project could have. This information has not been provided.
    - During the February public hearing, the applicant stated many of the employees for this project will come from the existing workforce in the City and would not need housing. If this project pulls employees from other businesses, those businesses will need to replace those employees and there will be an overall impact on the local workforce and housing situation.
  - Prior to the Planning and Zoning Commission's public hearing, the applicant had not met with the City's Housing Manager to discuss the housing component of the project.
    - Since the P&Z hearing, the applicant has met with the Housing Manager. Based on potential employment numbers (including part time employees), the Housing Manager believes that this project will likely have a net negative impact on housing and has concerns about whether the applicant understands what will be involved in developing affordable housing.
- **Connections to Adjoining Properties**
  - The November review of the project found the project lacking in connections to adjoining properties and lack sidewalks on Elk Road, which are requirements of both the LDC and the CFA Plan.
    - Cross access between uses is required under LDC Section 5.4.G: Cross-Access between Adjacent Uses.
    - Sidewalks are required based on LDC Section 5.4.G(1): Pedestrian and Bicycle Circulation, Sidewalks.
  - Between the November and February public hearings, the plans were modified to include these items.
  - While Staff's re-evaluation of the project for the February public hearing acknowledges the change, it also pointed out that, as these items are code requirements, they have limited value as a public benefit when evaluating the zone change portion of the application.
- **Public Outreach**
  - The citizen participation report has not been updated since 2021.
  - Based on the public comments, many properties in the adjacent subdivision (Saddlerock Homes) have been sold since then and many of the neighbors were unaware that the project was still being pursued.
  - Letters of support are primarily from business owners, employees of neighboring businesses, or residents of other areas of Sedona.

- The public comments from the residents of Saddlerock Homes have been nearly unanimously against the project and the applicant has not demonstrated how they are responding to the concerns raised by the neighbors.
    - During the P&Z hearing, the applicant stated buildings were sited to preserve viewsheds.
    - The comments from the neighbors included concerns about the appropriateness of a hotel in this location, questions about the rooftop bar/restaurant, traffic levels due to the hotel, noise and light pollution, etc.

- **Development Agreement**
    - Many of the commitments relate to the operation of the business and would need to be followed through on after the project is complete.
    - In order to ensure these commitments are followed through on, the applicant would need to enter into a Development Agreement that would cover these various areas. While the applicant has stated that they are amenable to this condition, the City has not received a draft of this development agreement to review.

In addition to the items listed above, the applicant brought up the following items during the hearing:

- **Staff Direction to Increase Housing**
    - Staff's role in project review is to provide feedback regarding the code requirements of the City, and, specifically for zone changes, to provide feedback on the types of public benefits that the City would be looking for during review of the request. Staff cannot guarantee approval of a project, as those decisions are made by the Planning & Zoning Commission and/or City Council.
    - In 2019, when this iteration of the project started, Staff provided feedback that the applicant should consider eliminating the retail component and maximizing the amount of housing for the project. While the applicant took that direction, they were unable to produce a plan that staff could recommend approval of.
    - The community has changed significantly since 2019. By extending the application review timeframe by not responding to Staff comments in a satisfactory manner, the applicant risks a changing community, Commission, and Council, and increases uncertainty in how an application will be reviewed, particularly when a zone change is involved.
    - In the summer of 2023, after multiple rounds of comments that went unaddressed and lack of communication with the applicant, City Staff scheduled the application for a public hearing (November 2023 hearing) and recommended denial of the project (See packet materials, Exhibit B).
- **Staff's Evaluation of "Partial Compliance" for Various Portions of the Project**
    - When staff reviews a project, a finding of full compliance, partial compliance, or non-compliance is made for all applicable code sections as well as the recommendations of any applicable plan.
    - A finding of full compliance is only made if the project is fully compliant as presented with no changes or conditions needed to ensure compliance.
    - If the project will require a change or compliance with a condition of approval to achieve full compliance, a finding of partial compliance is made.
    - The Staff Report acknowledges that it is likely that no project will be fully consistent with all recommendations of all adopted plans (Community Plan, CFA Plan, etc.). The LDC acknowledges this, allowing the decision making authority

(Planning & Zoning Commission and City Council) to approve a project that is not consistent with adopted plans if the project is providing sufficient public benefit (LDC Section 8.3.E(5)c).

At the continued public hearing on February 6, 2024, Staff continued to recommend denial of the project, as outlined in the packet provided to the Commission for that meeting (Exhibit D).

The Commission voted to approve the Development Review and recommend approval of the Zone Change to City Council on a 4-2 vote (Chair Levin and Commissioner Hirst opposed, Commissioner Braam was excused). The commissioners voting in favor of the project stated that they believed the project is in compliance with the Community Plan and CFA Plan. The Commissioners who voted against the project were in agreement with Staff's evaluation including that the plan did not comply with the LDC.

Climate Action Plan/Sustainability Consistent: ☐**Yes -** ☒**No -** ☐**Not Applicable**

The applicant has provided numerous commitments to sustainability in their project documents. As many of these items are part of the hotel operation, they need to be included in a Development Agreement to ensure the commitments are followed through on, which the Planning and Zoning Commission included as a recommended condition of approval. If this Development Agreement is approved, the project may be consistent with the Climate Action Plan. However, City Staff has not reviewed a draft of the development agreement.

Board/Commission Recommendation: ☒**Applicable -** ☐**Not Applicable**

The Planning and Zoning Commission held a public hearing on this item on November 7, 2023. At that meeting, they continued the item to February 6, 2024. At the February 6, 2024 meeting, the Commission recommended approval of the Zone Chage and approved the Development Review on a 4-2 vote (Chair Levin and Commissioner Hirst opposed, Commissioner Braam was excused), subject to the recommended conditions of approval in Exhibit F.

Alternative(s): Council can choose to approve (Planning and Zoning Commission Recommendation) or deny (Staff Recommendation) the Zone Change. Motions for both are included below.

Though the Planning and Zoning Commission approved the associated Development Review, the first Development Review condition of approval states "If the City Council does not approve PZ19-00005 (ZC), this development review approval shall become null and void." If the City Council does not approve the zone change, no further action is necessary for the development review application.

MOTION

Motion for Approval

I move to: approve Ordinance No. 2024-__, regarding case number PZ 19-00005 (ZC), Village at Saddlerock Crossing, rezoning the property identified herein from its present designation of CO (Commercial) & RM-2 (Medium-High Density Multifamily) to L (Lodging), based on compliance with ordinance requirements, consistency with the Sedona Community Plan, Soldiers Pass CFA Plan, Transportation Master Plan, GO! Sedona Pathways Plan, Climate Action Plan, the Land Development Code, and the requirements for approval, as specified in

LDC Sections 8.3 and 8.6, and satisfaction of the Zone Change findings and applicable Land Development Code requirements, and conditions of approval as recommended by the Planning and Zoning Commission.

Motion for Denial

I move to: deny the proposed zoning request as set forth in case number PZ19-00005 (ZC), Village at Saddlerock Crossing, based on lack of compliance with ordinance requirements, inconsistency with the Sedona Community Plan, Soldiers Pass CFA Plan, Transportation Master Plan, GO! Sedona Pathways Plan, Climate Action Plan, the Land Development Code, and the requirements for approval, as specified in LDC Sections 8.3 and 8.6, and failure to satisfy the Zone Change findings and applicable Land Development Code requirements as outlined in the staff report and accompanying exhibits, which staff report and exhibits are hereby adopted as the findings of the City Council and as further outlined by City Council during this meeting.

ORDINANCE NO. 2024-__

THE VILLAGE AT SADDLEROCK CROSSING
PZ 19-00005 (ZC)

AN ORDINANCE OF THE OF THE CITY OF SEDONA, ARIZONA, REZONING THAT PROPERTY DESCRIBED HEREIN FROM ITS PRESENT DESIGNATION OF CO (COMMERCIAL) AND RM-2 (MEDIUM/HIGH DENSITY MULTI FAMILY RESIDENTIAL) TO L (LODGING); ESTABLISHING CONDITIONS OF SUCH REZONING; DIRECTING THE AMENDMENT OF THE ZONING MAP UPON COMPLETION OF ALL ZONING CONDITIONS SET FORTH HEREIN; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; AND ESTABLISHING AN EFFECTIVE DATE.

RECITALS:

WHEREAS, the Planning and Zoning Commission has formally considered the proposed rezoning, following proper notice and a hearing on February 6, 2024, and has recommended approval of the requested rezoning, subject to the recommended conditions of approval.

WHEREAS, City Council has read and considered the staff reports prepared by the Community Development Department staff and all attachments to those reports, the applicant's application, the narrative provided by the applicant and all statements made by the applicant and its representatives during the presentations to the Planning and Zoning Commission and to City Council, City Council finds that the proposed rezoning meets the findings required by the Sedona Land Development Code (LDC) Section 8.6.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SEDONA, ARIZONA AS FOLLOWS:

Section 1. Description and Rezoning

The subject property, as depicted in Exhibit A, consists of Yavapai County Assessor's Parcels 408-26-004B, 408-26-004C, 408-26-009C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088, containing approximately 6.3 acres, and is located between Saddlerock Circle and Elk Road south of W State Route 89A in Sedona, Arizona, a legal description and zoning map of which is attached as "Exhibit A" and incorporated by this reference.

The owner/applicant desires to rezone the property from its present designation of CO (Commercial) and RM-2 (Medium/High Density Multifamily Residential) to L (Lodging), allowing for a 110 room hotel and a 40 unit multifamily development, upon completion of all conditions as set forth in Exhibit A, based on conformance with the requirements for approval of a zone change and consistency and conformance with the Community Plan, Soldiers Pass CFA Plan, and subject to all applicable ordinance requirements and based on the Planning and Zoning Commission and City Council's findings.

Section 2. Zoning Map

The zoning map of the City of Sedona is hereby amended to reflect this rezoning, and at least three (3) copies of the map shall be kept in the office of the City Clerk for public use and inspection.

Section 3. Repeal

All ordinances and parts of ordinances in conflict with this Ordinance are repealed to the extent of such conflict.

Section 4. Effective Date

This ordinance shall become effective thirty (30) days following adoption by the City Council.

PASSED AND ADOPTED by the Mayor and Council of the City of Sedona, Arizona, this 26th day of March, 2024.

_____
Scott M. Jablow, Mayor

ATTEST:

_____
JoAnne Cook, CMC, City Clerk

APPROVED AS TO FORM:

_____
Kurt W. Christianson, City Attorney

Exhibit A

PZ19-00005 (ZC): The Village at Saddlerock Crossing Legal Description, Zoning Map, and Conditions of Approval

APN 408-26-004B, 408-26-004C, 408-26-009C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088

Zone Change Request:

CO (Commercial) and RM-2 (Medium/High Density Multifamily Residential) to L (Lodging)

LEGAL DESCRIPTION

PARCEL 1:
A PARCEL OF GROUND LYING IN SECTION 12 AND 13, TOWNSHIP 17 NORTH, RANGE 5 EAST, GILA AND SALT RIVER BASE AND MERIDIAN, YAVAPAI COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:
COMMENCING AT THE E-W-W 1/256 CORNER OF SECTION 12 AS MARKED BY A FOUND 1949 G.L.O. BRASS CAP MONUMENT FROM WHICH, A FOUND 1949 G.L.O. BRASS CAP MONUMENT AT THE SOUTHEAST CORNER OF SECTION 12 LIES SOUTH 89 DEGREES, 44 MINUTES, 58 SECONDS EAST (BASIS OF BEARINGS PER DOCUMENT RECORDED IN BOOK 1154 OF OFFICIAL RECORDS, PAGE 430 HEREAFTER REFERRED TO AS R1), A DISTANCE OF 4187.63 FEET;
THENCE SOUTH 89 DEGREES, 44 MINUTES, 58 SECONDS EAST, 1610.87 FEET TO A POINT FOR THE CALCULATED POSITION OF THE SOUTH QUARTER CORNER OF SECTION 12 AS PERPETUATED FROM PREVIOUS SURVEYS;
THENCE CONTINUING SOUTH 89 DEGREES, 44 MINUTES, 58 SECONDS EAST, 708.93 FEET (RECORD 709.75 FEET PER R1 ALSO, 710.50 FEET RECORD PER DOCUMENT RECORDED IN BOOK 587 OF OFFICIAL RECORDS, PAGE 52 HEREAFTER REFERRED TO AS R2) TO A FOUND 1/2 INCH REBAR WITH PLASTIC CAP STAMPED "LS 5541" AT THE TRUE POINT OF BEGINNING;
THENCE NORTH 00 DEGREES, 05 MINUTES, 44 SECONDS WEST, 40.34 FEET (RECORD NORTH 00 DEGREES, 14 MINUTES, 01 SECONDS EAST 40.46 FEET PER R1) TO A FOUND 1/2 INCH REBAR WITH PLASTIC CAP STAMPED "MINGUS RLS 5541" AT A POINT OF CURVATURE;
THENCE THROUGH A CENTRAL ANGLE OF 16 DEGREES, 57 MINUTES, 36 SECONDS ALONG AN ARE LENGTH OF 92.30 FEET ON A CURVE TO THE RIGHT WITH A RADIUS OF 311.81 FEET, THE CHORD OF SAID CURVE BEARS NORTH 09 DEGREES, 03 MINUTES, 40 SECONDS EAST, 91.96 FEET, (RECORD LENGTH 91.91 FEET, RADIUS OF 311.81 FEET, CENTRAL ANGLE 16 DEGREES, 53 MINUTES, 17 SECONDS PER R1) TO A FOUND 1/2 INCH REBAR AT A POINT OF REVERSE CURVATURE;
THENCE THROUGH A CENTRAL ANGLE OF 13 DEGREES, 30 MINUTES, 14 SECONDS ALONG AN ARE LENGTH OF 105.05 FEET ON A CURVE TO THE LEFT WITH A RADIUS OF 445.72 FEET, THE CHORD OF SAID CURVE BEARS NORTH 09 DEGREES, 58 MINUTES, 20 SECONDS EAST, 104.81 FEET (RECORD LENGTH 105.45 FEET, RADIUS OF 445.72 FEET, CENTRAL ANGLE 13 DEGREES, 30 MINUTES, 14 SECONDS PER R1) TO A FOUND 1/2 INCH REBAR WITH PLASTIC CAP STAMPED "MINGUS RLS 5541" FROM WHICH, A FOUND 1/2 INCH REBAR, NO TAG OR CAP, LIES NORTH 77 DEGREES, 44 MINUTES, 08 SECONDS EAST 0.72 FEET;
THENCE NORTH 03 DEGREES, 33 MINUTES, 56 SECONDS EAST, 129.02 FEET (RECORD NORTH 03 DEGREES, 34 MINUTES, 01 SECONDS EAST, 129.12 FEET PER R1) TO A SET 5/8 INCH REBAR WITH PLASTIC CAP STAMPED "SEC RLS 13015" ON THE SOUTHERLY RIGHT OF WAY LINE OF HIGHWAY 89A FROM WHICH, A FOUND 1/2 INCH REBAR WITH CAP STAMPED "LANDMARK LS 14184" LIES NORTH 81 DEGREES, 18 MINUTES, 28 SECONDS WEST (RECORD NORTH 81 DEGREES, 18 MINUTES, 49 SECONDS WEST PER R1) A DISTANCE OF 364.79 FEET;
THENCE SOUTH 81 DEGREES, 18 MINUTES, 28 SECONDS EAST, 200.84 FEET (RECORD SOUTH 81 DEGREES, 18 MINUTES, 49 SECONDS EAST, 200.84 FEET PER R1) TO A FOUND A.D.O.T. ALUMINUM CAP IN CONCRETE AT STATION 1053+00;
* *THENCE SOUTH 81 DEGREES, 19 MINUTES, 46 SECONDS EAST, 3.29 FEET (RECORD SOUTH 81 DEGREES, 48 MINUTES, 00 SECONDS EAST PER R2 3.35 FEET PER RESULTS OF SURVEY PLAT PREPARED BY JOE JONES, RLS, JOB NO. 88-53) TO A FOUND 1 INCH IRON PIPE;
THENCE SOUTH 03 DEGREES, 32 MINUTES, 22 SECONDS WEST, 150.61 FEET (RECORD SOUTH 03 DEGREES, 34 MINUTES, 01 SECONDS WEST 150.50 FEET PER R1) TO A SET 5/8 INCH REBAR WITH PLASTIC CAP STAMPED "SEC RLS 13015";
THENCE SOUTH 81 DEGREES, 18 MINUTES, 28 SECONDS EAST, 131.05 FEET (RECORD SOUTH 81 DEGREES, 48 MINUTES, 00 SECONDS EAST, PER R2 AND 129.90 FEET PER DOCUMENT RECORDED IN BOOK 1239 OF OFFICIAL RECORDS, PAGE 545 HEREAFTER REFERRED TO AS R3) TO A SET 5/8 INCH REBAR WITH PLASTIC CAP STAMPED "SEC RLS 13015" FROM WHICH A FOUND 3/4 INCH IRON PIPE LIES NORTH 00 DEGREES, 13 MINUTES, 22 SECONDS EAST, 151.70 FEET (RECORD 151.50 FEET PER R3);
* *THENCE SOUTH 00 DEGREES, 13 MINUTES, 22 SECONDS WEST, 20.62 FEET (RECORD SOUTH 20.90 FEET PER A RESULTS OF SURVEY PREPARED BY LEROY GABERAL, P.E. SEALED ON JULY 19, 1971);
THENCE SOUTH 00 DEGREES, 23 MINUTES, 18 SECONDS WEST 94.34 FEET (RECORD SOUTH 94.91 FEET PER R2) TO A FOUND 1/2 INCH REBAR;
THENCE SOUTH 00 DEGREES, 19 MINUTES, 53 SECONDS WEST, 169.80 FEET (RECORD SOUTH 168.70 FEET PER R2) TO A FOUND 1/2 INCH REBAR FROM WHICH, A FOUND 1/2 INCH REBAR WITH CAP STAMPED "LS 2626" LIES NORTH 01 DEGREES, 56 MINUTES, 28 SECONDS EAST 3.50 FEET;
THENCE NORTH 89 DEGREES, 18 MINUTES, 17 SECONDS WEST, 139.66 FEET (RECORD NORTH 9 DEGREES, 58 MINUTES, 00 SECONDS WEST 140.00 FEET PER R2) TO A FOUND 1/2 INCH REBAR;
THENCE NORTH 89 DEGREES, 33 MINUTES, 49 SECONDS WEST, 217.93 FEET (RECORD NORTH 89 DEGREES, 43 MINUTES, 59 SECONDS WEST 218.34 FEET PER R1) TO A FOUND 1/2 INCH REBAR;
THENCE NORTH 00 DEGREES, 05 MINUTES, 44 SECONDS WEST, 98.10 FEET (RECORD NORTH 00 DEGREES, 14 MINUTES, 01 SECONDS EAST 98.10 FEET PER R1) TO THE TRUE POINT OF BEGINNING.
(AFFECTS PARCELS 408-26-014, 408-26-013, 408-26-086A AND 408-26-010)
THE SURVEYOR BELIEVES THE CALLS MARKED WITH AN "" ARE REFERENCE CALLS AND NOT LINES ALONG THE PROPERTY BOUNDARY.

PARCEL 2:
A TRACT OF LAND IN THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 17 NORTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YAVAPAI COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:
COMMENCING AT A POINT ON THE SOUTHERLY 60 FOOT RIGHT-OF-WAY LINE OF U.S. HIGHWAY 89-A, THAT LIES NORTH 60°03'EAST, 754.9 FEET FROM THE SOUTH QUARTER CORNER OF SAID SECTION 12;
THENCE SOUTH 81°48'EAST, 290.1 FEET ALONG SAID RIGHT-OF-WAY LINE TO THE POINT OF BEGINNING;
THENCE SOUTH 81°48'EAST, 100.0 FEET ALONG SAID RIGHT-OF-WAY LINE;
THENCE SOUTH, 151.5 FEET;
THENCE NORTH 81°48'WEST, 108.0 FEET;
THENCE NORTH 3°20'EAST, 150.5 FEET TO THE POINT OF BEGINNING.
(AFFECTS 408-26-012-6)

PARCEL 3:
A TRACT OF LAND IN THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 17 NORTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YAVAPAI COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:
COMMENCING AT A POINT ON THE SOUTHERLY 66 FOOT RIGHT-OF-WAY LINE OF U.S. HIGHWAY 89-A, THAT LIES NORTH 60°03'EAST, 754.9 FEET FROM THE SOUTH QUARTER CORNER OF SAID SECTION 12;
THENCE SOUTH 81°48'EAST, 390.1 FEET ALONG SAID RIGHT-OF-WAY LINE TO THE POINT OF BEGINNING;
THENCE SOUTH 81°48'EAST, 21.9 FEET ALONG SAID RIGHT-OF-WAY LINE;
THENCE SOUTH, 151.5 FEET;
THENCE NORTH 81°48'WEST, 21.9 FEET;
THENCE NORTH, 151.5 FEET TO THE POINT OF BEGINNING.
(AFFECTS 408-26-011-3)

Exhibit A

PZ19-00005 (ZC): The Village at Saddlerock Crossing Legal Description, Zoning Map, and Conditions of Approval

APN 408-26-004B, 408-26-004C, 408-26-009C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088

Zone Change Request:

CO (Commercial) and RM-2 (Medium/High Density Multifamily Residential) to L (Lodging)

LEGAL DESCRIPTION(CONT'D)

PARCEL 4:
ALL THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL THAT LIES WITHIN SECTION 13:
A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 17 NORTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YAVAPAI COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 12;
THENCE SOUTH 89 DEGREES 48 MINUTES 04 SECONDS WEST ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER A DISTANCE OF 1,239.19 FEET;
THENCE SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST A DISTANCE OF 71.69 FEET TO A 1/2 INCH REBAR WITH A CAP MARKED LS #19853 AND THE TRUE POINT OF BEGINNING;
THENCE CONTINUING SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST A DISTANCE OF 100.00 FEET TO A 1/2 INCH REBAR;
THENCE NORTH 89 DEGREES 42 MINUTES 37 SECONDS WEST, A DISTANCE OF 270.28 FEET TO A 3/4 INCH PIPE;
THENCE NORTH 00 DEGREES 14 MINUTES 28 SECONDS EAST A DISTANCE OF 500.29 FEET;
THENCE SOUTH 89 DEGREES 42 MINUTES 37 SECONDS EAST A DISTANCE OF 270.28 FEET;
THENCE SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST, A DISTANCE OF 400.29 FEET TO THE TRUE POINT OF BEGINNING.
EXCEPT THE FOLLOWING DESCRIBED PARCEL:
A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 17 NORTH, RANGE 5 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YAVAPAI COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER OF SECTION 12;
THENCE SOUTH 89 DEGREES 48 MINUTES 04 SECONDS WEST, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, 1,239.19 FEET TO THE TRUE POINT OF BEGINNING;
THENCE SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST, A DISTANCE OF 71.69 FEET TO A 1/2 INCH REBAR WITH CAP MARKED LS#19853;
THENCE NORTH 89 DEGREES 42 MINUTES 37 SECONDS WEST, A DISTANCE OF 126.00 FEET TO A CONCRETE NAIL IN PLASTIC DISC MARKED LS# 19853 SET IN SANDSTONE;
THENCE NORTH 00 DEGREES 14 MINUTES 28 SECONDS EAST, A DISTANCE OF 366.56 FEET TO THE SOUTH RIGHT-OF- WAY OF HIGHWAY 89A MARKED BY A 1/2 INCH REBAR WITH CAP MARKED LS 19853;
THENCE CONTINUING NORTH 00 DEGREES 14 MINUTES 28 SECONDS EAST, A DISTANCE OF 33.73 FEET;
THENCE SOUTH 89 DEGREES 42 MINUTES 37 SECONDS EAST, A DISTANCE OF 126.00 FEET;
THENCE SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST, A DISTANCE OF 51.97 FEET TO A POINT ON SAID SOUTHERLY RIGHT-OF-WAY MARKED BY A 1/2 INCH REBAR WITH CAP MARKED LS# 19853;
THENCE CONTINUING SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST, A DISTANCE OF 276.63 FEET TO THE TRUE POINT OF BEGINNING.
ALSO EXCEPT ANY PORTION LYING WITHIN U.S. HIGHWAY 89A.
(AFFECTS 408-26-009C AND 408-26-009A)

PARCEL 5:
ALL THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL THAT LIES WITHIN SECTION 12:
A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 17 NORTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YAVAPAI COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 12;
THENCE SOUTH 89 DEGREES 48 MINUTES 04 SECONDS WEST ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER A DISTANCE OF 1,239.19 FEET;
THENCE SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST A DISTANCE OF 71.69 FEET TO A 1/2 INCH REBAR WITH A CAP MARKED LS#19853 AND THE TRUE POINT OF BEGINNING;
THENCE CONTINUING SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST A DISTANCE OF 100.00 FEET TO A 1/2 INCH REBAR;
THENCE NORTH 89 DEGREES 42 MINUTES 37 SECONDS WEST, A DISTANCE OF 270.28 FEET TO A 3/4 INCH PIPE;
THENCE NORTH 00 DEGREES 14 MINUTES 28 SECONDS EAST A DISTANCE OF 500.29 FEET;
THENCE SOUTH 89 DEGREES 42 MINUTES 37 SECONDS EAST A DISTANCE OF 270.28 FEET;
THENCE SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST, A DISTANCE OF 400.29 FEET TO THE TRUE POINT OF BEGINNING.
EXCEPT THE FOLLOWING DESCRIBED PARCEL:
A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 17 NORTH, RANGE 5 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YAVAPAI COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER OF SECTION 12;
THENCE SOUTH 89 DEGREES 48 MINUTES 04 SECONDS WEST, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, 1,239.19 FEET TO THE TRUE POINT OF BEGINNING;
THENCE SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST, A DISTANCE OF 71.69 FEET TO A 1/2 INCH REBAR WITH CAP MARKED LS#19853;
THENCE NORTH 89 DEGREES 42 MINUTES 37 SECONDS WEST, A DISTANCE OF 126.00 FEET TO A CONCRETE NAIL IN PLASTIC DISC MARKED LS# 19853 SET IN SANDSTONE;
THENCE NORTH 00 DEGREES 14 MINUTES 28 SECONDS EAST, A DISTANCE OF 366.56 FEET TO THE SOUTH RIGHT-OF- WAY OF HIGHWAY 89A MARKED BY A 1/2 INCH REBAR WITH CAP MARKED LS 19853;
THENCE CONTINUING NORTH 00 DEGREES 14 MINUTES 28 SECONDS EAST, A DISTANCE OF 33.73 FEET;
THENCE SOUTH 89 DEGREES 42 MINUTES 37 SECONDS EAST, A DISTANCE OF 126.00 FEET;
THENCE SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST, A DISTANCE OF 51.97 FEET TO A POINT ON SAID SOUTHERLY RIGHT-OF-WAY MARKED BY A 1/2 INCH REBAR WITH CAP MARKED LS# 19853;
THENCE CONTINUING SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST, A DISTANCE OF 276.63 FEET TO THE TRUE POINT OF BEGINNING.
ALSO EXCEPT ANY PORTION LYING WITHIN U.S. HIGHWAY 89A.
(AFFECTS 408-26-088 AND 408-26-004B)

PARCEL 6:
A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 12 AND THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 17 NORTH, RANGE 5 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, YAVAPAI COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER OF SECTION 12;
THENCE SOUTH 89 DEGREES 48 MINUTES 04 SECONDS WEST, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, 1239.19 FEET TO THE TRUE POINT OF BEGINNING;
THENCE SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST, A DISTANCE OF 71.69 FEET TO A 1/2 INCH REBAR WITH CAP MARKED LS#19853;
THENCE NORTH 89 DEGREES 42 MINUTES 37 SECONDS WEST, A DISTANCE OF 126.00 FEET TO A CONCRETE NAIL IN PLASTIC DISC MARKED LS#19853 SET IN SANDSTONE;
THENCE NORTH 00 DEGREES 14 MINUTES 28 SECONDS EAST, A DISTANCE OF 366.56 FEET TO THE SOUTH RIGHT-OF-WAY OF HIGHWAY 89A MARKED BY A 1/2 INCH REBAR WITH CAP MARKED LS# 19853;
THENCE CONTINUING NORTH 00 DEGREES 14 MINUTES 28 SECONDS EAST, A DISTANCE OF 33.73 FEET;
THENCE SOUTH 89 DEGREES 42 MINUTES 37 SECONDS EAST, A DISTANCE OF 126.00 FEET;
THENCE SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST, A DISTANCE OF 51.97 FEET TO A POINT ON SAID SOUTHERLY RIGHT-OF-WAY MARKED BY A 1/2 INCH REBAR WITH CAP MARKED LS# 19853;
THENCE CONTINUING SOUTH 00 DEGREES 14 MINUTES 28 SECONDS WEST, A DISTANCE OF 276.63 FEET TO THE TRUE POINT OF BEGINNING.
EXCEPT THEREFROM ANY PORTION LYING WITHIN U.S. HIGHWAY 89A.
(AFFECTS 408-26-004C-0)

Exhibit A

PZ19-00005 (ZC): The Village at Saddlerock Crossing Legal Description, Zoning Map, and Conditions of Approval

APN 408-26-004B, 408-26-004C, 408-26-009C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088

Zone Change Request:

CO (Commercial) and RM-2 (Medium/High Density Multifamily Residential) to L (Lodging)

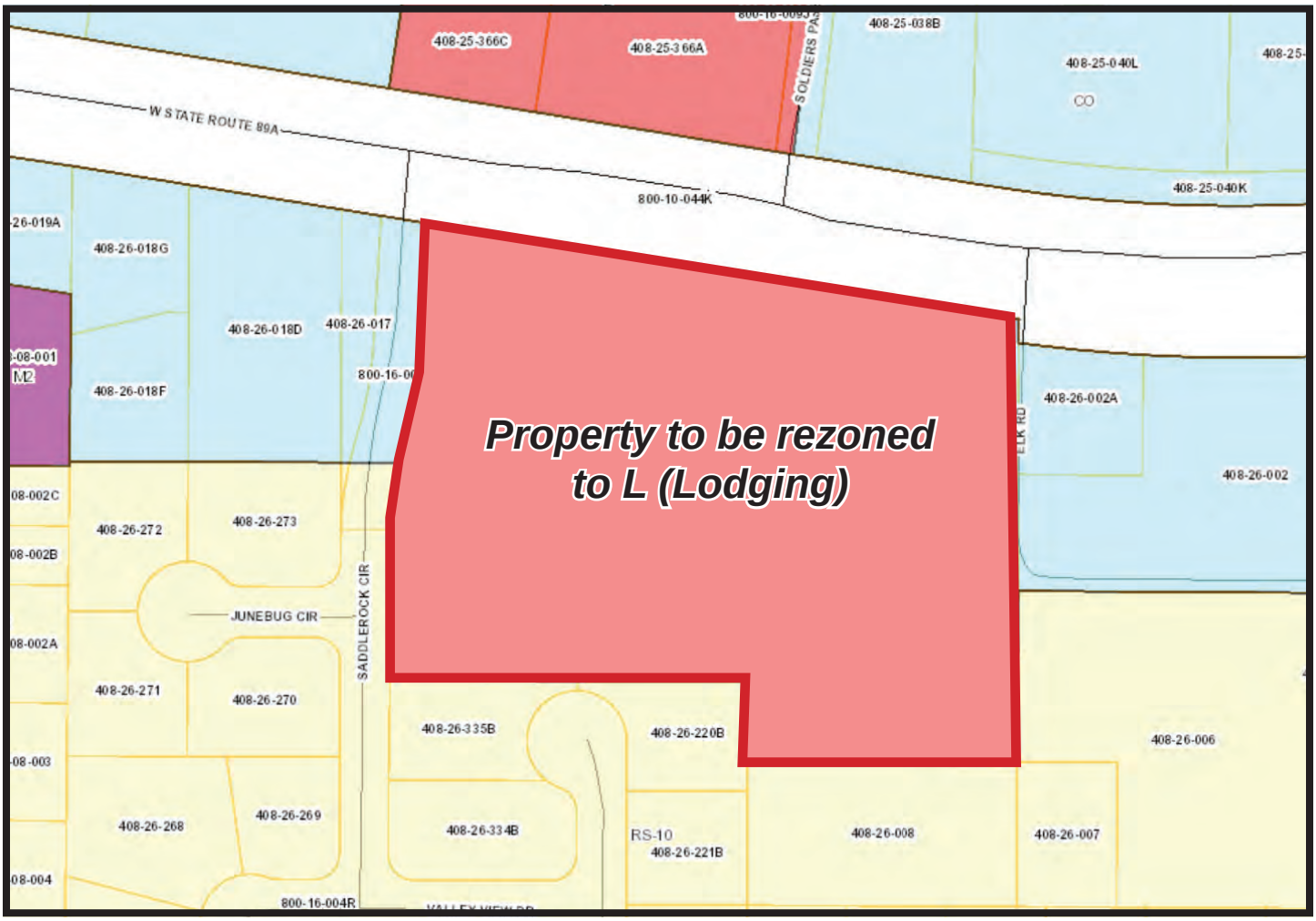

Exhibit A

PZ19-00005 (ZC): The Village at Saddlerock Crossing Legal Description, Zoning Map, and Conditions of Approval

APN 408-26-004B, 408-26-004C, 408-26-009C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088

Zone Change Request:

CO (Commercial) and RM-2 (Medium/High Density Multifamily Residential) to L (Lodging)

Conditions of approval to be added after approval by City Council

AGENDA

City of Sedona
Planning and Zoning Commission Meeting

4:30 PM | **Tuesday, November 7, 2023**

NOTICE:
Pursuant to A.R.S. 38-431.02 notice is hereby given to the members of the Planning and Zoning Commission and to the general public that the Planning and Zoning Commission will hold a meeting open to the public on Tuesday, November 7, 2023, at 4:30 pm in the City Hall Council Chambers.

NOTES:

- Meeting room is wheelchair accessible. American Disabilities Act (ADA) accommodations are available upon request. Please phone 928-282-3113 at least 24 hours in advance.
- Planning & Zoning Commission Meeting Agenda Packets are available on the City's website at: **www.SedonaAZ.gov**

GUIDELINES FOR PUBLIC COMMENT

PURPOSE:

- To allow the public to provide input to the Planning and Zoning Commission on a particular subject scheduled on the agenda.
- Please note that this is not a question/answer session.

PROCEDURES:

- It is strongly encouraged that public input on the agenda items be submitted by sending an e-mail to cmeyer@SedonaAZ.gov in advance of the 4:30 Call to Order.
- Fill out a "Comment Card" and deliver it to the Recording Secretary.
- When recognized, use the podium/microphone.
- State your Name and City of Residence
- Limit comments to 3 MINUTES.
- Submit written comments to the Recording Secretary.

1. CALL TO ORDER, PLEDGE OF ALLEGIENCE, ROLL CALL
2. ANNOUNCEMENTS & SUMMARY OF CURRENT EVENTS BY COMMISSIONERS & STAFF
3. APPROVAL OF THE FOLLOWING MINUTES:
   a. September 19, 2023 (R)
4. PUBLIC FORUM: *(This is the time for the public to comment on matters not listed on the agenda. The Commission may not discuss items that are not specifically identified on the agenda. Pursuant to A.R.S. § 38-431.01(H), action taken as a result of public comment will be limited to directing staff to study the matter, responding to criticism, or scheduling the matter for further consideration and decision at a later date.)*
5. Update/discussion regarding the Community Plan Update.
6. CONSIDERATION OF THE FOLLOWING ITEM THROUGH PUBLIC HEARING PROCEDURES:
   a. Public Hearing/discussion/possible action regarding a request for approval of a Zone Change (ZC) and Development Review (DEV) to allow for development of a 110-room hotel and 40-unit multifamily housing project (Village at Saddlerock Crossing) at 1259 & 1335 W State Route 89A; 82 & 86 Saddlerock Circle; and 105 Elk Road. The property is within the Soldiers Pass Community Focus Area, is ±6.3 acres, and is located south of the intersection of W State Route 89A and Soldiers Pass Road between Saddlerock Circle and Elk Road. APN: 408-26-004B, 408-26-004C, 408-26-009C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088. The requested Zone Change is from CO (Commercial) and RM-2 (Medium-High Density Multifamily) to L (Lodging).

      Case Number: PZ19-00005 (ZC, DEV)

      Owner/Applicant: The Baney Corporation (Curt Baney)

      Authorized Representative: Withey Morris Baugh, PLC (Jason Morris and Benjamin Tate)
7. FUTURE MEETING DATES AND AGENDA ITEMS
   a. Tuesday, November 21, 2023
   b. Tuesday, December 5, 2023
8. EXECUTIVE SESSION

   Upon a public majority vote of the members constituting a quorum, the Planning and Zoning Commission may hold an Executive Session that is not open to the public for the following purposes:

   a. To consult with legal counsel for advice on matters listed on this agenda per A.R.S. § 38-431.03(A)(3).
   b. Return to open session. Discussion/possible action on executive session items.
9. ADJOURNMENT

Physical Posting: November 2, 2023 By: DJ

Planning & Zoning Commission Meeting Agenda Packets are available on the City's website at: www.SedonaAZ.gov or in the Community Development Office, 102 Roadrunner Drive approximately one week in advance of the meeting.

Note that members of the City Council and other City Commissions and Committees may attend the Planning and Zoning Commission meeting. While this is not an official City Council meeting, because of the potential that four or more Council members may be present at one time, public notice is therefore given for this meeting and/or event.

Staff Report
PZ19-00005 (ZC, DEV)
Village at Saddlerock Crossing
Summary Sheet

City of Sedona
Community Development Department
102 Roadrunner Drive Sedona, AZ 86336
(928) 282-1154 · www.sedonaaz.gov/cd

Meeting Date:	**November 7, 2023**
Hearing Body:	Planning and Zoning Commission
Project Summary:	Request for approval of a Zone Change and Development Review application to allow for the development of a 110-unit hotel and 40-unit multifamily project
Staff Recommendation:	Recommendation to the City Council of Denial of the Zone Change application and Denial of the Development Review Application
Location:	1259 & 1335 W State Route 89A; 82 & 86 Saddlerock Circle; and 105 Elk Road South of the intersection of W State Route 89A and Soldiers Pass Road between Saddlerock Circle and Elk Road
Parcel Numbers:	408-26-004B, 408-26-004C, 408-26-009C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088
Owner/Applicant:	The Baney Corporation (Curt Baney)
Authorized Representative:	Withey Morris Baugh, PLC (Jason Morris and Benjamin Tate)
Site Size:	± 6.3 acres
Sedona Community Plan Designation:	Commercial (C) and Multifamily Medium/High Density (4-12 DU/AC) (MFM/HD) The properties are within the Soldiers Pass Community Focus Area (CFA) Planning Area
Existing Zoning:	CO (Commercial) and RM-2 (Medium-High Density Multifamily)
Proposed Zoning:	L (Lodging)
Current Land Use:	Vacant

Surrounding Properties:

	Area Zoning	Area Land Uses
North:	L and CO	Commercial (Bank, Restaurant, Offices, Retail)
East:	CO and RS-10	Commercial, Mobile Home Park, Elks Lodge
South:	RS-10	Saddlerock Homes Subdivision
West:	RS-10 and CO	Saddlerock Homes Subdivision, Retail, Restaurant

Report Prepared By: Cari Meyer, Planning Manager

Attachments:

1. Vicinity/Aerial Map 21
2. Project Application Materials 23

Note: Due to file size constraints, the Project Application Materials are not included as attachments to the packet but are included at the provided link to the City's website. Documents on that page include the following:

i. Letter of Intent and Other Small Documents

ii. Architectural Plan

iii. Architectural Details

iv. Engineering Reports

v. Other Project Documents (Supplemental Site Plans and Survey)

vi. Citizen Participation Report

vii. Geotechnical Report

3. Review Agency Comments 24
4. CFA Checklist 35
5. LDC Checklist 43
6. Public Comments 55

City of Sedona
Community Development Department
102 Roadrunner Drive Sedona, AZ 86336
(928) 282-1154 · www.sedonaaz.gov/cd

PROJECT DESCRIPTION

This is a request for approval of a Zone Change (ZC) and Development Review (DEV) to allow for the development of a 110-unit hotel and 40-unit multifamily project.

The properties are zoned Commercial (CO) and Medium Density Multifamily Residential (RM-2) and contain ±6.3 acres. The RM-2 zoning covers ±1 acre in the southeast corner of the property while the remaining ±5.3 acres is zoned CO. Use of these properties is permitted in accordance with Land Development Code (LDC) requirements, specifically Article 3 (Use Regulations). While the multifamily component of the project is permitted under the existing zoning, lodging is not permitted.

APPLICATION COMPONENTS

If approved, this would allow the property to be developed with a lodging use. The following must be approved to allow this project to move forward:

1. *Zone Change (ZC)*
    a. The requested ZC is from CO (Commercial) and RM-2 (Medium-High Density Multifamily) to Lodging (L).
2. *Development Review (DEV)*
    a. Developments in excess of 5,000 square feet or more than 10 residential units require Planning and Zoning Commission review and approval of a Development Review application.
    b. Staff's evaluation of the project in this staff report is based on the requirements for the L zone. If the rezoning is not approved, this review would not be valid, as lodging would not be a permitted use.

BACKGROUND

Existing Site Characteristics

- The property is located south of the intersection of W State Route 89A and Soldiers Pass Road between Saddlerock Circle and Elk Road (See Attachment 1).
- The property is in Yavapai County.
- The property is currently accessed via W State Route 89A and has other, informal access points along Saddlerock Circle and Elk Road.
- The property is currently vacant and previously housed an outdoor supply store and nursery (Biddle's). All previously existing buildings were demolished in 2017.
- There are no floodplains on the property.
- The property is not part of a recorded subdivision.

Previous Applications

Previous applications for development of the property include the following:

- Saddlerock Commons: PZ14-00007 (Major CPA, ZC, DEV)
    - Major Community Plan Amendment, Zone Change and Development Review
    - 117 hotel rooms and 18,800 square feet of retail space
    - Project was withdrawn prior to completion of staff review and any public hearings.
- Oxford Hotel Sedona: PZ16-00013 (ZC, DEV)
    - Zone Change and Development Review
    - 120 hotel rooms, restaurant/bar, retail space, and multi-family and employee housing
    - Submitted for conceptual review in 2016 and reviewed by staff

- Resubmitted for conceptual review in 2017, and a public hearing was held with the Planning and Zoning Commission on September 28, 2017
- The project was not pursued past conceptual review.

Current Application

The current application was submitted in 2019, with revisions submitted in 2020, 2021, 2022, and 2023. While multiple rounds of resubmittals are not unusual, many of these submittals had significant changes that caused the resubmittals to be delayed and/or caused the additional reviews by Staff to take longer.

The initial submittal had a mix of uses similar to the previous submittal (PZ16-00013), including hotel, retail, and housing. Based on the changing demands in the community, Staff suggested that the applicant remove the retail component and maximize the amount of housing. The earlier revisions centered around these changes while later revisions were addressing code compliance issues identified by staff.

As outlined in this staff report, there are multiple areas where the revised plans do not address Staff's comments regarding compliance with the Land Development Code (LDC). While the LDC only requires staff comments to be provided once, Staff has provided formal comments to the applicant four times. Each time comments were provided, Staff offered to meet with the applicant to discuss the details of the comments and what changes were needed to the plans or what additional information needed to be provided. The last meeting that Staff had with the applicant to discuss comments was in August 2021.

Existing and Proposed Community Plan and Zoning Designations

The properties are designated Commercial (C) and Multifamily Medium/High Density (4-12 DU/AC) (MFM/HD) on the Future Land Use Map and zoned CO (Commercial) and RM-2 (Medium-High Density Multifamily). The commercial portion of the site is also within the Lodging Area Limits of the Community Plan. The multifamily designations cover ±1 acre in the southeast corner of the property. The Commercial designations cover the remaining ±5.3 acres. See Existing Zoning Map to the right.

While multifamily is permitted in the CO and RM-2 zoning, neither of those zoning districts permits a lodging project. Therefore, a rezoning to L is required to allow the project described in the application to be developed.

The purpose of the L zone is:

> *… to accommodate resort and lodging uses and limited supporting commercial and service uses and incidental and accessory uses in a manner that: (i) Is consistent with the Sedona Community Plan or specific plan for the area; (ii) Preserves the unique character of Sedona; (iii) Is compatible in size, scale, intensity, and character of other surrounding uses; (iv) Accommodates adequate vehicle parking and circulation; and (v) Promotes creative design and is sensitive to the natural environment..* LDC Section 2.16.A

Soldiers Pass Community Focus Area (CFA) Plan

As the properties are within the Soldiers Pass CFA (CFA 5, Sedona Community Plan page 41), a Community Plan Amendment is not required if the project complies with the CFA Plan. A CFA Plan for this area was adopted by City Council in 2016 and amended in 2022. The current version of the CFA Plan can be reviewed at the following link: Soldier's Pass CFA Plan

The 2022 amendments replaced references to lodging with mixed-use development and included a statement in the Mixed Use Development Standards that no additional lodging uses are recommended in the CFA (page 11 of the plan; see LDC Sections 2.11, 2.12, and 2.13 for Mixed-Use zoning standards). Pursuant to LDC Section 8.3.E(5)c,

an application that is contrary to an applicable plan, like the CFA Plan, may still be approved if it provides sufficient public benefit.

While the Land Development Code states that the code in place at the time the application is deemed complete may be used in review of an application (LDC Section 1.5.D, Pending Applications), this only applies to the Land Development Code. Changes to planning documents (such as the Community Plan, a CFA Plan, Transporation Master Plan, etc.) are not treated in the same manner. The current versions of all adopted plans (including the CFA plan) were used in review of the zone change component of this application. A major community plan amendment is not currently required as part of the project application because the lodging project is within the Lodging Area Limits.

Requirement for a Development Review

LDC Section 3.2.E, Table 3.1, Table of Allowed Uses, lists "Dwelling, Multifamily" and "Lodging, High Density" as permitted uses in the L zone. LDC Section 8.8.A, Table 8.2, sets the thresholds for Development Review. Projects with 11 or more dwelling units or 5,000 or more square feet gross floor area are classified as Major Development Reviews, requiring a review and approval by the Planning and Zoning Commission at a public hearing.

Use specific standards for multifamily dwellings are contained in LDC Section 3.3.A(3) and use specific standards for lodging are contained in LDC Section 3.3.C(14). In addition to use specific standards, the project would be subject to all other applicable design standards contained in the LDC. These are primarily found in Article 2 (Zoning Districts), Article 5 (Development Standards), and Article 6 (Signs).

PUBLIC INPUT

- A Citizen Participation Plan was completed for the project. A copy of the Citizen Participation Report is included in the application materials (Attachment 2).
- Project documents were placed on the Projects and Proposals page of the Community Development Department website.
- Property owners within 500 feet of the subject properties, along with all properties in the Saddlerock Homes subdivision (south of the project site) were included in the public outreach and notified of the Public Hearing.
    - The same notification list has been used for all iterations of this project.
- The property was posted with a Notice of Public Hearing and a notice was published in the Red Rock News on October 20, 2023.
- All notices contain contact information and a way to submit comments. All comments received are included as Attachment 6.

REVIEW AGENCY COMMENTS AND CONCERNS

All internal and external review agencies were given an opportunity to review this application. While many comments were addressed, the following agencies had comments that were not sufficiently addressed in the latest submittal:

- City of Sedona Community Development Department
- City of Sedona Public Works Department
- City of Sedona Sustainability Program

The details of the areas where there are still outstanding comments are included in the Review Agency Comments (Attachment 3), project evaluation (below) and checklists (Attachments 4 and 5).

DEVELOPMENT PROPOSAL

The Village at Saddlerock Crossing proposes a Zone Change and Development Review to allow for the development of a 110 room hotel and 40 multifamily residential units. A detailed description of the proposal, including a site plan of the property, is included in the project materials (Attachment 2) and summarized below.

Phasing

The project is proposed to be developed in a single phase.

Land Development Code (LDC)

A comprehensive evaluation for compliance with all applicable sections of the LDC was conducted and is outlined in Attachment 5 (LDC Checklist). This review was done based on the requirements for the L zone. If the rezoning is not approved, the review would not be valid, as lodging would not be a permitted use for the property.

- LDC Section 2.16: L: Lodging
  - Setbacks: The survey shows an ingress/egress easement along the east property line that is not reflected on the site plan. If the easement is valid, the site plan will need to be adjusted.
  - Heights: There are multiple buildings that do not comply with height requirements, or the information provided is not sufficient to make that determination.
  - Impervious Coverage: It is not clear where/how the parking structure and parking lots are factored into the coverage calculations.
  - The project complies with all other standards established by this section.
- LDC Section 2.24: Measurements and Exceptions
  - The project complies with density and lot and space requirements (Subsections B & C).
  - The project may comply with setback requirements (Subsection D). The survey provided shows an ingress/egress easement that is not reflected on the site plan. If the easement is valid, the site plan will need to be adjusted.
  - The project does not comply with height requirements (Subsection E). There are multiple issues with how heights are presented on the plans, including:
    - Methods used to reduce unrelieved building planes to increase height are not appropriate
    - Inappropriate use of height exceptions (e.g., using the exception for elevator height in an area where there is no elevator)
    - Incomplete and inconsistent height information
- LDC Article 3: Use Regulations
  - The project complies with all applicable use specific standards.
- LDC Section 5.3: Grading and Drainage
  - A preliminary grading and drainage report and plan has been submitted and reviewed by the Public Works Department. If the project is approved, a Final Grading and Drainage report and plan will be required to be submitted with building permit applications.
- LDC Section 5.4: Access, Connectivity, and Circulation
  - A Traffic Impact Analysis (TIA) has been submitted by the applicant and reviewed by the Public Works Department.
    - The TIA states that, without mitigation, the existing delays at the Saddlerock Circle/89A intersection will continue. With the mitigation (rerouting Saddlerock Circle traffic to the light, making Saddlerock a right-in/right-out intersection), traffic in this area will be able to operate at an acceptable level of service.
  - Primary vehicular access to the site is from W State Route 89A at the light at Soldiers Pass Road. Secondary access is from Saddlerock Circle.
  - A deceleration lane is provided along W State Route 89A.
  - No vehicular access is provided to the east of the property (Elk Road). Pedestrian access is via a 3' wide gravel path.
    - The LDC requires that vehicular and pedestrian access be provided to adjacent properties, allowing for future connections.
  - Sidewalks are shown along Saddlerock Circle south to the intersection of Saddlerock and Valley View Drive, ±200 feet south of the project. The sidewalks along W State Route 89A would be widened to 10 feet wide. A sidewalk would be installed along Elk Road for the first ±110 feet south of W State Route 89A.
  - The new connector road (Saddlerock Circle to W State Route 89A) is shown with a 10' wide shared use path on one side of the road for the entire length of the road and a 5' wide sidewalk on the

west side of the north-south portion of the road. The east-west portion of the road does not include a 5' sidewalk; only the 10' wide shared use path is shown.

- LDC Section 5.5: Off-Street Parking and Loading
  - The applicant's parking analysis states that 196 parking spaces are required and 205 parking spaces are provided. City staff's comments on the parking analysis have not been addressed, including questions about shared parking, conference center parking and operations, and restaurant/bar parking and operations. Staff needs responses to these comments in order to determine if the conclusions of the parking analysis are acceptable.
  - The majority of the parking is provided in a two-level parking structure on the east side of the site, with a small additional parking lot provided on the west side of the site.
  - Parking areas are appropriately located and screened from the roads with buildings and landscaping.
  - No loading spaces are shown on the site plan (3 are required).
- LDC Section 5.6: Landscaping, Buffering, and Screening
  - The landscaping plans show compliance with required number and species of plants, native planting requirements, and location of landscape areas.
  - The plans state that a minimum of 10% of the parking lot areas are landscaped, but do not show what is included in this calculation. Staff has asked for this to be clarified.
  - Roof-mounted equipment, ground mounted equipment, and service areas are screened (the plans do not show loading areas, which are required and would need to be screened).
    - Staff has questioned the amount of trash and recycling areas shown on the plans to ensure that sufficient area/screening is provided.
  - Fences and walls meet LDC requirements.
- LDC Section 5.7: Site and Building Design
  - A complete evaluation of the plans for compliance with site and building design requirements is in the LDC Checklist (Attachment 5). Areas of non-compliance include:
    - Site Design: Changes to the site layout and circulation pattern would likely be needed to accommodate the changes needed to address the other deficiencies noted/areas of noncompliance.
    - Building Articulation: Requirements for transparency and roofline variation are not being met or the plans are inconsistent, and compliance cannot be evaluated.
- LDC Section 5.8: Outdoor Lighting
  - 445,200 lumens are permitted; 395,212 lumens are proposed.
  - All fixtures are fully shielded and meet lighting color requirements with the following exception:
    - Lighting on the lower level of the parking structure is shown at 3000K and would need to be reduced to 2700K.
  - Sign illumination does not appear to have been included on the lighting plans.
- LDC Section 5.9: Public Art
  - The project has designated a location for public art. Public art requirements would need to be met prior to issuance of a Certificate of Occupancy.
- LDC Section Article 6: Signs
  - A sign plan has been provided. The following changes are needed to bring the sign plan into compliance with sign requirements:
    - Correctly showing visibility triangles on the plans.
    - Including sign lighting on the lighting plan.
    - Clarification on what will be provided on the information and on-site directional signs to verify whether they meet the definition of these types of signs.
    - Correctly measuring the area of the sign and applying permitted allowances to determine if signs meet maximum area allowances.

Wastewater Disposal

The property will connect to the City's wastewater system. The plans show multiple connections; the City's Public Works Department has requested that the number of total connections from the project be reduced.

REVIEW GUIDELINES

The following is requested from the Planning and Zoning Commission at this time:

- **ZONE CHANGE (ZC):** Recommendation to City Council
- **DEVELOPMENT REVIEW (DEV):** Final action, pending City Council action on other application components and any potential appeal

In making a recommendation to the City Council regarding a ZC, the Planning and Zoning Commission should determine whether the proposal is in the interest of the public and is consistent with the community's vision, and overall consistency with the Sedona Community Plan, the Soldiers Pass CFA Plan, and other applicable plans.

In taking action on the DEV, the Planning and Zoning Commission should determine whether the proposal is in compliance with the requirements of the Land Development Code.

DISCUSSION (ZONE CHANGE)

The ZC proposes to rezone the subject property from CO and RM-2 to L. As lodging uses are only permitted in the L zone, a zone change is necessary for the proposed development.

> *The L zoning district is intended to accommodate resort and lodging uses and limited supporting commercial and service uses and incidental and accessory uses in a manner that: (1) Is consistent with the Sedona Community Plan or specific plan for the area; (2) Preserves the unique character of Sedona; (3) Is compatible in size, scale, intensity, and character of other surrounding uses; (4) Accommodates adequate vehicle parking and circulation; and (5) Promotes creative design and is sensitive to the natural environment.* LDC Section 2.16.A (Lodging, Purpose)

In addition to evaluating the proposed zone change for compliance with the purpose of the L district and consistency with adopted City Plans, all development applications are reviewed under LDC Article 8 (Administration and Procedures). LDC Section 8.3 contains procedures and rules applicable to all development applications while the following sections contain procedures and rules that apply to specific development applications. LDC Section 8.3.E(5) contains the approval criteria applicable to all development, subdivision, and rezoning applications. As these criteria are the same for a Zone Change and Development Review, these criteria and staff's evaluation are provided after the DEV section for both the ZC and DEV requests.

Evaluation of Proposal

When considering a zone change, consideration should be given to the following:

- The Community's Vision
- Overall consistency with the Sedona Community Plan
- Consistency with Adopted Plans (Soldiers Pass CFA, GO! Sedona Pathways Plan, Transportation Master Plan, Climate Action Plan)

Community Vision

The Community Plan Vision is as follows:

> *Sedona is a community that nurtures connections between people, encourages healthy and active lifestyles, and supports a diverse and prosperous economy, with priority given to the protection of the environment.* *Sedona Community Plan, Vision Chapter, page 7*

The Community Plan lists the following as components of the vision:

- Environmental Stewardship
- Community Connections
- Improved Traffic Flow
- Walkability

- Economic Diversity
- Sense of Place

Staff Evaluation
The following is Staff's evaluation of the project in relation to the City's vision:

- Environmental Stewardship
    - The project is an infill site that is surrounded by existing development. The site has been previously graded, and no natural areas are being disturbed for the project.
    - The landscaping plan for the site uses 58% native vegetation. While a higher percentage would contribute to a more natural appearance of the project, the minimum required is 50%.
    - Solar panels are proposed on the upper level of the garage and will be able to power the site's landscape lighting, landscape irrigation, rainwater harvesting pumps, and potentially the parking structure lighting. Solar panels are not proposed for the lodging buildings.
    - The application documents include commitments to sustainable business practices that could lessen the environmental impact of the business.
- Community Connections
    - The development includes sidewalks along most street frontages and the new street.
    - No sidewalks are proposed on the eastern side of the property along Elk Road and a vehicle connection to Elk Road is not provided. The pedestrian connection is via a 3' wide pathway that does not meet the minimum required sidewalk width.
    - Community space is provided at the transit stop along W State Route 89A. The open space around the hotel would function primarily as private open space for hotel guests.
    - The housing provides a mix of housing types (studios, one-bedrooms, and two-bedrooms) that could provide for more living opportunities/diversity of housing types for the local population. 28 of the 40 units would be restricted for workforce housing, allowing additional workers to live in the community in which they work.
- Improved Traffic Flow
    - The project proposes a connector road from Saddlerock Circle to the light at Soldiers Pass, allowing the residents of the Saddlerock Homes subdivision access to the light and removing their need to access W State Route 89A at an uncontrolled intersection.
    - Saddlerock Circle would be converted to right-in/right-out, reducing left hand turns from W State Route 89A.
    - The development does not include any direct vehicle connections to the properties to the east and the pedestrian connection does not meet minimum size requirements. Off-highway connections are key in improving the traffic flow on 89A and, this project could provide an off-highway connection and does not.
    - There is an existing transit stop along the 89A frontage of the property. This stop would be moved to the new deceleration lane to the west of the light, allowing vehicles along 89A to continue to move freely when a bus is stopped. A waiting area with seating would be provided.
- Walkability
    - Sidewalks are provided along all street frontages except for Elk Road.
    - Sidewalks would continue south into the residential neighborhood, providing residents with better walkability.
    - Shared use paths will be constructed at a wide enough width to accommodate bicycles.
    - The residents and the hotel guests would be able to walk to a variety of retail, restaurants, and recreational uses, reducing dependence on vehicles.
- Economic Diversity
    - The project proposes a lodging use, which does not contribute to economic diversification.
- Sense of Place
    - The buildings have been designed to complement the existing buildings in the area.
    - The plans do not show compliance with LDC requirements. If the project were to move forward and changes to the buildings were made, compliance with LDC requirements would ensure that

the buildings meet the expectations of the community and contribute to the overall sense of place for the community.

Sedona Community Plan

Staff has evaluated this proposal for overall consistency with the Sedona Community Plan. The following goals and policies apply to the application, with Staff comments provided in *italics*.

Chapter 3: Land Use, Housing and Growth (Goals, Page 17; Policies, Pages 53-54)

The properties are within the Soldiers Pass Community Focus Area (CFA 5, Sedona Community Plan page 41). Compliance with the CFA plan is addressed under the following section and in the CFA Checklist. In addition to the CFA for this area, other, more general, land use goals and policies relevant to this project include the following:

- Goal: Grow only within currently established residential and commercial limits
  - Policy 2: Limit expansion of the existing commercial areas, as represented on the Future Land Use Map, unless supported by an approved plan within a Community Focus Area or Planned Area.
  - Policy 3: Ensure that a balance of land uses is maintained and identify general areas for concentrated, mixed use development, public gathering places, and land use transitions to provide healthy and sustainable residential neighborhoods and commercial areas and to address specific area needs.
  - Policy 4: Ensure that the proportion of lodging uses to other commercial uses does not significantly increase by limiting locations for lodging uses and by evaluating the proportional increase in all lodging rezoning applications.
    - *While the project is within an area currently designated as Commercial and within the Lodging Area Limits in the Community Plan, the adopted CFA Plan does not recommend additional lodging uses for the area.*
    - *The southeast corner of the site is designated for multifamily and the development plan places multifamily uses on this portion of the site.*
    - *While the project itself only contains lodging and residential development, the surrounding area has a mix of uses, including retail, office, residential, restaurants, and existing lodging developments.*
- Goal: Ensure harmony between the built and natural environments.
  - Policy 5: Preserve scenic views, including potential utility undergrounding and view corridor planning, in the consideration of new development and infrastructure, including limits on the approval of multi-story structures.
    - *The buildings as currently designed on the plans do not meet City height requirements. If the project were to move forward, the plans would need to be adjusted to meet height requirements.*
    - *All proposed buildings are multi-story structures and it is not clear if any view corridors would be maintained or would need to be maintained.*
    - *The project would include undergrounding of existing utility lines.*
  - Policy 7: Require parking standards that are consistent with mixed and shared uses, promote efficient use of space, and minimize asphalt coverage.
    - *A parking analysis has been submitted. The City has provided comments to determine if the conclusions of the parking analysis and the requested parking reductions are appropriate. Those comments have not been addressed. While the City does not want parking constructed unnecessarily, the outstanding questions need to be addressed to ensure that the amount of parking being provided is the right amount for the proposed use of the property.*
- Goal: Reflect a sense of place in architecture and design.
  - Policy 8: Require design standards that reflect Sedona's unique historic and cultural heritage and sign standards that provide diversity and prevent 'franchise/monoculture' (corporate signature) signs.

        - *While the buildings as currently presented would need modifications, they are not designed as franchise/corporate standards.*
- Goal: Provide public gathering spaces that promote social interaction
- Goal: Create mixed use, walkable districts
    - Policy 9: Evaluate locations for public gathering spaces and residential services on a neighborhood scale and reflective of unique architectural character for neighborhoods within walking distance and located away from the main commercial areas.
        - *While some outdoor areas are restricted to use by hotel guests, there are areas along the highway/transit stop area that provide opportunities for public interaction.*
        - *The multifamily areas have outdoor areas specifically reserved for residents.*
        - *The project is located within walking distance of a variety of uses, including grocery, restaurants, offices, retail, and recreational uses.*
- Goal: Encourage diverse and affordable housing options
    - Policy 10: Where supported through citizen participation in a City-initiated planning process, allow densities greater than 12 dwelling units per acre in mixed use projects in the West Sedona Corridor.
        - *The Soldiers Pass CFA Plan supports residential densities above 12 units per acre.*
        - *The project includes 40 multifamily units, for a residential density of 6.34 units per acre. The project documents state that the multifamily portion of the project occupies 2.4 acres, making the density 16.7 units per acre if only the residential area is taken into account.*
        - *The project includes studio, one-bedroom, and two-bedroom apartments, unit types that do not exist in this area. The project would contribute to the housing density of the area.*
        - *The LOI states that 28 of the units will be deed restricted for those making up to 80% of AMI and all will be restricted to prohibit short term rentals.*
        - *The LOI states that the hotel will employ 20-30 full time employees. Staff has requested additional information regarding total staffing levels (including part time employees). It is unclear whether the housing will meet or exceed the increased demand for housing that the use would generate.*

Chapter 4: Circulation (Goals, Page 57; Policies, Pages 66-67)

- Goal: Reduce dependency on single-occupancy vehicles.
- Goal: Provide for safe and smooth flow of traffic.
- Goal: Coordinate land use and transportation planning and systems.
- Goal: Create a more walkable and bike-able community
- Relevant Policies:
    - Pursue a range of multi-modal options to reduce traffic to safe and convenient levels, including but not limited to: park and walk/ride, access control, parking interconnections, street connections, transit, and incentives for reducing vehicle trips.
    - Create a network of pedestrian and bicycle improvements and connections linking neighborhoods, activity centers, and popular destinations, and promote walkable, bike-able connections to transit stops.
    - Support improvements to SR 89A in West Sedona that will improve vehicle, pedestrian, and bicycle safety, traffic circulation, access, and appearance.
    - Provide street connections as low-speed alternatives to the highways that will maintain neighborhood safety and integrity.
    - Plan future transportation improvements and land use development at the same time and support a diversity of land uses within walking and biking distance of residential and lodging areas.
    - Support increased coordination and integration of land use and transportation planning and implementation to reduce traffic congestion and protect the natural environment.
        - *The project proposes improvements that address circulation goals and polices, including constructing a connection from Saddlerock Circle to the Soldiers Pass light, pedestrian and bicycle improvements (adding new sidewalks/pathways and widening existing ones), and an improved transit stop.*

- *The parking analysis includes commitments to providing guests with options for getting around town without using their vehicles (shuttles).*
- *The project has not provided connections to the properties to the east of the project site. There are no vehicular connections proposed and the proposed pedestrian connection does not meet minimum size requirements. This connection would not be possible if the project is built as proposed. Not providing this access goes against the goals and policies of the Community Plan as well as LDC requirements for cross access between uses.*

Chapter 5: Environment
See evaluation of the project under Other Adopted Plans, Climate Action Plan.

Chapter 6: Parks, Recreation, and Open Space
Staff did not identify any goals or policies from this chapter that would be relevant to the proposal.

Chapter 7: Economic Development (Goals, Page 89; Policies, Pages 92-93)

- Goal: Recruit new businesses and organizations representing different business and institutional sectors that diversify Sedona's economic base.
- Goal: Preserve and enhance Sedona's tourist based economic sector.
- Relevant Policies:
  - Attract high wage employment opportunities and professional based businesses to diversify the City's economic base and generate positive secondary benefits for the community.
  - Support sustainable tourism that values, respects, and recognizes the economic benefit of tourism based on the protection of the National Forest
    - *The proposal for a hotel does not diversify Sedona's local economy.*
    - *The project documents do not address economic diversification or indicate how the development offers something different than is offered by existing hotels.*

Chapter 8: Community (Goals, Page 97; Policies, Pages106-107)

- Goal: Create increased opportunities for formal and informal social interactions.
- Goal: Enhance opportunities for artistic display, engagement and learning.
- Goal: Preserve and celebrate the community's history.
- Relevant Policies (Pages 106-107):
  - Pursue increased incentives for private installation of arts within the built environment.
    - *The development includes areas that could promote social interactions, such as near the proposed transit stop.*
    - *The development includes a space for public art installation (a requirement of the LDC).*
    - *The project documents state the applicant is working to improve and preserve the nearby Cook's Cemetery. No further details have been provided.*

Soldiers Pass CFA Plan
The project is within the Soldiers Pass CFA. CFAs were identified in the 2013 Community Plan as areas in need of additional planning. A planning effort for this area began in 2014 and a plan was adopted in 2016. This plan was amended in 2022. A complete history of the planning process, links to all meetings held during the planning process, and a copy of the current version of the CFA plan, can be found at the following link:

https://www.sedonaaz.gov/your-government/departments/community-development/community-focus-areas/soldiers-pass-road-cfa

An evaluation of this project in relation to the CFA plan is provided in Attachment 4: CFA Checklist. While there are areas where the plan complies with some recommendations of the CFA Plan, in general, Staff's evaluation found the project to be partially compliant (or unclear on whether the project complies) with most of the recommendations of the plan and non-compliant with some of the larger, overarching recommendations for the planning area, as summarized below:

Areas of Non-Compliance

- Circulation: The CFA Plan recommends improved connectivity and an improved circulation network. While this project provides a new connection between Saddlerock Circle and the light at W State Route 89A as well as improved sidewalks and shared use paths, no connectivity is provided to the properties to the east.

Areas of Partial or Unclear Compliance

- Lodging: The CFA Plan does not recommend additional lodging uses. The CFA plan does allow for a lodging component as part of a Mixed-Use zoning district. This project proposes a primary lodging use and few, if any, public benefits.
- Mitigating impacts of development on existing residential uses: While some mitigation measures are proposed (walls and landscaping), the tallest buildings are located closest to the existing residential uses.
- Housing: While housing is included, it is unclear whether the housing provided will be offset by the additional housing needs created by the hotel.
- Walkability/Bike ability: New sidewalks or widened sidewalks and bike lanes are shown on Saddlerock Circle and the new connector street. No connection to the properties to the east is provided and the improvements along Elk Road are incomplete.
- Green Building/Sustainability: While some recommendations of the City's Sustainability Department have been addressed, other recommendations have not been. Many of the proposed sustainability strategies relate to the ongoing operation of the business, and it is unclear how compliance with these statements will be monitored going forward. Additional evaluation is included under Adopted Plans, Climate Action Plan.
- Cemetery: The LOI states that the applicant is working to improve access to the cemetery. The details of this plan have not been provided, and it is unclear what is being proposed, whether the proposal would be permitted, or whether affected property owners are in agreement.
- Historic Buildings: The LOI states a historic exhibit in the hotel lobby is proposed. No details have been provided.
- Community Spaces: Minimal community spaces are proposed and center around the transit stop. Most of the open spaces appear to be primarily for hotel guests.

Areas of Compliance

- Housing: Provision of a diverse mix of housing types and a commitment that 28 of the units would be restricted to those making no more than 80% of AMI.
- Housing: The project incorporates 1 acre of land that is currently zoned for up to 12 units of multifamily. 40 multifamily units are included in the proposal.
- Circulation: The project provides a connection from Saddlerock Circle to the Soldiers Pass light.
- Circulation: Saddlerock Circle would be converted to right-in/right-out, reducing left-turn movements along 89A.
- Circulation: Access off of 89A is restricted to a single access point.
- Transit: The transit stop is moved out of the travel lane and into the deceleration lane, allowing for freer traffic movement along 89A.
- Building and Site Design: Building layout in the proposal complies with the CFA recommendations. The development fits with the style of development in the CFA.
- Landscaping: The project is not over-planted and meets the minimum native requirements of the LDC. Rainwater harvesting is proposed to limit the amount of water used for landscaping.
- Trees: Existing trees are incorporated into the design of the site.

Adopted Plans

Staff evaluated the proposal relative to other adopted plans, including the Transportation Master Plan, the GO! Sedona Pathways Plan, and the Climate Action Plan. Those evaluations are summarized below.

Transportation Master Plan (TMP)

The TMP recommendations that this project addresses include elimination or consolidation of redundant driveways, limiting left turn movements to and from W State Route 89A, and additional sidewalk connections.

Off-highway connections for bicycles and pedestrians are recommended in the TMP. Though there is an opportunity for this project to include this type of connection, one is not provided.

GO! Sedona Pathways Plan (GO! Plan)
Following the adoption of the TMP, the City developed the GO! Plan, focusing on the trail and pathway system within the City (walkability and bike ability improvements). The GO! Plan emphasizes connected pathways and off-highway connections. While the GO! plan shows an off-highway connection through this property and there is an opportunity for one, the project does not include one. At a minimum, there should be an east-west off-highway connection via a shared use path, which are typically a minimum of 8-10 feet wide.

To further implement the plan, other components recommended by the GO! Plan include amenities such as wayfinding, waystations, and bike parking, integrating transit with bicycle/pedestrian infrastructure. None of these are components of the project.

Climate Action Plan (CAP)
Review for compliance with the CAP, along with other sustainability goals of the City, is done by Sustainability Program Staff. Based on this review, there are areas where the project is compliant and other areas where the Sustainability staff provided additional suggestions. These areas are outlined in the Sustainability comments (Attachment 3) and summarized below:

Areas of Compliance Include:

- Energy Conservation and Emissions Reductions: Use of solar for landscaping and exterior lighting, Mixed use development, Xeriscaping, Electric vehicle charging, and Energy efficient fixtures
- Transportation and Electric Vehicle Support: Provision of charging stations for lodging guests
- Water Conservation: Rainwater harvesting tanks, tankless water coolers, and water efficient features
- Landscaping, Native Plants, and Ecosystem Services: Retaining current native plants, planting native and adaptive species
- Recycling and Compost: Lodging recycling and food waste composting

Additional Suggestions:

- Energy Conservation and Emissions Reductions: Explore APS's Green Choice Program, Explore potential for rooftop solar, Limit new natural gas connections, Incorporate recycled products into construction, Incorporate elements from Coconino County's Sustainable Building Program checklist or explore other certifications (such as through LEED)
- Transportation and Electric Vehicle Support: Add additional electric vehicle charging for multifamily area
- Water Conservation: Evaluate operations for potential reductions in water consumption, Consider using rainwater harvesting for multifamily
- Landscaping, Native Plants, and Ecosystem Services: Increase use of native plants, Develop an invasive species management plan, Consider use of permeable pavement surfaces
- Recycling and Compost: Provide a recycling drop off location, Expand compost pick up service for food waste to multifamily development

Conclusion (Zone Change Evaluation)
The decision of whether to approve a particular zone change is a legislative policy action left to the judgment and discretion of the Planning and Zoning Commission and City Council. A variety of factors are considered when making these decisions, including how the proposal relates to the community's vision and overall consistency with the Sedona Community Plan and other applicable plans. The Planning and Zoning Commission is being asked to evaluate the proposal and forward a recommendation to the City Council.

While no project is expected to meet all of the recommendations and visions of the Community Plan, the applicable CFA Plan, and other adopted plans, zone change applications are expected to move the City closer to realizing this vision and projects should not detract from any of the visions. While the project as proposed is

consistent with some of these recommendations, it falls short in other areas. The evaluation above outlines the projects consistency/non-consistency in detail. To summarize:

- The CFA Plan for the area, along with the Community Plan and other adopted plans, emphasizes improvements to the circulation network, including vehicular, pedestrian, bicycle, and transit connections. While the project provides some of these improvements, the lack of an off-highway connection to the properties to the east is a significant concern of Staff.
- The applicant has included 40 housing units, with 28 deed restricted for affordability, but has not provided sufficient information or details to allow for a determination if this housing will meet the increased demand created by the project.
- Many of the areas where the project has been found to be consistent are a result of complying with LDC requirements and not necessarily an area where the project exceeds the minimum expectations of the LDC.

DISCUSSION (DEVELOPMENT REVIEW)

Staff's full evaluation of the proposal for compliance with LDC requirements is contained in the LDC Checklist (Attachment 5) and is summarized in the Development Proposal section of this staff report.

LDC Section 8.3 contains procedures and rules applicable to all development applications while the following sections contain procedures and rules that apply to specific development applications. LDC Section 8.3.E(5) contains the approval criteria applicable to all development, subdivision, and rezoning applications. As the criteria are the same for a Zone Change and Development Review, these criteria and staff's evaluation of the project for compliance with these criteria are provided below for both the ZC and DEV requests.

APPROVAL CRITERIA APPLICABLE TO ALL APPLICATIONS (ZC & DEV)

A. Generally

1. Unless otherwise specified in this Code, City review and decision-making bodies shall review all development applications submitted pursuant to this article for compliance with the general review criteria stated below.
2. The application may also be subject to additional review criteria specific to the type of application, as set forth in section 8.4 through 8.8.
3. If there is a conflict between the general review criteria in this section and the specific review criteria in section 8.4 through 8.8, the applicable review criteria in sections 8.4 through 8.8 control.

Staff Evaluation: *The project has been reviewed for compliance with all applicable criteria. Therefore, staff believes this criterion is met.*

B. Prior Approvals

The proposed development shall be consistent with the terms and conditions of any prior land use approval, plan, or plat approval that is in effect and not proposed to be changed. This includes an approved phasing plan for development and installation of public improvements and amenities.

Staff Evaluation: *There are no prior approvals with which this development would need to be consistent. Therefore, staff believes this criterion is met.*

C. Consistency with Sedona Community Plan and Other Applicable Plans

Except for proposed subdivisions, the proposed development shall be consistent with and conform to the Sedona Community Plan, Community Focus Area plans, and any other applicable plans. The decision-making authority:

1. Shall weigh competing plan goals, policies, and strategies; and
2. May approve an application that provides a public benefit even if the development is contrary to some of the goals, policies, or strategies in the Sedona Community Plan or other applicable plans.

Staff Evaluation: *As outlined in the evaluation of the ZC, this proposal is not consistent with, and does not conform to, or is only partially consistent with, the Sedona Community Plan, the Soldiers Pass CFA Plan, the Transportation Master Plan, the GO! Sedona Pathways Plan, and the Climate Action Plan. The proposal contradicts many of the policies within these documents.*

When a project is out of compliance with these documents, staff evaluates the proposal to determine if there are conditions that could be placed on a project to bring it into closer conformance with the recommendations of the plans. As currently designed, and based on the lack of changes to the plans when comments have been provided previously, Staff does not believe that there are conditions that could be placed on the project to bring it into compliance.

Therefore, staff does not believe this criterion is met or that it can be met with the current proposal and design.

D. Compliance with This Code and Other Applicable Regulations

The proposed development shall be consistent with the purpose statements of this Code and comply with all applicable standards in this Code and all other applicable regulations, requirements and plans, unless the standard is lawfully modified or varied. Compliance with these standards is applied at the level of detail required for the subject submittal.

Staff Evaluation: *As outlined in the Development Proposal section of this Staff Report, along with the LDC Checklist (Attachment 5), this proposal is not consistent with the purpose statements of the LDC, does not comply with all applicable standards, and does not include any requests to modify or vary the standards.*

When a project is out of compliance with the LDC, staff evaluates the proposal to determine if there are conditions that could be placed on a project to bring it into compliance with the recommendations of the plans. As currently designed, and based on the lack of changes to the plans when comments have been provided previously, Staff does not believe that there are conditions that could be placed on the project to bring it into compliance.

Therefore, staff does not believe this criterion is met or that it can be met with the current proposal and design.

E. Minimizes Impacts on Adjoining Property Owners

The proposed development shall not cause significant adverse impacts on surrounding properties. The applicant shall make a good-faith effort to address concerns of the adjoining property owners in the immediate neighborhood as defined in the Citizen Participation Plan for the specific development project, if such a plan is required.

Staff Evaluation: *The applicant completed a Citizen Participation Plan for the project. A Citizen Participation Report was provided by the applicant (Attachment 2). The Citizen Participation Report does not include any information regarding changes that may have been made in response to public comments.*

Staff completed the required noticing and all public comments received are included as Attachment 6. The public comments received generally are opposed to the project for the following reasons:

- *Opposed to a new hotel*
- *Concerns about traffic and congestion*
- *Concerns that not enough parking is provided*
- *Concerns of insufficient utility services/infrastructure for the project*
- *Concerns regarding building and site design (heights, lighting, landscaping, etc.)*

While some issues brought up by the public are outside the City's expertise (i.e., the City relies on the water company to determine whether sufficient capacity exists), other issues brought are similar to questions

that City Staff has asked that have not been satisfactorily addressed (e.g., circulation, parking). The comments about building and site design could be addressed through compliance with the LDC requirements. However, as outlined in Staff's evaluation of the project in relation to the LDC, the project as currently designed does not comply.

While providing a satisfactory response to the outstanding issues and redesigning the project to meet the LDC requirements would go towards addressing this criterion (minimizing impacts on adjoining property owners), this has not been done.

Further, the overarching theme for many of these comments was questioning the appropriateness of a hotel in this location. In amending the CFA Plan to remove the recommendation for additional lodging uses in this area, City Council has indicated that they agree with the residents that a hotel at this location is likely not an appropriate use.

Therefore, staff believes that, as currently proposed, this project does not minimize impacts on adjoining property owners and this criterion is not met.

F. Consistent with Intergovernmental Agreements

The proposed development shall be consistent with any adopted intergovernmental agreements and comply with the terms and conditions of any intergovernmental agreements incorporated by reference into this Code.

Staff Evaluation: *There are no intergovernmental agreements that impact this project. This criterion does not apply to this request.*

G. Minimizes Adverse Environmental Impacts

The proposed development shall be designed to minimize negative environmental impacts and shall not cause significant adverse impacts on the natural environment. Examples of the natural environment include water, air, noise, stormwater management, wildlife habitat, soils, and native vegetation.

Staff Evaluation: *The City's Sustainability staff evaluated the original proposal and, while they did note some positives in the proposal, there were a number of areas they identified that would bring the project into greater compliance with the Climate Action Plan. Areas they identified for potential improvement include additional solar, an increased focus on water conservation and native landscaping, and providing the same level of service for the residential units as is being provided for the hotel use (electric vehicle charging, recycling, and compost). Therefore, staff does not believe this criterion is met.*

H. Minimizes Adverse Fiscal Impacts

The proposed development shall not result in significant adverse fiscal impacts on the City.

Staff Evaluation: *No adverse fiscal impacts on the City are anticipated. Therefore, staff believes this criterion is met.*

I. Compliance with Utility, Service, and Improvement Standards

As applicable, the proposed development shall comply with federal, state, county, service district, City and other regulatory authority standards, and design/construction specifications for roads, access, drainage, water, sewer, schools, emergency/fire protection, and similar standards.

Staff Evaluation: *The application materials for this proposal were provided to review agencies for an opportunity to review. The only comment received was from the City's Public Works Department regarding the sewer report. The sewer report has not been updated as the project has changed, and the Public Works Department has requested that the number of sewer connections be reduced, which would help to address flow and odor issues identified in the area. The Wastewater Department has also requested a small easement for an underground odor control bio filter along Saddlerock Circle, which has not been addressed by the applicant. Until these issues are addressed, this criterion is not being met.*

J. Provides Adequate Road Systems

Adequate road capacity must exist to serve the uses permitted under the proposed development, and the proposed uses shall be designed to ensure safe ingress and egress onto the site and safe road conditions around the site, including adequate access onto the site for fire, public safety, and EMS services. The proposed development shall also provide appropriate traffic improvements based on traffic impacts.

Staff Evaluation: *Provision of the connection from Saddlerock Circle to the light at Soldiers Pass is a positive for this project. However, this project should also be meeting the LDC requirements for cross access to the properties to the east. Unless that connection is provided, staff does not believe this criterion is met.*

K. Provides Adequate Public Services and Facilities

Adequate public service and facility capacity must exist to accommodate uses permitted under the proposed development at the time the needs or demands arise, while maintaining adequate levels of service to existing development. Public services and facilities include, but are not limited to, roads, potable water, sewer, schools, public safety, fire protection, libraries, and vehicle/pedestrian connections and access within the site and to adjacent properties.

Staff Evaluation: *Adequate public service and facility capacity exists to accommodate the proposed development. All applicable review agencies have reviewed the plans and have not stated any concerns from a serviceability standpoint. Therefore, staff believes this criterion is met.*

L. Rational Phasing Plan

If the application involves phases, each phase of the proposed development shall contain all of the required streets, utilities, landscaping, open space, and other improvements that are required to comply with the project's cumulative development to date and shall not depend upon subsequent phases for those improvements.

Staff Evaluation: *The project is proposed to be developed in a single phase. Therefore, staff believes this criterion is met.*

Staff Recommendation

Staff is recommending denial of the proposed Zone Change and Development Review based on the following:

1. As outlined in the staff report and staff evaluation, the proposal is not in compliance with applicable goals and policies of the Community Plan.
2. As outlined in the staff report and staff evaluation, the proposal is in partial compliance with applicable goals and policies of the Soldiers Pass CFA Plan.
3. As outlined in the staff report and staff evaluation, the proposal is not in compliance with applicable goals and policies of other adopted plans, including the Transportation Master Plan, the GO! Sedona Pathways Plan, and the Climate Action Plan.
4. The proposal directly contradicts multiple goals and policies in the above-mentioned plans.
5. As outlined in the staff report and staff evaluation, the proposal does not meet the requirements of the Land Development Code for this type of development.
6. The proposal does not comply with applicable review criteria as outlined in the Staff Report.

City of Sedona
Community Development Department
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STAFF RECOMMENDATION (ZONE CHANGE, DEVELOPMENT REVIEW)

Based on lack of compliance with ordinance requirements, inconsistency with the Sedona Community Plan, Soldiers Pass CFA Plan, Transportation Master Plan, GO! Sedona Pathways Plan, Climate Action Plan, the Land Development Code, and the requirements for approval, as detailed in the attached Staff Report and accompanying exhibits, Staff recommends denial of the proposed Zone Change and Development Review as set forth in case number PZ19-00005 (ZC, DEV), Village at Saddlerock Crossing.

Sample Motions for Commission Use

Please note that the following motions are offered as samples only and that the Commission may make other motions as appropriate. If the Commission disagrees with Staff's evaluation and recommendation, the Commission should provide clarification/direction regarding how they believe the required findings are being met and Staff would request a continuance to allow for appropriate findings and conditions of approval to be drafted. A potential motion for a continuance is included below.

Recommended Motion for Denial (ZC):

I move to recommend to the Sedona City Council denial of the proposed zoning request as set forth in case number PZ19-00005 (ZC), Village at Saddlerock Crossing, based on lack of compliance with ordinance requirements, inconsistency with the Sedona Community Plan, Soldiers Pass CFA Plan, Transportation Master Plan, GO! Sedona Pathways Plan, Climate Action Plan, the Land Development Code, and the requirements for approval, as specified in LDC Sections 8.3 and 8.6, and failure to satisfy the Zone Change findings and applicable Land Development Code requirements as outlined in the staff report and accompanying exhibits, which staff report and exhibits are hereby adopted as the findings of the Planning and Zoning Commission.

Alternative Motion for Approval (ZC)

I move to recommend to the Sedona City Council approval of case number PZ19-00005 (ZC), Village at Saddlerock Crossing, based on the following findings (please specify findings).

Recommended Motion for Denial (DEV)

I move for denial of case number PZ19-00005 (DEV), Village at Saddlerock Crossing, based on lack of compliance with all ordinance requirements of LDC Sections 8.3 and 8.4 and failure to satisfy the Development Review findings and applicable Land Development Code requirements as outlined in the staff report and accompanying exhibits, which staff report and exhibits are hereby adopted as the findings of the Planning and Zoning Commission, and the attached conditions of approval.

Alternative Motion for Approval (DEV)

I move for approval of case number PZ19-00005 (DEV), Village at Saddlerock Crossing, based on the following findings (specify findings).

Alternative Motion for Continuance (ZC, DEV)

I move for continuance of the public hearing for case number PZ19-00005 (ZC, DEV), Village at Saddlerock Crossing, to the Planning and Zoning Commission public hearing on (please specify date).

Vicinity Map

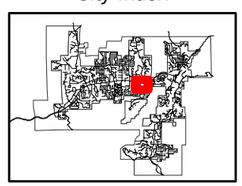
Selected Parcels Village at Saddlerock

- Selected Parcels
- Zoning Boundary
- Building Footprint
- Parcel Boundary
- Trail
- Street Centerline

N

0 55 110 Feet

City Index



GIS, City of Sedona
07/12/2017
g:/pubreq/projects/steventhompson/villageatsaddlerock/mxds/selectedparcels_vicinity.mxd

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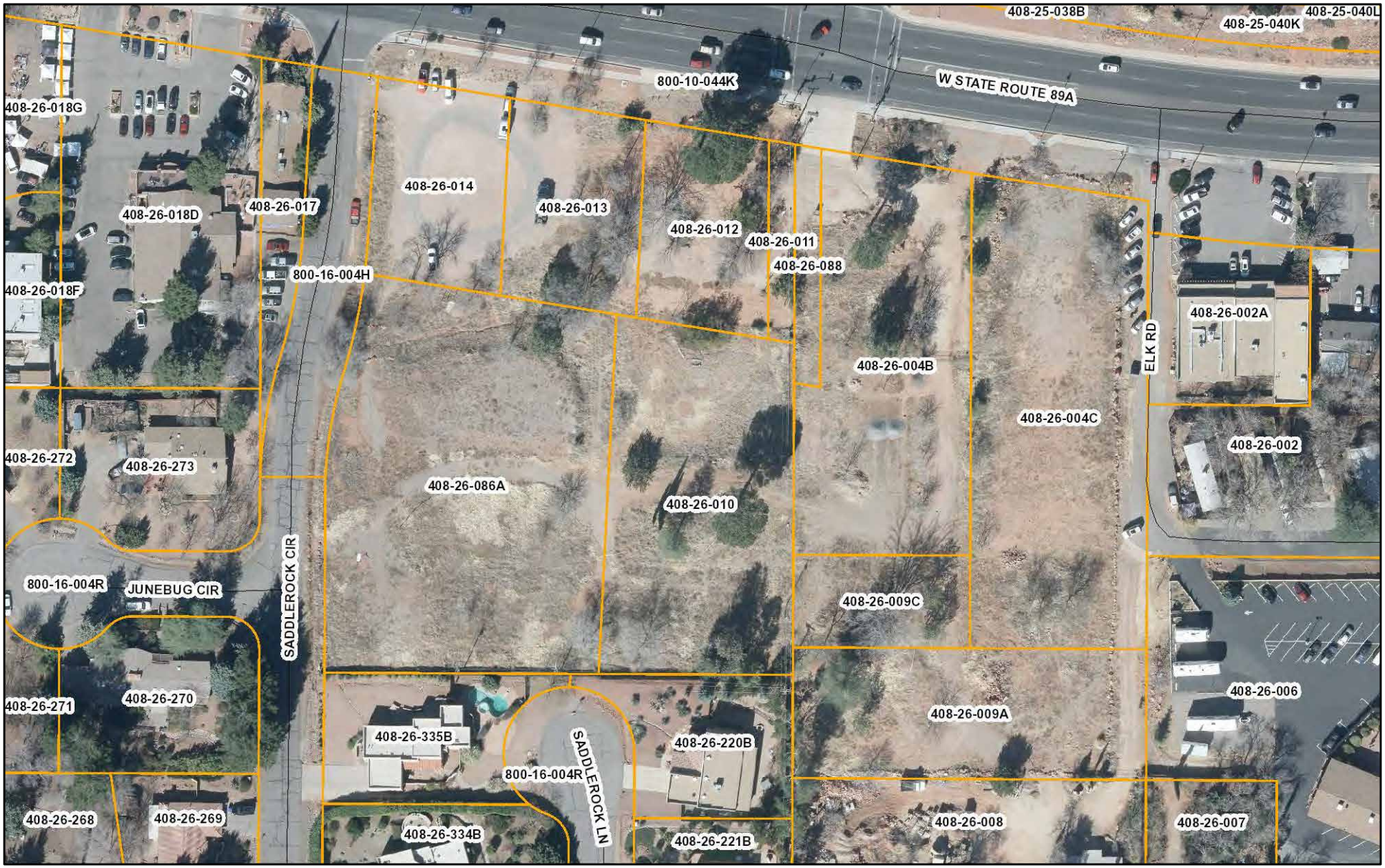
The information is provided on an "as-is" basis. The City of Sedona shall have neither liability nor responsibility to any person or entity with respect to any loss or damages in connection with or rising from the information contained on this map.

Village at Saddlerock Crossing



September 29, 2020

1:1,264

0 0.01 0.02 0.04 mi

0 0.015 0.03 0.06 km

City of Sedona, 102 Roadrunner Drive, Arizona, 86336, USA.
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Agenda Item 6a, Attachment 2

Project Application Materials Available at the following link:

https://www.sedonaaz.gov/your-government/departments/community-development/projects-and-proposals/the-village-at-saddlerock-crossing-oxford-hotel

Documents at the Above Link Include:

i. Letter of Intent and Other Small Documents
ii. Architectural Plan
iii. Architectural Details
iv. Engineering Reports
v. Other Project Documents (Supplemental Site Plans and Survey)
vi. Citizen Participation Report
vii. Geotechnical Report

Agenda Item 6a, Attachment 3

Review Agency Comments

1. City of Sedona Community Development
2. City of Sedona Public Works/Engineering
3. City of Sedona Sustainability Program

City Of Sedona Community Development Department
102 Roadrunner Drive Sedona, AZ 86336
(928) 282-1154 · www.sedonaaz.gov/cd

PZ19-00005 (ZC, DEV) Village at Saddlerock Crossing Comprehensive Review

1. Comprehensive Review

a) City Staff has reviewed this project multiple times and has previously provided comments regarding how to bring the project into greater compliance with the CFA plan and LDC. It appears many of those comments have not been addressed. Staff has not included those comments again below, as it is assumed that the applicant is not open to making those changes. Removal of those comments should not be interpreted as staff support of the direction of the project, but rather an acknowledgement that the applicant is choosing to move forward with the project as is. A full evaluation by staff will be done when this project is scheduled for public hearing. For reference, the previous comments are attached.

Comments not sufficiently addressed in the latest (May 2023) submittal. The following are previously provided comments that have not been addressed, with Staff clarifications in red italics.

2. 2022 CFA Amendments and Proposed Zoning District

a) The Soldier's Pass CFA was amended in August 2022. Rather than lodging uses, the CFA now recommends mixed use development and states that "No additional lodging uses are recommended in this CFA." (page 11) The application should be updated to address the current version of the CFA plan.

Not addressed. Applicant has not acknowledged CFA amendments and wants the project reviewed under the previous CFA plan.

3. Community Plan and Soldiers Pass CFA Plan

a) Land Use

i) Previous plans showed a connection to Elk Road, which is not on the current plans. A connection to Elk Road is needed to address the CFA goal of coordinated development. (CFA Page 10) This is also a requirement of LDC Section 5.4 (Access, Connectivity, and Circulation).

ii) July 2021 Comments

(1) Previous plans showed a connection to Elk Road, which does not appear to be on the current plans. A connection to Elk Road (either vehicular or pedestrian) is needed to address the CFA goal of coordinated development.

Not addressed. Plans include a "3' granite walk path" from the south side of the parking garage. This does not address the CFA goal of coordinated development or the requirements of LDC Section 5.4.

b) Circulation

i) The lack of a connection to Elk Road prevents this development from meeting the CFA goal of improving access between businesses and neighborhoods and reducing conflicts on State Route 89A. (CFA Pages 9, 12, 14, 17) While the LOI states that a connection is provided, one is not shown on the plans.

ii) July 2021 Comments

(1) The lack of a connection to Elk Road prevents this development from meeting the CFA goal of improving access between businesses and neighborhoods and reducing conflicts on State Route 89A.

(2) The CFA plan encourages safer crossings of 89A through enhanced crosswalks, medians, and/or roundabouts. Indicate whether any improvements are proposed that would lead to safer crossings of 89A.

Not addressed. Plans include a "3' granite walk path" from the south side of the parking garage. This does not address the CFA goal of coordinated development or the requirements of LDC Section 5.4. No changes to 89A are proposed to meet the goal of safer crossing of 89A.

c) *Other July 2021 Comments*

i) Environment

(1) Indicate how the following Environment Goals of the CFA will be met:

(a) Waste reduction measures should be integrated into building construction, maintenance, and business operations, including the utilization of recycled building materials.

No information provided.

(2) Provide information regarding the output of the proposed solar carports. In addition, the project should consider including on-building solar.

On-building solar is not being proposed (recommended by Sustainability).

ii) Community

(1) Provide more building design details showing how this development will fit into the design of both the CFA and Sedona as well as the natural environment.

No information provided.

iii) Sense of Community

(1) Indicate where the development proposed open, shared community space. The rooftop terrace would not meet the intent of this section.

The plans now show fences between all the buildings, eliminating the potential for shared, community space in the open space area.

4. Letter of Intent (LOI)

a) Comments included in this section generally refer to clarifications and corrections to the submitted LOI. Other sections include comments specific to different aspects of the project. The LOI must be updated to reflect changes made based on all comments.

b) The LOI states that 3.95 acres of the site are occupied by lodging. Indicate on the site plan how this 3.95 acres is being calculated. The areas must include hotel buildings and parking.

i) *The CFA statement regarding the total number of acres of lodging within the CFA has been removed and replaced with a statement that no additional lodging uses are recommended.*

ii) *The entrance to the parking structure and area along the road is shown as all "multifamily site area". As these areas would be used by both the lodging and multifamily uses, it needs to be split up and attributed to both uses.*

iii) *Tab 7 in the LOI has not been updated.*

While the calculation of "Lodging Area" has been updated, the application has not addressed the CFA no longer recommending lodging uses, the areas common to both the lodging and multi-family uses are still attributed only to the multi-family uses, and Tab 7 has not been updated.

5. Site Plan

a) 2021 Comment: The site plan includes one trash and one recycle dumpster for the hotel and one combination dumpster for the multifamily uses. This does not seem to be enough capacity for the anticipated level of use. In addition, separate trash and recycling dumpsters need to be provided (no combination dumpsters).

No increase or change to number/location of dumpsters.

6. Housing Units (2021 comments)

a) Over 50% of the units are proposed to be studio units. The project should consider a greater diversity of unit types.

No changes to unit count.

b) Provide information regarding the total number of employees the hotel anticipates having, what percentage of employees will be able to be housed on-site, and any other proposed strategies for housing employees not able to live on-site.

LOI states 20-30 full time employees and does not include any information regarding part-time employees.

7. Height (LDC Section 2.24.E)

a) These plans are the first time that complete height information has been provided and a comprehensive review of heights has been able to be conducted. The following comments would need to be addressed for staff to find that the proposed buildings meet height requirements. If the applicant has questions about heights, they would be encouraged to meet with staff prior to resubmitting plans.

Applicant did not meet with staff to discuss any of the comments.

b) Under alternate standards, the proposed paint colors would get the maximum of 5 points. To get a full 10 points (as needed by some buildings), the maximum unrelieved building plane would be 400 square feet. The plans show multiple building planes exceeding 400 square feet – modify height or unrelieved building planes.

i) For each building, clearly show which building planes are the largest – the way the information is presented, it appears that multiple different building planes are being combined and the plans show significantly larger building planes than would be otherwise permitted.

Unrelieved building planes are not measured correctly.

c) **Lobby/Restaurant**

i) Requires 10 points under alternate standards. 5 points are achieved through paint color. The largest unrelieved building plane is limited to 400 square feet for the other 5 points. Clearly show this on the elevations.

Not changed, the elevation with the largest wall (elevator wall) removed from building plans, included on massing plan.

ii) The exemption for building planes to exceed 800 square feet (LDC Section 5.7.F(2)c.3) applies for the standard requirement that commercial buildings not exceed 800 square feet – not when alternate standards are being applied. As this building will apply alternate standards, the wall currently shown exceeding 800 square feet needs to be reduced to no more than 400 square feet.

No changes, elevation taken out of building plans. Massing plan shows this wall exceeding 800 square feet, along with multiple others exceeding 400 square feet. Some of the other areas exceeding 400 square feet may be less, as it appears the massing plan combines planes that may not need to be combined, but the delineation is not clear or reviewable by staff. Other plans show a change in building materials, which does not meet the requirements for unrelieved building planes for height and the elevations show a staircase enclosure with the wall/windows calculated separately, which is not permitted unless the windows are recessed a minimum of 1 foot, which it does not appear that they are.

iii) Heights 2 & 16: labeled as "stairs" – provide calculation for total area, no more than 5% of roof area.

Added mechanical equipment screening over Height 9 – no height for mechanical equipment provided.

iv) Heights 7 & 11: labeled as "elevator equipment", but shown as being used for AC units on the roof plan. If this area is used for AC units, it would be considered under the exception for mechanical equipment, which requires a 6 foot setback from the edge of the roof. Provide calculation for total area (no more than 5% of roof area) and ensure correct exemption is being applied.

Area shown at less than 700 square feet (less than 5% of roof area), but this section is 50 feet wide (on the floorplans, 60 feet wide on the height exhibit) and the elevators on the floor plan area approximately 25 feet wide (2 elevators). Not clear that this area is being used for elevator equipment, and, if it is not, would not qualify for the height exception.

d) **Hotel Buildings**

i) The area shown for Mechanical Equipment Screening (250 square feet) and the Stairwell enclosures (350 square feet) scale to larger areas than called out on the plans – measurements show these areas at approximately 800 square feet. A maximum of 5% of the building footprint is permitted.

(1) The calculations on the site plan state these buildings are 11,500 square feet while the building plans state 12,000. Confirm total size of the buildings and ensure the combined mechanical/stair area does not exceed 5% of the building footprint.

Mechanical equipment area scales to slightly larger than 350 square feet. In addition, the area claimed for the elevator exemption (separate from the stair/mechanical equipment exception) includes a stairway – less than half of the area claimed for the elevator exemption includes the elevator.

ii) **West Wing**

(1) Building requires 10 points under alternate standards. 5 points are achieved through paint color. The largest unrelieved building plane is limited to 400 square feet for the other 5 points. Clearly show this on the elevations.

Wndows and doors are not included in the calculation, which is not permitted unless the windows are recessed a minimum of 1 foot, which it does not appear that they are.

(2) Heights 12 & 14: Note says additional height is being applied, but no calculation of total area additional height is being applied to is provided. The code section that allows for this exception limits the exception to 10% of the total building footprints on the site – show compliance with this requirement.

Unclear why the calculated area does not extend all the way to the parapet. Likely under 10% of the building footprint for the site, but total calculation is not provided.

iii) **North Wing**

(1) Building requires 10 points under alternate standards. 5 points are achieved through paint color. The largest unrelieved building plane is limited to 400 square feet for the other 5 points. Clearly show this on the elevations.

Windows and doors are not included in the calculation, which is not permitted unless the windows are recessed a minimum of 1 foot, which it does not appear that they are.

iv) **East Wing**

(1) Building requires 9 points under alternate standards. 5 points are achieved through paint color. The largest unrelieved building plane is limited to 450 square feet for the other 5 points. Clearly show this on the elevations.

Windows and doors are not included in the calculation, which is not permitted unless the windows are recessed a minimum of 1 foot, which it does not appear that they are.

v) **Treehouse Units**

(1) Building requires 10 points under alternate standards. 5 points are achieved through paint color. The largest unrelieved building plane is limited to 400 square feet for the other 5 points. Clearly show this on the elevations.

The elevations/massing plan shows the unrelieved building planes broken up by a change in building materials. This does not break up building planes when being used to increase height. Windows are calculated separately, which is not permitted unless the windows are recessed a minimum of 1 foot, which it does not appear that they are.

e) **Multi-family North**

i) Provide parapet heights.

Parapet heights not added to roof height schedule. Parapet between Heights 1 and 3 exceeds 27 feet above natural grade, maximum height is 27 feet. With the parapets at 27 feet tall, the building would need 10 points under alternate standards and the largest unrelieved building plane would be limited to 400 square feet. Same issue as with the hotel buildings, they are using a change in building materials, which does not work to break up building planes when using it for height and they are not including windows in their calculation, which they would need to do unless the windows were recessed a minimum of 1 foot.

2. Parking Analysis and Parking Plan (LDC Section 5.5)

a) *Based on the initial information provided, Staff has the following comments on the parking calculations:*

i) If an accessory use (restaurant, conference center) is 100% used by guests, the parking requirement cannot be "0", as additional staff would be needed for these uses.

Conference center not addressed in parking requirements other than to say that it's a typical use of hotels and no additional parking is required.

ii) Include the total square footage of conference space and include in parking calculation. If the conference space is being proposed for guests only, that would need to be included in the parking analysis, which would propose the appropriate reduction.

Not addressed.

iii) The plans show 24 studios, 8 1-bedroom units, and 8 2-bedroom units. Amend parking calculations to match the submitted plans.

Parking study has not been updated. Parking calculations on plans have been changed to reflect what is shown in parking study, but plans show 8 2-bedroom units, 8 1-bedroom units, and 24 studios. This would reduce the total number of parking spaces required for the housing from their calculation of 53 spaces to 48 spaces.

b) *After the parking counts have been updated, update parking analysis to reflect the correct parking requirement, amount of parking provided, and justifications for requested reductions. After a revised analysis has been provided, staff will provide additional comments on the proposed parking reductions. Comments on the current parking analysis are as follows:*

i) Explain how the 114 hotel units only equate to a parking demand of 23 spaces. Table 3 states that the weekend parking demand would be 1.15 spaces per unit, which would equate to 131 parking spaces, not 23 as stated in the table.

Page 9 of parking analysis states that as buses or shuttles will be available to transport visitors staying at the hotel to sites around the city, parking requirements may experience further reduced demand. Unsure how this would work, as guests of the hotel who would be using the shuttles would likely end up leaving their car at the hotel, making that space not available for other uses during the day, potentially increasing the parking demand rather than reducing it.

c) *If parking reductions are proposed due to hotel guest use of the restaurant and meeting facility, provide methods/strategies to ensure that the property operates as outlined when evaluating the parking reductions.*

Parking study mentions a reservation system that would limit the number of non-guests. No additional information is provided.

d) *Loading spaces are required (LDC 5.5.G). Show location. In addition, the project should anticipate trolleys, jeeps, and/or other tours needing space for pick up/drop off.*

Loading spaces not provided/designated.

3. Building Design (LDC Section 5.7.F)

a) LDC Section 5.7.F(2)c.3 (Unrelieved Building Plane): Provide a precise calculation for the largest unrelieved building plane on each elevation. Due to the application of alternate standards (see height comments), the largest unrelieved building planes are limited to 400 square feet on most buildings.

Not addressed. See additional comments under height sections.

b) LDC Section 5.7.F(2)c.5 (Transparency): Provide a calculation for the amount of windows for each level of each façade facing a public street/public area. A minimum of 30% is required for ground floor, a minimum of 15% is required for upper floors.

i) *"End Elevation (89A)" is showing 8% windows on the ground floor and 10% on the upper floor. Increase window/door area to meet code requirements.*

Calculations not included on elevations. End elevations do not appear to comply. Multifamily north elevations do not appear to comply.

c) LDC Section 5.7.F(2)c.6: Roofline Variation: Maximum roofline length is 50 feet. Modify the following rooflines:

i) Roofline at the elevators in the lobby buildings exceeds 60 feet.

Shown at 50 feet on some plans, 60 feet on others.

4. Master Sign Plan (LDC Article 6)

a) Monument Signs

i) The site plan shows the monument signs within the required 30-foot visibility triangles at the corners. Move monument signs out of visibility triangles or reduce to less than 3 feet in height.

(1) *While the site plan state "Located outside of 30' visibility triangle," the master sign plan and the site plan show the signs placed directly at the property corners, within the visibility triangle. Modify plans to show signs in correct location.*

The corner of 89A/new road shows a 10' visibility triangle, but the note states 30' visibility triangle. A 30' visibility triangle would be required at this location.

b) Information Signs: Provide information regarding what is proposed as information signs. The plans show these scattered throughout the property, not just at the entrances to the buildings. These signs are only exempt if they are limited to a maximum of two square feet per business entrance. Location and/or size not in compliance with this restriction would cause them to lose their exempt status. If they are exempt from permitting, they still must be included in the Master Sign Plan.

i) The LDC defines Informational Signs as follows: A sign used to indicate or provide information or direction with respect to permitted uses on the property, including, but not limited to, signs indicating the hours of operation, and such signs as "No Smoking," "Open," "Closed," "Restrooms," "No Solicitors," "Deliveries In Rear," current credit card signs, trade association emblems, and the like.

ii) *Provide sufficient information to confirm that what is being proposed as "Informational Signs" meets the code definition of informational signs.*

Page 1 of Sign Plan states that information signs will be lit with "General Circulation Illumination". Page 4 of Sign Plan shows the information signs with sign-specific lighting. No sign lighting is included in the lighting plan.

Public Works Department
102 Roadrunner Drive Sedona, AZ 86336
(928) 204-7111 · Fax: (928) 282-5348;
Hanako Ueda, EIT (928) 203-5024

PZ19-0005 (DEV)
Village At Saddlerock Crossing (Comprehensive)
6/22/2023

Engineering Comments

Please address all comments by the next submittal:

1. Please provide a geotechnical report.
2. Please provide a sealed drainage & sewer report. Update sewer report with the new number of rooms.
3. The sewer main line in this area experiences odor issues, so the wastewater department is requesting a small easement for an underground odor control bio filter along Saddlerock Circle. Please coordinate with Wastewater Director Roxanne Holland (928)-203-5069 or RHolland@sedonaaz.gov) for details.

Prior to Issuance of grading and Building Permits:

- We would prefer to reduce the number of sewer connections. Please consider connecting all northern buildings to a trunk line, similar to the southern buildings, and discharge at a manhole with surge protection & backwater valves. This would benefit the flow & odor issue.
- Please create tighter turns into the porte cochere in order to distinguish through traffic away from hotel traffic. Other methods like striping is an option.
- Please show driveway/curb ramp details at the parking garage entrance.
- Please provide a pavement striping plan. Please include the new right turn lane on 89A.
- Please provide the final 50' access easement prior to final acceptance.
- ADA parking spaces shall be 11' wide
- Ensure all basements and underground structures are protected from flooding, and design calculations include hydrostatic forces.
- Catch basins in parking lots require oil & debris filters.
- Design for the right turn deceleration lane and other infrastructure on 89A must be approved by ADOT.
- All sewer laterals must have a cleanout at the property/easement line.
- Include a end-of-line clean out southeast of the Multi-Family South units.
- Please offset parking spaces that are at a 90 degree angle to each other to prevent trapping vehicles.
- An elevation Certificate from an Arizona Registered Land Surveyor is required for each building.
- For projects involving grading of more than 5,000 cubic yards, a haul plan, a dust control plan, a topsoil reutilization plan, a stormwater pollution prevention plan, and a traffic control plan shall be required. Each must be acceptable to and approved by the City Engineer. (DREAM 3.1.H.6.i).
- For projects involving grading of more than 5,000 cubic yards, an assurance bond is required per DREAM 3.1.G.1.
- Since this proposes more than 1 acre of disturbance, an AZPDES Construction Activity General Permit (CGP) must be submitted to ADEQ. We will need a copy of the ADEQ Permit Authorization Certificate prior to issuance of a building permit. Please see the AZPDES website at: http://www.azdeq.gov/node/524
- Provide Final Grading and Drainage Plans. The Site Plan shall meet the requirements of DREAM Chapter 3.1.
- Provide the Final Drainage Report. Include surcharge calculations and design recommendations for basements below the floodplain.
- Applicant shall follow the City of Sedona Land Development Code in its entirety.
- Applicant shall provide a Storm Water Pollution Prevention Plan. SWPPP measures shall be in place prior to the start of construction (DREAM 3.1). Storm water quality measures shall also comply with City

of Sedona Code requirements (City Code Chapter 13.5)

- Accessible sidewalks and parking areas will need to meet the current US Dept. of Justice ADA requirements.
- Accessible parking/signage shall meet the requirements of the City LDC and DREAM documents.
- All concrete within the City ROW shall be colored “Sedona Red” (Davis 160 color).

MEMO

To: Cari Meyer, Planning Manager
From: Sustainability Program Staff
sustainability@sedonaaz.gov
(928) 203-5127
Date: June 20th, 2023
Subject: Comments for The Village at Saddlerock Crossing Application

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Energy Conservation and Emissions Reductions

Upon reviewing the application materials, the Sustainability Program commends the applicant for use of solar photovoltaics for landscaping and exterior lighting, mixed used development, xeriscaping components, electric vehicle charging stations, and energy efficient fixtures. Some additional suggestions for consideration are below:

1) The Sustainability Program suggests exploring APS's Green Choice Program, which allows for portions of the electricity consumed on site to come from green renewable energy sources.

2) The Sustainability Program would also recommend that the Village at Saddlerock Crossing explore the potential for rooftop solar panels. As a commercial property, they may be eligible for a federal tax credit for up to 26% of the costs of any installed solar through the Commercial ITC Program. The orientation of some buildings (flat roofs that run east to west) would be ideal for solar, which would benefit from south-facing panels. Buildings should be designed to be solar ready. It is the Sustainability Program's recommendation to install solar photovoltaics at the start to reduce long-term costs, emissions, and impacts to operations if completed at a later date.

3) Natural gas is a significant greenhouse gas that contributed to over 30,000 metric tons of CO_2e in the 2018 Climate Action Plan inventory. New natural gas connections should be avoided whenever feasible. Heating and cooling of facilities should be done through passive designs or appliance alternatives like mini-splits and heat pumps. Potential VRF systems may be suitable for a number of buildings in the proposed development.

4) Recycled content or carbon sequestered concrete products can reduce the embedded carbon on the construction process and lower the buildings total carbon footprint. Incorporate these products into the design if feasible. A company in Flagstaff may be able to assist with identifying suitable solutions, as they are beginning a project using these products.

5) While the property is not located in Coconino County, the Sustainability Program encourages the pursuit of incorporating as many elements as feasible from Coconino County's Sustainable Building Program Checklist. Other certifications such as LEED could be pursued as well.

Transportation and Electric Vehicle Support

The inclusion of vehicle charging stations is a nice addition to the site plans. Charging stations that accommodate and are positioned for usage from residences in the multi-family buildings would be desired.

Electrical infrastructure should be considered for expansion to charging station access in multi-family areas, in addition to chargers found for lodging participants.

Water Conservation

The inclusion of rainwater harvesting devices, tankless water coolers, and water efficient fixtures are nice additions to the proposed development. Additional suggestions follow:

6) Evaluate restaurant operations, multi-family buildings, and appliances for additional reductions in water consumption, such as installation of leak detection devices on water supply lines.

7) Consider using harvested rainwater on multi-family buildings as well. For rainwater amounts collected that are in excess of short-term irrigation needs, consider systems for use in non-potable indoor use, or for potable use by incorporating filtration systems if financially feasible.

Landscaping, Native Plants, and Ecosystem Services
Efforts to retain current native plants on-site, along with planting native and adaptive species in new plantings aligns well with the Climate Action Plan and is strongly encouraged. Some additional suggestions for consideration are below:

8) Native plants: Plant species chosen for the property should align with the City of Sedona's approved plant list. With annual temperatures increasing, as well as the risk of extensive drought, it would be beneficial to increase the use of native vegetation that is adaptive and drought tolerant to reduce the reliance on water resources. Consider placing the native plants and green infrastructure between pedestrian walkways or shared-use paths and vehicular roads.

9) Consider the development of an invasive species management plan. When developing the site, the subsequent disturbed area can provide an opportunity for invasives to establish themselves. Local partners, as well as the University of Arizona's Pest Management Center, may be able to provide additional support if desired.

10) Conder the utilization of permeable pavement surfaces in pathways and applicable parking areas in tandem with green infrastructure and stormwater management efforts.

Recycling and Compost
The lodging recycling and food waste composting efforts are a welcome sight in the letter of intent. Additional suggestions are below:

11) Recycling drop off location: Considerations should be made on providing increased recycling access for users of the property, in particular in permanent residence locations. A recycling drop-off location in collaboration with Sedona Recycles, or other vendor, would be ideal and improve waste diversion. This would help reduce greenhouse gas emissions associated with landfilled solid waste, reduce waste entering the watershed, and improve ecosystem health.

12) Considerations for utilizing a compost pick up service for food scrap waste expansion to multi-family buildings beyond the lodging compost efforts. Collaboration with Compost Crowd, or other vendor, would be ideal and improve waste diversion. This would help reduce greenhouse gas emissions associated with landfilled solid waste and improve ecosystem health. Alternatively, consider using on-site food composting from food waste to reduce costs and landfill waste associated with restaurant operations, additionally to provide benefits to the landscaped areas.

Agenda Item 6a, Attachment 4

CFA Checklist

City Of Sedona
Community Development Department
102 Roadrunner Drive Sedona, AZ 86336
(928) 282-1154 · www.sedonaaz.gov/cd

The Sedona Community Plan provides the overarching vision for future development of the City and as an addendum the CFA Plan provides a more specific vision for this area. Both are important tools in the City's development review process which looks at new construction projects, such as commercial, lodging, or housing as well as renovations and redevelopment. The CFA Plan will be used by City staff, the City's Planning and Zoning Commission, and City Council when reviewing and evaluating proposed projects. The CFA Plan is also a tool for use by property owners, developers, and residents preparing a development proposal. The plan is intended to serve as a guide when preparing a development proposal by establishing the community's expectations for future development of this area.

--Community Focus Area Plan for the Soldiers Pass Road CFA, page 25, Implementation

Public Hearing Date: November 7, 2023

LDC Section 8.3.E(5)c states: *the proposed development shall be consistent with and conform to the Sedona Community Plan, Community Focus Area plans, and any other applicable plans. The decision-making authority:*

1. *Shall weigh competing plan goals, policies, and strategies; and*
2. *May approve an application that provides a public benefit even if the development is contrary to some of the goals, policies, or strategies in the Sedona Community Plan or other applicable plans.*

The following is staff's evaluation of the project (Village at Saddlerock Crossing) for compliance with the Soldiers Pass CFA Plan.

Reviewer: Cari Meyer, Planning Manager

Color Coding	Full Compliance	Partial Compliance	Non-Compliance	Not Applicable

Planning Area Boundary (Page 4)		
		Evaluation: The entirety of the project site is within the CFA Planning Area Boundary.
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
Future Land Use Map (Page 5)		
		Evaluation: The project site is designated Commercial and Multi-Family Medium/High Density on the Future Land Use Map (Note: This map is from the Community Plan and is included in the CFA plan for reference purposes only).
Compatible Land Uses (Page 10) CFA Objective: A complete neighborhood center that is a mix of complementary and compatible land uses.		
	Strategy 1: New development should complement and coordinate with adjacent properties	
		Evaluation: The site is bordered on the north and west by public roads (Saddlerock Circle and W State Route 89A). The project provides a new connector road from Saddlerock to 89A, allowing the development and the Saddlerock neighborhood to connect to 89A at a signalized intersection, as well as a widened sidewalk along W State Route 89A and sidewalks along all existing and proposed roads. Sidewalks would also extend south on Saddlerock Circle to Valley View (about 200 feet south of project site). To the east of the project site is Elk Road (private road) and a mix of other uses, including the Elks Lodge, a salon, shops, offices, and Cook's Cemetery. This development does not provide a vehicular connection to the properties to the east and the pedestrian connection provided is a 3' wide granite pathway off of the back side of the parking garage, which does not meet the minimum sidewalk/walkway requirements of the Land Development Code or the more robust interconnected development expectations of the CFA plan.

		Improving the walkability of the area enables residents of the multifamily housing and the guests of the hotel to leave their cars and provides them with access to local businesses and transit. This could increase the customer base for commercial businesses in the area, and new connections increase the walkabilty of the area as a whole.
		Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 2: Mitigate the impacts of commercial land uses on neighboring residents using a variety of methods such as building design, site layout, and landscaping.	
		Evaluation: The "Multifamily South" building is the closest building to existing residential neighborhoods and is the shortest building relative to natural grade (no alternate standards needed). The lodging building closest to the existing neighborhood is the "Treehouse Suites" building, which is the tallest building on the site relative to natural grade (applying maximum alternate standards and the height exception for sloped roofs). It is separated from the existing residences by approximately 50 feet, which includes a sidewalk, road, and landscaping. Other lodging buildings are at least 115 feet from the existing residences and separated by a sidewalk, road, parking lot, and landscaping. Other commercial land uses, including the parking garage, restaurant/rooftop bar, and hotel pool area, are located on the interior of the site and screened by the proposed buildings.
		Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 3: Coordinated development is encouraged to enable shared access, parking, and community spaces.	
		Evaluation: The layout of the site allows the uses proposed within this site to share access and parking and provides an opportunity for the properties to the south to have access to the light via the new connector road. However, the recommendations of the CFA plan would also include coordinated development with the properties to the east, allowing for cross access between those uses and giving those properties access to the light as well. Coordinated development/shared access with the properties to the east is not provided for as a part of this development plan. There are no shared community spaces.
		Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 4: Create a dynamic area that is not dominated by a single use, but is a balanced mix of land uses that includes housing, lodging, and commercial.	
		Evaluation: While the CFA as a whole has a wide variety of land uses, multifamily residential (apartments) is underrepresented. The Vista Montana townhomes are on the north side of the CFA and there is a significant amount of single family residential to the north and south of the CFA. Providing residential uses in proximity to the existing uses can contribute to a more dynamic, walkable area. Lodging uses can also take advantage of being located in a more walkable area, offering their guests the ability to leave their car at the hotel while walking to nearby restaurants and shops.
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
	Mixed Use Development Standards (Page 11)	
		Evaluation: Page 11 of the CFA plan outlines the mixed-use development standards that projects within this CFA are expected to meet. These include: • *Mixed Use Development: Integrating multiple uses into one coordinated development project with an emphasis on residential needs and uses can reduce the need to drive, and thus not contribute further to traffic congestion. No additional lodging uses are recommended in this CFA.* o This project includes 110 lodging units and 40 residential units. • *Shared Community Space: Common areas shall be incorporated into the project design that will serve as gathering spaces for visitors, and local residents. Examples: lounge, atrium, plaza, garden, or courtyard with ample seating.*

- The common areas in this project are provided as a part of another site element, such as the restaurant, bar, or conference center. The only outdoor area with seating is the bus stop.

- *Housing: If the mixed use project involves property zoned as residential, the equivalent number of maximum units allowed under the current zoning must be included within the development project. The housing shall be multi-family, such as apartments, condominiums, townhomes, or employee housing.*
  - The project includes 1 acre that is currently zoned as RM-2 (12 units per acre). 40 multifamily units are proposed. (The project complies with this criterion.)
- *Site Layout: Buildings adjacent to SR 89A shall be aligned perpendicular or at an angle to SR 89A (not parallel to SR 89A.); Multiple buildings are preferred to one larger building; Parking is to be located behind the buildings, and not facing SR 89A or visible from a public street or SR 89A.*
  - The buildings and parking layout are in compliance with these criteria.
- *Connectivity: Sidewalks and paths shall link on-site amenities, parking, building entrances, trails, streets, community spaces, and adjacent destinations; Projects shall be designed to maximize connectivity for vehicles to improve safety and minimize local traffic congestion, such as creating new street connections, and connected and shared driveways and parking lots.*
  - While the project provides a connection to the light for residents to the south, it has not been designed to incorporate connectivity to the properties to the east. Based on the project's layout (buildings and a parking garage along the eastern property line), that connectivity, which is recommended by the CFA plan, cannot happen with the current plan.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Housing Diversity (Page 13)
CFA Objective: A range of housing options that vary by type, size, and price ranges that offer an alternative to single-family housing.

Strategy 1: Increase the amount of multi-family residential housing within the CFA.

Evaluation: The proposal includes 40 housing units. The plans show a mix of 2-bedroom, 1-bedroom, and studio units, but the plans are not consistent as to the number of each type of unit proposed.

The LOI states that the development will employ 20-30 full time employees. The LOI does not provide any information about part-time employees, which has been requested by Staff. If part-time employees make up a significant percentage of hotel employees, the housing impact from the project would be greater than the 20-30 full-time employees. While the amount of multi-family residential housing within the CFA would be increased with this project, it could be offset by the number of employees needing housing.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 2: Commercial development projects should incorporate housing, such as workforce, affordable, and multi-family housing.

Evaluation: The project includes 40 housing units. 12 of those units are required based on the project incorporating approximately one acre of land currently zoned RM-2 (12 units per acre).

The LOI states that all units will be restricted for long-term rental and 28 units will be available to individuals earning up to 80% of AMI, with the units marketed to on-site employees first. The restricted units would be 24 studios and 4 one-bedrooms, leaving 4 one-bedrooms and 8 two-bedrooms as market rate units. It appears that the restricted units would be located in the "multifamily north" section of the project (closest to 89A) while the market rate units would be in the "multifamily south" section (furthest from 89A). Ideally, the restricted units would be spread evenly throughout the development and across unit types.

If the project moves forwards, the applicant will need to work with the City's Housing Department to discuss the specifics of what a development agreement for these restrictions would entail.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

	Strategy 3: The diversity of housing types should increase with more multi-family residential options that accommodate seniors, singles, and others who want alternatives to a detached single-family house.				
		Evaluation: The project plans are inconsistent with the mix of unit types proposed – the coversheet for the plans states ten 2-bedroom units, twenty 1-bedroom units, and ten studios while the floorplans show eight 2-bedroom units, eight 1-bedroom units, and 24 studios. (The statements in the LOI appear to match what is shown on the floorplans.) While the unit mix would need to be clarified, the project would provide a diversity of housing types and an alternative to single-family houses.			
		Compliance:	☒ *Yes*	☐ *Partial*	☐ *No*	☐ *Not Applicable*
Traffic Flow and Connectivity (Page 14) CFA Objective: Improved safety and reduced traffic congestion on SR 89A.					
	Strategy 1: Safety and traffic congestion on 89A and intersecting streets should be addressed with appropriate street improvements, such as enhanced crosswalks, medians, or roundabouts.				
		Evaluation: Saddlerock Circle would be converted to a right in/right out intersection, eliminating left hand turns in and out of this intersection, reducing turning conflicts with the entrance to the Whole Foods center across 89A. (Vehicles will have the option of using the new connector road for left turns.) No other street improvements recommended by the CFA plan are proposed.			
		Compliance:	☐ *Yes*	☒ *Partial*	☐ *No*	☐ *Not Applicable*
	Strategy 2: Improve access between businesses and neighborhoods and reduce conflicts on 89A by connecting, consolidating, and sharing driveways and parking lots.				
		Evaluation: The entire development will use a single access on 89A with a secondary access point on Saddlerock Circle. As the current parcel layout includes at least six parcels with street frontage. Limiting access to two access points is an improvement over the current conditions. The development shares parking facilities. However, as mentioned previously, no access to the properties to the east is proposed and none is possible given the current layout of the site.			
		Compliance:	☐ *Yes*	☒ *Partial*	☐ *No*	☐ *Not Applicable*
	Strategy 3: Street connections should be created, such as a connection from Saddlerock Circle to the signal on 89A at Soldiers Pass Road.				
		Evaluation: This development creates the connection from Saddlerock Circle to the signal on 89A at Soldiers Pass Road.			
		Compliance:	☒ *Yes*	☐ *Partial*	☐ *No*	☐ *Not Applicable*
Walking and Biking Improvements (Page 15) CFA Objective: Improved safety, convenience, and experience for walking and bicycling					
	Strategy 1: Continuous streetscapes along 89A should be created to provide a safer and more appealing place to walk.				
		Evaluation: The development would provide a 10' wide sidewalk along State Route 89A. The sidewalks would be separated from the street and go through a landscape area.			
		Compliance:	☒ *Yes*	☐ *Partial*	☐ *No*	☐ *Not Applicable*
	Strategy 2: Safer crossings of 89A should be provided with enhanced crosswalks, medians, and/or roundabouts.				
		Evaluation: No changes to 89A are proposed as a part of this project.			
		Compliance:	☐ *Yes*	☐ *Partial*	☒ *No*	☐ *Not Applicable*
	Strategy 3: Safety and amenities for bicyclists, such as bike racks and pavement markings should be improved to encourage bicycling.				
		Evaluation: The 10' wide sidewalks will allow for bicycles. It is not clear whether the new connector road will have a bike lane. Bicycle parking is provided in compliance with code requirements, but no additional bicycle parking or bicycle amenities are shown.			
		Compliance:	☐ *Yes*	☒ *Partial*	☐ *No*	☐ *Not Applicable*

	Strategy 4: Transit stops with bus pull-outs, benches, and shelters should be provided.
	Evaluation: The plans show a stop for the Verde Lynx within the deceleration lane on 89A entering the site. A bench and waiting area are also provided.
	Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 5: Route information (destinations, distances, and direction) at visible locations, such as intersections, transit stops, trailheads, and public spaces should be provided.
	Evaluation: No information on how the project is addressing this strategy is provided. While implementation of this strategy would likely occur after the project is complete, the applicant has made no commitments at this stage of review.
	Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*
Neighborhood Connections (Page 17) A connected network of sidewalks and trails that link neighborhoods and lodging to businesses and destinations such as parks, National Forest trails, and the West Sedona School.	
	Strategy 1: Connected paths that allow for direct pedestrian and bicycle access should be provided within and between housing and commercial developments.
	Evaluation: The development proposes sidewalks and shared use paths along all existing and proposed streets (with the exception of Elk Road). Sidewalks and shared use paths are provided into the development, connecting the housing and commercial uses to the sidewalk/shared use path network.
	Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 2: Pedestrian access to public sidewalks and adjacent transit stops should be incorporated into development projects.
	Evaluation: Pedestrian access from the lodging and housing uses is provided, which also connects to the transit stop.
	Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 3: Sidewalks should be extended along streets such as Airport Road, Saddlerock Circle, and Soldiers Pass Road.
	Evaluation: The development will install a sidewalk along Saddlerock Circle, including the street frontage of the project and continuing south to the intersection of Saddlerock and Valley View Drive (approximately 200 feet south of the project site).
	Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 4: Partnerships with landowners are encouraged to create a connected trail system that enables off-street pedestrian and bicycle travel.
	Evaluation: The pedestrian and bicycle travel proposed with this development would be limited to the streets, off-street travel is not enabled with this plan. This could be accomplished by providing a more robust connection to the properties to the east. This connection was provided in earlier versions of the plans, but was removed in the more recent versions of the plans. Staff had provided comments to the applicant that this connection needed to be added back in and the applicant chose not to do so.
	Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*
Green Building (Page 18) Conservation practices are incorporated into building and landscape design, construction, and maintenance	
	Strategy 1: The use of solar energy in building designs for energy, heating, and lighting is encouraged.
	Evaluation: The project proposed solar panel on the upper level of the parking garage. The LOI states this will be able to power site's landscape lighting, landscape irrigation controls, rainwater harvesting pumps, and potentially parking structure lighting. No solar panels are proposed for the buildings and it does not appear that any of the buildings will use solar power.
	Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

	Strategy 2: Waste reduction measures should be integrated into building construction, maintenance, and business operations, including the utilization of recycled building materials	
		Evaluation: The applicant has not made a commitment to waste reduction measures in the construction process. The LOI lists "green hotel" measures that are used at other properties they own/manage and have stated they intend to implement the same measures for this property.
		Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 3: Non-compliant outdoor lighting should be converted to dark-sky compliant and energy efficient lighting.	
		Evaluation: The property is currently vacant; no non-compliant outdoor lighting exists.
		Compliance: ☐ *Yes* ☐ *Partial* ☐ *No* ☒ *Not Applicable*
	Strategy 4: Xeriscape principles in landscaping should be practiced by conserving water and using appropriate plants reflective of Sedona's natural environment that contribute to a sense of place.	
		Evaluation: 58% of the plants proposed are native species and the plans state that 27 existing trees will be preserved. The balance of plants are adaptive to the Sedona area. The plans do not include an excessive number of plants (174 trees required, 185 proposed – 106% of requirement; 813 shrubs required, 816 proposed – 100.3 % of requirement). Use of native and adaptive species and not overplanting the site will reduce water use for landscaping once the landscaping is established on the property and ensure the site fits into Sedona's natural environment.
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 5: Stormwater should be managed with "green infrastructure" practices that slow and capture runoff.	
		Evaluation: The applicant has proposed including rainwater harvesting tanks, which will help reduce the amount of runoff as well as water used for landscaping. Any water not captured by the rainwater tanks will be managed through the drainage system on the property, which will need to be approved by the City's Public Works Department prior to construction (a preliminary grading and drainage plan has been provided with this application).
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
Sense of Place (Page 19) An identifiable area recognized for its natural features and the design quality of its built features.		
	Strategy 1: Scenic views, natural areas, and hillsides should be preserved by clustering development to preserve open space.	
		Evaluation: There are no natural areas or hillsides that need preserving on this property. While the buildings will likely block some of the scenic views from the properties to the south, the buildings would be required to meet the City's height requirements and the applicant is not requesting any variances or waivers that are outside of code allowances. This site also sits at a lower elevation than the adjacent residences, limiting the impact the buildings will have on the views of the neighboring properties. **NOTE: As outlined in Staff's evaluation of the heights of the buildings, detailed in the LDC Checklist, the buildings as currently designed either do not meet height requirements or the information provided on the plans does not allow for a complete review for compliance with height requirements. If the project were to move forward, the applicant would need to ensure that all buildings meet height requirements.**
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 2: Development design should be complementary to the architectural character of the surrounding area as well as the natural environment.	
		Evaluation: The design of the buildings is complementary to the design of the surrounding area. The buildings use dark, earthen colors, and natural materials to blend into the natural environment.
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

	Strategy 3: The significance of the Cook's Cemetery to Sedona's history should be recognized by maintaining public access, improving the surroundings, and increasing awareness of this City Historic Landmark.	
		Evaluation: The LOI states that the applicant is working to improve access to the cemetery. This improved access is not shown on the plans. The cemetery is to the west of the project site and, as mentioned at other places in this review, the access/connections from this site to the properties to the east is lacking/does not meet the expectations of the CFA. A connection to the cemetery would also need to go through other private properties and the applicant has not specified if or how they are working with the other affected property owners to improve the connection. The LOI states that the applicant is working with a neighboring property owner to provide an 8-space parking lot for the cemetery and legal vehicular access. No plans for this parking lot or access have been submitted as a part of this project and it is unclear if this would be permitted, as many of the properties surrounding the cemetery are zoned residential and would not permit a parking lot.
		Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*
	Strategy 4: The reuse of historic buildings is encouraged to preserve the cultural history that contributes to a sense of place.	
		Evaluation: The property previously had buildings that had been surveyed as part of the City's Historic Resource Survey (buildings were never landmarked). Staff comments on early iterations of the project included comments regarding reuse of the historic buildings, incorporating the building materials into the project site, or acknowledging the history of the site in another way. While the applicant has since demolished the surveyed structures, the LOI proposes a historic exhibit in the hotel lobby. No details of this exhibit have been provided.
		Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*
Sense of Community (Page 22) A neighborhood center with appealing and accessible community spaces that reflect a sense of community.		
	Strategy 1: Open, shared community spaces should be incorporated into development projects.	
		Evaluation: While open spaces are provided, they appear to be primarily for hotel guests or residents of the development. The one area that may be considered a community space is the area around the transit stop, which includes shade, a bench, a bike rack, and water station.
		Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 2: Community space amenities such as shade, seating, landscaping, and public art should be provided.	
		Evaluation: Amenities at the transit stop include shade, seating, and landscaping. The project's public art is proposed to be installed further into the site near the parking structure.
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 3: Community spaces should be designed to mitigate noise and other potential impacts to neighbors.	
		Evaluation: The community space is on the north side of the project site, furthest from the adjacent residential neighborhood. The rooftop bar/restaurant could be viewed as additional community gathering space and is screened from the existing residential development by buildings.
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 4: The large, mature trees south of the Soldiers Pass Road/89A intersection should be incorporated into future development as community space.	
		Evaluation: The trees at the intersection are preserved and adjacent to the proposed community space.
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Agenda Item 6a, Attachment 5

LDC Checklist

Land Development Code Checklist

PZ19-00005 (DEV) The Village at Saddlerock Crossing

City Of Sedona
Community Development Department
102 Roadrunner Drive Sedona, AZ 86336
(928) 282-1154 · www.sedonaaz.gov/cd

The Sedona Land Development Code sets the minimum criteria for review and approval of all new construction and renovation proposals by the City's Community Development Department and Planning & Zoning Commission. Applicants of proposed development projects must demonstrate compliance with these development standards.

Public Hearing Date: November 7, 2023

***This application is being reviewed in conjunction with a concurrent request to rezone the subject properties to L (Lodging) and is done based on the requirements for the Lodging zone. If the associated rezoning is not approved, this review would not be valid, as lodging would not be a permitted use for the property.*

Reviewer: Cari Meyer, Planning Manager

Color Coding	Full Compliance	Partial Compliance	Non-Compliance	Not Applicable

LDC Article 2: Zoning Districts

2.16: L: Lodging

2.16.B: L Lot and Building Standards

Evaluation: **Lot Standards:** The lot meets the minimum lot width and area.

Setbacks: The project provides 15 foot setbacks along W SR 89A and Saddlerock Circle and 20 foot setbacks along the south property line (adjacent to residential). The 10 foot setback along Elk Road (east property line) is shown as measured to the edge of a roadway easement (not the property line), as required by LDC Section 2.24.D(1)a. However, the ALTA Survey shows an additional 20' ingress/egress easement to the west of the roadway easement that is not included on the site plan. The setback needs to be measured from the edge of that easement and the site plan needs to be adjusted.

Heights: As outlined in the height evaluation (See LDC Section 2.24.E), multiple buildings either do not comply with height requirements or the information provided is not sufficient to make that determination.

Impervious Coverage: The project plans state the project has a building coverage of 23.2% (60% permitted) and a total coverage of 62.5% (80% permitted). However, based on the calculations provided, it is not clear where the parking structure/parking lots are factored into these calculations.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

2.16.C: Other Standards

Evaluation: The project complies with some code requirements, does not comply with others, or the application does not contain sufficient information to determine compliance. These areas are outlined in detail in the remainder of this checklist.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

2.24: Measurements and Exceptions

2.24.B: Density

Evaluation: 40 long-term rental units are proposed on approximately 6.15 acres. As the units would include restrictions for both long-term rentals and affordability, there is no cap on density in the Lodging district.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

2.24.C: Lot and Space Requirements

Evaluation: The lot meets minimum dimension requirements. All buildings are reviewed for the same setback and height requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

2.24.D: Setbacks

Evaluation: The project provides 15 foot setbacks along W SR 89A and Saddlerock Circle and 20 foot setbacks along the south property line (adjacent to residential). The 10 foot setback along Elk Road (east property line) is measured to the edge of a roadway easement (not the property line), as required by LDC Section 2.24.D(1)a. However, the ALTA Survey shows an additional 20' ingress/egress easement to the west of the roadway easement that is not included on the site plan. The applicant has not clarified the status of this easement. If the easement is valid, the setback would be measured to the edge of the easement and the site plan would need to be adjusted.

No exceptions to setback requirements are requested.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

2.24.E: Building Height

Evaluation: Commercial height standards were used in review of this project. All buildings (except for the multifamily south buildings) require alternate standards. The paint colors get 5 points (2.5 feet). Buildings that require more than 5 points would need to get the remainder of the points using unrelieved building planes. In the project plans, alternate standards have not been calculated correctly for any of the buildings, and Staff has not been able to make a determination of compliance for any of the buildings.

Unrelieved building planes are defined as: *Any vertical surface, or the projection to a vertical plane of an inclined or curved surface, or wall of a structure that, when viewed in elevation, incorporates no overhangs, offsets, projections, decks, ramadas, loggias, or similar architectural features that would produce shadow patterns or otherwise serve to visually blend the structure into its natural background. Windows and doors do not in themselves provide relief, but if they project or recede a minimum of 12 inches they may be considered as providing visual relief.*

The applicant has shown building planes being reduced in ways that are not compliant, including:

- Change of building materials. A change of building materials is permitted to reduce the maximum building plane permitted under LDC Section 5.7.F(2)c.3, but not when being used to increase height (LDC Section 2.24.E)
- Building planes not visible from the public ROW. This is permitted when addressing the maximum building planes permitted under LDC Section 5.7.F(2)c.3, but not when being used to increase height (LDC Section 2.24.E)
- Removal of windows and doors from the calculation of unrelieved building plane. The plans do not indicate that any of the windows or doors are recessed by a minimum of 12 inches, as required by the definition in order to be removed from the calculation.

Height evaluations for each building are as follows:

- Lobby/Restaurant Building: 10 points required
  - The largest unrelieved building plane is limited to 400 sf. The plans show the largest unrelieved building plane at over 800 sf. Reductions using building materials are not applicable for this requirement. Other building planes are calculated at less than 400 sf, but do not include windows. Once windows are included, it appears that multiple building planes will exceed 400 sf.
- Treehouse Suites Building: 10 points required
  - The largest unrelieved building plane is limited to 400 sf. The plans show the largest unrelieved building plane at over 800 sf. Reductions using building materials are not applicable for this requirement. Other building planes are calculated at less than 400 sf, but do not include windows or doors. Once windows and doors are included, it appears that the building planes will exceed 400 sf.
- West Wing and North Wing: 10 points

- The largest unrelieved building plane is limited to 400 sf. Building planes are calculated by at less than 400 sf, but do not include windows. Once windows are included, it appears that the building planes will exceed 400 sf.

- East Wing: 9 points
  - The largest unrelieved building plane is limited to 450 sf. Building planes are calculated at less than 450 sf, but do not include windows. Once windows are included, it appears that the building planes will exceed 450 sf
- Multi-family North: Building exceeds maximum permitted height
  - The roof height schedule includes all ridges and eaves, but not the heights of the parapets (between ridges 1/3, 2/4, and 6/8). By comparing the roof plans to the floor plans, it does not appear they are for a purpose that would allow an exception (elevator, stair, mechanical equipment), as the buildings do not have elevators, the stairs are located elsewhere, and the mechanical equipment is ground mounted. Though parapet heights are not included on the roof height schedule, they are shown on the plans. The westernmost parapet exceeds 27 feet above natural grade, which is the highest it would be permitted to go if alternate standards were maximized. Though these heights are the same as the adjacent ridge lines, sloped roofs are given a height exception that a flat roof is not. If the parapet were reduced to no more than 27 feet, the building would have the same unrelieved building plane issues the lodging buildings have in that the methods being used to reduce the size of the building planes are not acceptable.
- Multi-family South: No alternate standards needed
  - The Multi-family South Buildings all have 3.5:12 pitched roofs, which permits a height of 27 feet before alternate are needed. All buildings are below this height. No alternate standards are needed; the multi-family south buildings comply with height requirements.

Many of the buildings are applying the permitted height exceptions of LDC Section 2.24.E(3), Table 2.7, including for chimneys, elevators, mechanical equipment, stairs, etc. While some exceptions have been applied correctly, others have not or are shown in a way that does not allow for review. For example:

- The elevators for the lobby/restaurant building are shown at a width of 50 feet on the floorplans and 60 feet on the height exhibit. At 60 feet, this area would exceed the maximum of 5% of the building footprint allowed for elevators and violate LDC Section 5.7.F(2)c.6, which limits rooflines to 50 feet. Further, the floorplans show the elevators at a width of approximately 25 feet, with the remaining area being used for storage. As the height increase is only permitted for elevators and associated supporting structures, this is not an appropriate use of the exception.
- Mechanical equipment is shown on a portion of the lobby/restaurant building (southwest side of building) without a height. Based on the heights of the surrounding building and cross referencing the elevations, it appears that this section would likely comply, but the plans would need to show that height for verification.
- The floorplans show the areas designated for the elevators on the guest room buildings as including space over the entry/lobby and stairs, which is not an appropriate use of the elevator exception. The exception for stairs is separate from the exception for elevators and is included in the exception for mechanical equipment. The exception for stairs and mechanical equipment is limited to 5% of the building footprint, which is maxed out by the stairs and mechanical equipment elsewhere on the building, so no additional increases are permitted for stairs.
- For the guest room buildings, the area shown on the roof plans as being for the stairs/mechanical equipment height exception scales to a larger size than is stated on the plans. As the stated square footages maximize the 5% allowance of the building footprint, the applicant would need to refine the measurements and ensure the areas meet the maximum size allowed.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

LDC Article 3: Use Regulations

3.2.E: Table of Allowed Uses

		Evaluation: Lodging and Multifamily developments are permitted uses in the L zone.
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
	3.3: Use Specific Standards	
		Evaluation: LDC Section 3.3.A(3) states that, for mixed-use projects, residential uses shall not be located on the same level as the primary street entrance to the building unless permitted by the Director or Planning and Zoning Commission. While the project is considered a mixed-use project (lodging and residential), the project has also been designed with a clear distinction between the lodging and residential uses. If the rezoning to L is approved, Staff would be supportive of this design and permitting residential uses on the same level as the primary street entrance to the building. LDC Section 3.3.C(14) contains the use specific standards for lodging projects. The lodging buildings are limited to 150 feet in length (project complies) and the project is considered a high-density lodging project requiring a zone change, which this project has applied for. Other use specific standards address expansion of existing lodging facilities, which do not apply to this project.
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
LDC Article 5: Development Standards		
5.3: Grading and Drainage		
	5.3.D: General Standards	
		Evaluation: The site has been previously graded. While little natural grade exists, the buildings have been sited to preserve existing trees to the greatest extent possible. All work, except for driveways to connect to existing streets and landscaping, is contained within the property boundaries. The City's Public Works staff has reviewed the Preliminary Grading and Drainage Report and Plan and found them to be consistent with City requirements. A Final Grading and Drainage Report and Plan sealed by a Professional Engineer would be required to be submitted, reviewed, and approved prior to building permit issuance. A geotechnical report has been provided to ensure that the underground portions of the project (meeting facility and parking garage) are appropriately designed for the site.
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
5.4: Access, Connectivity, and Circulation		
	5.4.D: Street Connectivity	
		Evaluation: The project connects to existing streets at two points (W SR 89A & Saddlerock Circle). The connection to W SR 89A is at the Soldiers Pass Road light, giving this development, along with the Saddlerock Homes subdivision to the south, access to a controlled intersection. Earlier iterations of the plans included a vehicular connection to Elk Road to the east of the project site, which was removed due to the parking garage. Staff has provided comments that this connection needed to be added back, in accordance with the LDC and the recommendations of the CFA plan. The proposal includes a 3' walking path to connect this property with the property to the west, which does not meet the requirements for a vehicular connection or a pedestrian connection (minimum of 5' wide would be recommended for a pedestrian connection; shared use paths are typically 8' – 10' wide). Rather than a 5' sidewalk on each side of the new street, the applicant is proposing a 10' wide sidewalk on one side of the new connector street. Police and Fire and reviewed the plans and have not expressed any concerns with the site layout. No cul-de-sacs or dead end streets are proposed, and no gates are proposed.
		Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*
	5.4.E: Driveways and Access	
		Evaluation: Driveways are located to provide safe access to and from the site. Cars will be able to enter and exist the site in forward drive. The majority of the parking is located within the parking garage, which is accessible by one of two driveways. Staff had requested that the design of the pull out to the hotel entrance

be modified to reduce the possibility that cars accidentally pull into the entrance rather than continue on the street. The applicant has proposed a change in paving color and pattern in this area.

Police and Fire have reviewed the plans and have not expressed any concerns. Driveways and drive aisles will meet materials requirements.

The property fronts W SR 89A and provides a singular point of access from the highway. Deceleration lanes are also proposed along the highway. A permit from ADOT would be required prior to construction.

Two access points are provided, and the drive aisles meet size requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.4.F: Visibility Triangles

Evaluation: No buildings are in visibility triangles. Landscaping in visibility triangles will be maintained to meet sight distance requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.4.G: Cross-Access between Adjacent Uses

Evaluation: The site design does not provide cross access to the properties to the east. Earlier iterations of the plan included a vehicular connection to Elk Road to the east of the project site. This connection was removed due to the parking garage. Staff provided comments that this connection needed to be added back into the plans, in accordance with the LDC and the recommendations of the CFA plan. The proposal includes a 3' walking path to connect this property with the property to the west, which does not meet the requirements for a vehicular connection or a pedestrian connection (minimum of 5' wide would be recommended for a pedestrian connection; shared use paths are typically 8' – 10' wide). While Elk Road is private and responsibility for it is unclear, at a minimum the development should incorporate a location for a future connection and should not design a project that precludes a future connection.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

5.4.H: Pedestrian and Bicycle Circulation

Evaluation: Sidewalks or shared use paths are proposed to be installed along W SR 89A, Saddlerock Circle (extended into Saddlerock neighborhood), and the new connector road. A sidewalk is only provided along a portion of Elk Road. The applicant has proposed a 3' granite path along the remainder of Elk Road, which does not meet the minimum width of 5' (LDC Section 5.4.H(2)b).

Pedestrian access is provided from the sidewalks to each building in the development/all areas listed in this section as requiring connections.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

5.5: Off-Street Parking and Loading

5.5.D: Minimum Off-Street Parking Spaces Required

Evaluation: The parking analysis states 196 parking spaces are required and 205 parking spaces are provided. City staff has provided comments on the parking analysis that have not been satisfactorily addressed, including the following:

- Conference center parking: Parking for the conference center has not been addressed in the parking analysis. The LDC states "Accessory uses to lodging, such as meeting rooms and restaurants, shall be required to provide parking at the rates for those specific use types except that the Director may reduce those requirements for accessory uses that are clearly designed for only hotel guests." This approach has been taken for the restaurant use, but not for the conference center.
- Shared parking: The project documents state that there will be a shuttle available for guests to get around town (guests leave their car at the hotel) while the parking analysis assumes that the hotel parking spaces will be available during the day for other uses (guest parking vacated during the day). Staff has requested more detail regarding this arrangement, wanting to ensure that the proper assumptions have been made in the parking analysis.

- Restaurant/bar parking: The project documents state that the hotel will limit non-guest use of the restaurant/bar to 50%. No details for how this will be managed have been provided.

The project plans are inconsistent with the mix of housing unit types proposed. A different unit mix could slightly change the number of required parking spaces.

Without responses to these comments and the needed clarifications, Staff does not feel comfortable with accepting the conclusions of the parking analysis.

20 covered parking spaces are required. The lower level of the parking garage meets this requirement.

Bus parking is provided in the surface parking lot on the west side of the site.

A minimum of 20 bicycle parking spaces are required and are provided. The developer would be encouraged to increase the number of bicycle parking spaces, particularly for the multifamily portion of the project.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

5.5.E: Parking Alternatives, Credits, and Adjustments

Evaluation: The applicant has provided a parking analysis in an attempt to show how shared parking would work. As outlined in the previous section, staff has outstanding comments on this analysis that have not been addressed by the applicant and would need to be addressed before the proposed shared parking could be approved.

No compact parking or motorcycle spaces are proposed, and no reductions based on transit access are requested.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

5.5.F: Off-Street Parking Layout and Design

Evaluation: Parking spaces will be required to be available for parking. No parking is in a fire lane. Parking is located on the interior of the site and not between building facades and the public right-of-way. Parking areas and drive aisles comply with all dimensional standards of the LDC and Administrative Manual. Landscaping and lighting are provided in compliance with LDC requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.5.G: Loading and Stacking Areas

Evaluation: 3 loading spaces are required (minimum size of 14' wide x 50' long x 14' high). None are provided.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

5.6: Landscaping, Buffering, and Screening

5.6.C: Landscaping and Buffering

*Evaluation: *Note: The numbers provided on the plans are not always consistent with each other. Discrepancies are noted in the following evaluation.*

(1) General Landscape Standards: Based on the landscape area, 271 trees are required. Based on size, the trees to be preserved provide a credit of 97 trees, for a net requirement of 174 new trees. 185-200 new trees are provided. Based on the landscape area, 813 shrubs are required, and 816-881 shrubs are provided.

58% of the plants on the landscape plan are native species. (70% of trees and 54% of shrubs). The balance of the plants are adaptive. No inappropriate species are proposed. 21 different species are proposed (not including existing trees) and no one species makes up more than 50% of the required landscape materials. Visibility triangles will be maintained. The applicant expects to be able to save 27 trees (protect in place), factored into the native/adaptive percentages as native. Compliance with the other requirements of this section will be reviewed when plans are submitted for permits.

(2) The areas between the buildings and streets are landscaped. Parking areas, where adjacent to streets, are screened with landscaped areas a minimum of 5 feet in width. While the plans state that more than 10% of the parking areas are landscaped, the plans do not clearly show which areas are being

counted for parking areas/parking lot landscaping. If the project were to move forward, the applicant would need to clearly show how this percentage is being calculated. Landscaped areas are located appropriately throughout the site and where required for screening and buffering purposes.

(3) Where the property abuts a single family residential zone on the southern property line, a 6' tall masonry wall is provided.

(4) Landscape areas will be required to be maintained after installation.

(5) A tree preservation and protection plan has been submitted. It is anticipated that 27 trees will be preserved.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

5.6.D: Screening

Evaluation:

(1) Roof mounted equipment is screened on all sides. As outlined in the height section, some of these areas may need to be reduced in size/redesigned to ensure height requirements are met.

(2) Any additional ground mounted equipment will be screened by patio walls or landscaping.

(3) Loading and service areas, though required, have not been shown on the plans, and would need to be screened. Trash enclosures have been provided. Staff has concerns as to whether the number provided (one dumpster for the hotel, one for the residential units) is sufficient.

(4) No outdoor storage areas are proposed.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

5.6.E: Fences and Walls

Evaluation: Most fences are located outside of the setbacks. The screen wall along the south property line will have columns every 10 feet to break up the wall as well as landscaping between the wall and the shared use path. Fences and walls located within front and exterior side setbacks will be required to comply with height requirements. Fences and walls will maintain visibility triangle requirements. Fences and walls will meet color and material requirements. Materials listed as prohibited are not proposed. Where walls are proposed adjacent to a public street, landscaping is provided between the street and wall. No retaining wall exceeds 8 feet in height, and all are designed to meet design and color requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.7: Site and Building Design

5.7.D: Site Design

Evaluation: The site has been graded/disturbed in the past and the existing grades are lower than natural grades. As part of the site plan review process, the applicant submitted a plan that approximates what natural grades were. This plan was approved by the Community Development Department and has been used in evaluation of the proposal. Based on this, the site slopes from a high point in the southeast corner of the site to the low point in the northwest corner. While there is a floodplain to the west of the site, there are no floodplains on the site and there are no significant natural features. The buildings have been sited to preserve existing trees where possible.

The plans show sidewalks along street frontages (except for Elk Road) and connections from sidewalks to the interior of the site. While trash/recycling areas have been provided, they do not appear to be enough to effectively serve the size of the development and the site has not made provisions for loading/unloading areas, as required by the LDC. Lack of these areas will impact the circulation of the site, as delivery trucks would need to disrupt the circulation patterns (parking lots, road) in order to make their deliveries.

All new utilities and existing utilities serving the site will be underground.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

5.7.E: Building Placement and Orientation

Evaluation: The lodging buildings have been arranged around the pool area and the multifamily buildings have been arranged around the parking garage. The entire development is arranged around the new Soldiers Pass Connector through the middle of the site.

The site has been designed to have driveways/garages accessed from the interior of the site, shielding most of the parking from the public rights-of-way with buildings or in the structure.

Buildings less than 20 feet apart meet the building separation requirements of subsection 3.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.7.F: Building Design

Evaluation:

(2) **Building Massing:** Each building contains a minimum of 3 masses in both plan and elevation views. Massing is visible from the public rights-of-way. Structures for screening rooftop mechanical equipment were not considered when massing was evaluated.
Building Proportions and Scale: The buildings are all similar in height. The tallest building is the "Treehouse Suites" building, which is located away from the public right-of-way, but on the south end of the development, closest to the existing residential development. These buildings have an increased setback and use a sloped roof for the upper stories.
Building Articulation: The buildings are broken up into a series of smaller components and incorporate recessions, projections, changes in masonry patterns, etc., at least every 30 feet. The upper stories are at least 10% smaller than the lower stories and no building plane exceeds 800 sf, though, as outlined in the height evaluation, multiple building planes would need to be modified to comply with height requirements.

Transparency (subsection c.5): The plans do not include the transparency calculations for each façade facing a public right-of-way (LDC Section 5.7.F(2)c.5.ii), compliance cannot be verified. It appears that the end elevations of the lodging buildings along with the north elevation of the multifamily buildings would not comply with the transparency requirements.

Roofline Variation (subsection c.6): The plans are inconsistent. Some plans show rooflines exceeding 50 feet in length while on other plans, these same rooflines are shown at 50 feet or less. If the project were to move forward, the plans would need to be consistent with each other and show compliance with this requirement.

Building Length: No building exceeds 150 feet in length.

(3) There is not a predominant architectural style or character in the immediate vicinity of the project. The most prominent buildings in the area are within the Whole Foods center across W SR 89A. These buildings would complement the architectural style seen in that shopping center. The project has been designed in compliance with the general standards of the LDC. The buildings are not designed as signage and all buildings use the same or a complementary design.

(4) No mirrored or reflective surfaces are proposed. No exterior finishes on the prohibited list are proposed.

(5) The maximum light reflectance value proposed is 17%, in compliance with general color requirements and the more restrictive color requirements based on building height.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

5.8: Exterior Lighting

5.8.E: General Lighting Standards

Evaluation:

(1) All lighting is proposed at 2700K, with the exception of the landscape lighting and the lighting for the lower level of the parking structure, both of which are shown at 3000K. Landscape lighting is permitted to be 3000K, but parking lot lighting (including within parking structures) is required to be 2700K.

(2) No prohibited lighting types are proposed.

(3) All proposed light fixtures are fully shielded.

(4) The site is approximately 6.36 acres, allowing for a total lighting output of 445,200 lumens. 395,212 lumens are proposed (lighting on the lower level of the parking garage does not count towards this limit).

(5) No motion sensor lights are proposed. Lodging (24-hour business) and residential lighting is not subject to time limitations.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.8.F: Supplemental Class 3 Lighting Standards

Evaluation: The landscape lighting would be considered Class 3 lighting, but is proposed as fully shielded (not uplighting), so no additional requirements apply.

Compliance: ☐ *Yes* ☐ *Partial* ☐ *No* ☒ *Not Applicable*

5.8.G: Parking Area Lighting

Evaluation: Parking lot lighting for the top level of the parking structure and surface lot is 2700K, fully shielded, and the lighting poles are 8-12 feet in height. Lighting on the lower level of the parking garage is shown at 3000K and would need to be reduced to 2700K.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

5.8.H: Pedestrian Walkway Lighting

Evaluation: Pedestrian walkway lighting is Class 2 lighting and meets all applicable requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.8.I: Exterior Building Lighting

Evaluation: Exterior building lighting is considered Class 1 lighting and meets all applicable requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.8.J: Sign Illumination

Evaluation: The sign plans indicate that the signs will be illuminated. No sign lighting has been included on the lighting plan. Sign lighting would need to be added to ensure the project does not exceed maximum allowable lumen levels.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

5.8.K: Supplemental Lighting Standards for Specific Uses

Evaluation: None of these standards apply to this project.

Compliance: ☐ *Yes* ☐ *Partial* ☐ *No* ☒ *Not Applicable*

5.9: Public Art

Evaluation: Public art is required for this project. The project plans designate a location for public art between the parking structure and the connector road. If the project is approved, a public art plan will be required to be submitted for review and approval by the Community Development Director and public art must be installed prior to issuance of a Certificate of Occupancy for the project. If the project does not install artwork, a cash contribution based on the square footage of the project would be required.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Article 6: Signs

6.5: General Standards Applicable to All Signs

Evaluation: The proposed signs comply with all standards in this section, with the exception of the following: The visibility triangle at the corner of 89A and the new connector road is shown at 10’ – this would need to be increased to 30’ (the note on the plans is correct).

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

6.6: Sign Measurements and Calculations

Evaluation:

(A) **Sign Area:** Sign area is calculated incorrectly, but the plans include more area than the code would require, so calculating correctly would decrease the size of the signs. This may help where the signs are shown at greater than the permitted sizes (see evaluation under Section 6.9)

(B) **Sign Height:** Sign height is calculated correctly and signs comply with the maximum heights.

(C) **Items of Information:** Signs comply with requirements for the maximum number of items of information.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

6.7: Design Standards Applicable to All Signs

Evaluation:

(A) **Sign Legibility:** Signs comply with the maximum items of information and number of font styles permitted.

(B) **Sign Placement:** Signs are placed in accordance with the requirements of this section.

(C) **Sign Color:** Signs are proposed as cut out metal letters, so the buildings, which comply with color requirements, will act as the sign background. Where a sign background is needed (directory signs), the sign background will complement the building.

(D) **Sign Materials:** Signs will use acceptable materials. All building signs will use cut out metal letters, which would allow for an increase in sign area. The signs have not used this additional area, which may help where the signs are shown at great than the permitted sizes (see Section 6.9).

(E) **Sign Illumination:** The sign plans state that the signs will be illuminated, but illumination details have not been provided on the sign plans or on the lighting plans. Additional information would be needed to complete this review.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

6.8: Exempt Signs

Evaluation: The plans include the following exempt signs:

- Information signs. While the plans show multiple information signs, no information has been provided regarding what the purpose of these signs is or what types of information they will have. While a note has been added to the plans stating that the signs will comply with the code definition of informational signs (see below), it is unclear why these signs would need to be scattered throughout the property. Further, the code limits information signs to a maximum of 2 sf per business entrance. If the information signs don't end up meeting these definitions and limitations, they may not be exempt and would need to be evaluated based on the appropriate sign type.
    - *The LDC defines Informational Signs as: A sign used to indicate or provide information or direction with respect to permitted uses on the property, including, but not limited to, signs indicating the hours of operation, and such signs as "No Smoking," "Open," "Closed," "Restrooms," "No Solicitors," "Deliveries In Rear," current credit card signs, trade association emblems, and the like.*
- On-Site Directional Signs: While no on-site directional signs are shown, the information or directory signs may fit better into this category. On-site directional signs are limited to a maximum of 1 per property unless approved as part of a master sign plan.
- Street Address Signs: Each building contains a street address sign.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

6.9: Permanent Signs (Commercial Districts)

Evaluation:

(A) For sign computation purposes, the entire project is considered a single development site.

(B) The property is a development site with two or more tenants (lodging and multifamily), with sign allowances allotted separately. Each use is large enough to qualify for the maximum allotment of 50 sf. The multifamily uses would need to split the allotted 50 sf. The sign plans show each multifamily building getting its down 50 sf, which is incorrect.

Building Signs: For the hotel, the plans include 5 building signs – one for the lobby and one for each of the guest room buildings. The lobby sign is 18 sf and the guest room building signs are 8 sf each, for a total of 50 sf. As all signs are cut out metal letters, a 20% increase in the total allowed sign area is permitted, for a maximum of 60 sf.

For the multifamily buildings, a total of 4 signs are shown at 20 sf each, for a total of 80 sf. As all signs are cut out metal letters, a 20% increase in the total allowed sign area is permitted, for a maximum of 60 sf. However, the sign area on the plans is measured incorrectly (more area included than needs to be). If the signs were measured correctly, they may fall within the allowable square footage. If they don't, the 10 sf not used on the hotel building could be transferred to the multifamily buildings as part of the master sign plan.

(C) **Monument Signs:** Based on the size of the property, two monument signs are permitted, and two are proposed at 8 feet in height and 25 sf. As the signs are located within a landscaped area and use dimensional lettering, they would be eligible for increases in size or height, but are not applying these increases, which could be transferred to the multifamily buildings. The monument signs are located on the 89A frontage, but are more than 250 feet apart, in compliance with code requirements. The plans include a note that the monument signs will be located outside of the 30' visibility triangle at each intersection. The visibility triangle at the corner of 89A and the new road is shown at 10' – this would need to be increased to 30' (and in compliance with the note on the plans). The monument signs are designed in the same style as the buildings and would be consistent with the architecture of the site.

Directional Signs: Directional signs are not proposed at driveway entrances.

Directory Signs: Directory signs are proposed at pedestrian entrances to the site, at places where customers would be exiting parking areas and entering the site. The code permits a maximum of 2 directory signs; 3 are proposed. The increased number of directory signs may be approved through a master sign plan. They are proposed as monument signs, a maximum of 6 feet in height, and would provide directional information to help guests get to the correct area of the site (building and room numbers, restaurant, etc.). Directory signs are typically used for multi-tenant office complexes; as described, these signs may fit better into the on-site directional sign category.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Agenda Item 6a, Attachment 6

Public Comments

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Sun 10/29/2023 8:56 PM

To:Cari Meyer <CMeyer@sedonaaz.gov>;Christopher Norlock <CNorlock@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	10/29/2023 8:56 p.m.
Response #:	435
Submitter ID:	6085
IP address:	47.215.239.63
Time to complete:	12 min. , 0 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. **Project Name:**
   The Village at Saddlerock Crossing

2. **What are your comments, concerns, ideas, and suggestions about this project?**

   The newest revised documents do not address:
   1. Any increase in building height over previous submissions or the impact upon red rock views from residences south of the project.
   2. Anticipated noise generated at the newly proposed roof top bar.
   3. Height of trees and landscape at rooftop patio and garden, or visual impact to residences to south of the project.
   4. Project lighting. While it is noted that the proposed fixtures have shields, there is no discussion of the additional light from the project further impacting our dark sky community. It is already problematic with the STRs contributing to light pollution (walkway lights and bright porch lights left on all night), but how will the project keep from further light pollution?

3. **Your contact information**

Name:	Mark Bulot
Mailing Address:	45 Valley View Drive
E-mail:	mark@markbulot.com

4. **Would you like to receive notices about this project, such as public meeting dates?**

   (o) Yes

Thank you,
City of Sedona

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Sun 10/29/2023 9:42 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>;Christopher Norlock <CNorlock@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	10/29/2023 9:42 a.m.
Response #:	434
Submitter ID:	6083
IP address:	107.116.89.68
Time to complete:	12 min. , 38 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. **Project Name:**
   Saddlerock hotel

2. **What are your comments, concerns, ideas, and suggestions about this project?**

   This building complex is not elevating Sedona. I do not have a problem with more hotels per se. However they should be more creative.

   They should enhance the experience and prestige of Sedona. This will bring in more revenue per person. To control our tourism we should focus on fewer visitors, but those that spend more. So we reduce traffic, but maintain or grow the tax base.

   I'd like to see Sedona try to compete more with Santa Fe, Aspen, Carmel, Sonoma/Napa and other destinations with a focus on the experience and not just high volume tourism.

   We need to protect the environment while still thriving with tourism. This project just looks like another high volume Holiday Inn churning the visitors through. Visitors that come up for a day or two, buy gas and a Big Mac and leave.

   Can't we do better?

3. **Your contact information**

Name:	David Rossi
Mailing Address:	411 Acacia Dr, Sedona 86336
E-mail:	Dcrossi@msn.com

4. **Would you like to receive notices about this project, such as public meeting dates?**

   (o) Yes

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Wed 10/25/2023 8:34 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>;Christopher Norlock <CNorlock@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	10/25/2023 8:34 a.m.
Response #:	433
Submitter ID:	6066
IP address:	74.196.16.3
Time to complete:	3 min. , 32 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. **Project Name:**
   Saddleback

2. **What are your comments, concerns, ideas, and suggestions about this project?**

   Do we really need 110 more hotel rooms? I hope the developers, and the city, are reading the statistics about our visitor numbers. Way way way down since 2020. I don't think more hotel rooms are an answer to anything.

   But maybe the developer thinks that throwing in a handful of worker units will satisfy Sedona residence. That won't even be enough units to staff this hotel. So while they build more high priced housing, they also make affordable housing less available.

   This project is not in line with the character or nature, or desired future of Sedona. Say no to this project.

3. **Your contact information**

Name:	Margaret Connery
Mailing Address:	110 Canyon Diablo, Sedona 96351
E-mail:	Margaret.connery@hotmail.com

4. **Would you like to receive notices about this project, such as public meeting dates?**

   (o) Yes

Thank you,
City of Sedona

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Wed 10/25/2023 5:43 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>;Christopher Norlock <CNorlock@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	10/25/2023 5:43 a.m.
Response #:	432
Submitter ID:	6065
IP address:	2601:19e:8380:2f33:4c35:ffa2:34cb:fcf6
Time to complete:	13 min. , 25 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. **Project Name:**
   Village at Saddlerock

2. **What are your comments, concerns, ideas, and suggestions about this project?**

   Concerns about the south building. It is quite close to the residential properties.
   Could it be moved closer to the rest of the project?
   Having second story balconies will create noise and light pollution in the surrounding properties. Can they be moved to the front of the design? The height is out of place with the surrounding buildings.
   Are these condos? Long term rentals? STRs? Can they be subletted?
   I am very concerned about late night activity on the property in general (for light and sound) A roof top pool seems to asking for loud gatherings late into the night. Then there is little control over what will happen in the residential buildings and placing them so close to the Valley View properties is asking for problems. 2 story buildings right next to classic 1 story Sedona houses is a stretch. If the upper story is just bedrooms there is a slight chance it would not create as much problems, but living rooms and an outside deck towering above our property is a poor design.

3. **Your contact information**

Name:	Allan Sirotkin
Mailing Address:	115 VALLEY VIEW DR
E-mail:	allan@grchocolates.com

4. **Would you like to receive notices about this project, such as public meeting dates?**

   (o) Yes

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Tue 10/24/2023 4:36 PM

To:Cari Meyer <CMeyer@sedonaaz.gov>;Christopher Norlock <CNorlock@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	10/24/2023 4:36 p.m.
Response #:	431
Submitter ID:	6054
IP address:	2600:387:8:5::93
Time to complete:	13 min. , 30 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. **Project Name:**
   The Village at Saddlerock Crossing (Oxford Hotel)

2. **What are your comments, concerns, ideas, and suggestions about this project?**

   I am 100% against the zoning change for this project which will negatively impact my neighborhood. It will affect the serenity and peacefulness and traffic negatively.

   Keep your commercial and lodging zoning on the outskirts of town and not in residential areas for safety.

   Sedona does not need anymore hotels or high density building projects. The city should focus on keeping Sedona a small town atmosphere and work on the traffic issues we have already and not make it worse by adding more high density projects.

   As a resident of the community I am against any and all high density building projects.

   Where does the zoning changes stop? Do the changes benefit the residents or corporations and city?

   It seems that our leaders are on a rezoning trend for areas that are inappropriate for the project and areas that can be made in to open spaces and parks for residents and visitors.

   I am certain there are more residents against this project than are for it and take note of this before you proceed changing any zoning.

3. **Your contact information**

Name:	Gayle Baingo
Mailing Address:	245 Saddlerock Circle Sedona AZ 86336
E-mail:	Gmbaingo@gmail.com

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Tue 7/13/2021 4:01 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Mike Raber <MRaber@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	07/13/2021 4:01 p.m.
Response #:	327
Submitter ID:	3121
IP address:	65.101.51.2
Time to complete:	4 min. , 14 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. **Project Name:**
   Village of Saddlerock Crossing

2. **What are your comments, concerns, ideas, and suggestions about this project?**

   I am opposed to any zoning change for the property. The current zoning was approved by the citizens of Sedona in the current community plan. Any changes to the plane should be voted on by the citizens of Sedona, not the political appointees. The developer has stated that he wants to be a good neighbor, than why is he storing shipping containers on the south end of the lot not in accordence with the current zoning.

3. **Your contact information**

Name:	Michael F Vitek
Mailing Address:	550 Saddlerock Cir
E-mail:	mvitek2@msn.com

4. **Would you like to receive notices about this project, such as public meeting dates?**

   (o) Yes

Thank you,
City of Sedona

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The Village at Saddlerock

Eduard Uzumeckis <uzy@me.com>

Tue 10/6/2020 2:50 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>

Good Afternoon Cari,

I am writing in opposition to the proposed development of The Village at Saddlerock and the conceptual zoning change requested by the Baney group.

The placement of a hotel, Oxford Suites, on the corner of Saddlerock Circle and 89A will exacerbate the already dangerous traffic situation that exists at that intersection. Additionally, while the connector to Soldier Pass Road does provide a safer exit to 89A it provides no buffer between the residences across from the hotel. It will also cause an increase in traffic and noise through the residences of Saddlerock Homes.

The developer states that there has been not new multi-family residences, which is not accurate. The apartments built Next to Relics have only recently been completed.

There is much in this plan that is detrimental to the surrounding neighborhoods, especially Saddlerock homes. In fact there has been no community meeting to acquire input into this proposed zoning change.

Therefore, it is my opinion that this plan be denied. If the Baney Group wants to provide multi-family housing they should do that and quit trying to build a hotel. In fact between Ambiente and Marriott Residence Inn 128 additional lodging rooms are being added. With the recent change in the travel habits due to Covid-19 it would seem that the current inventory of lodging rooms is sufficient. As the intent letter states we need more affordable multi-family residences not more hotels.

Respectfully,

Ed

Eduard Uzumeckis, MFA, PhD
Vietnam Veterans of America
Arizona Chief Service Officer
928.202.2193
uzy@me.com

1969—1970

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Tue 10/6/2020 2:18 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Warren Campbell <WCampbell@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	10/06/2020 2:18 p.m.
Response #:	151
Submitter ID:	2195
IP address:	24.156.98.194
Time to complete:	1 min. , 38 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. **Project Name:**
   The Village at Saddlerock Crossing (Oxford Hotel)

2. **What are your comments, concerns, ideas, and suggestions about this project?**

   I strongly oppose such development:
   1 - Increase in violent crime: According to relevant studies (UALR Center for Public Collaboration, Dr. Michael Craw, Principal Investigator, January 19, 2017) Large (five or more) market-rate apartment complexes and condominiums appear to increase the vulnerability of properties within 1000 feet to violent crime!
   2 - Traffic congestion and increased risk of vehicle accidents and injury: It is already difficult to make turns onto SR 89A from the residential neighborhood. Additional envisioned traffic will cause sever problems!
   3 - Lack of adequate parking will have many vehicles spill onto the residential neighborhood in close proximity of the development
   4 -The development results in decreased hygienic conditions and poorer environmental setting!
   5 - Combination of these and other factors: It is envisioned that these factors and a combination of other elements of this development will impart a property value decrease!

   No change in the zoning regulation does not come at the expense of lost development. The project can be implemented further along the SR 89A highway to the southwest where there are plenty of space and no existing residential neighborhoods!

3. Your contact information

Name:	Hooman Laali
Mailing Address:	90 Rockridge Drive, Sedona, AZ 86336
E-mail:	hla86351@gmail.com

4.

Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Thank you,
City of Sedona

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PZ19-00005(ZC,DEV)

KariLee Hertzberg <lareineklh@gmail.com>

Mon 10/5/2020 4:30 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>

Please turn down the request for Conceptual Zone and Conceptual Development Review for a new project consisting of 128 lodging units (Oxford Suites) & 44 multi-family residential units.
Sedona has SERIOUS traffic issues & current standards are already inadequate. Witness the multitude of traffic jams on 89A from Airport Rd & even further back!
NO MORE HOUSING until these issues are resolved.
Kari Lee Hertzberg
290 Rockridge Dr, Sedona, AZ 86336

Oxford Hotel

roxann.higuera@gmail.com <roxann.higuera@gmail.com>

Mon 10/5/2020 1:48 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>

We own a home at 220 Rockridge Dr.

At this time I am AGAINST changing the zoning for the parcels for the Oxford Hotel project.

After chatting with others in the area, we have the following concerns:

1. Parking.
My husband and I looked over the plans very carefully. We are not convinced that this project has enough parking for the planned residents, hotel guests, restaurant diners, employees, and possibly event attendees as well. In fact, their plan actually shows a shortfall of parking even BEFORE considering event attendees. Not everyone attending an event will be staying in their hotel. The way I see it, their plan is short by 50 to 60 parking spaces, if not more. That is a lot of extra cars that will have to go somewhere. If they won't put in that many more parking spaces, then they need to provide a plan for what they will do when they actually need those spaces. But it would be better if they provided the spaces or scaled back the project.

I notice that they intend to house employees at the site, but not all will live on-site. Parking needs to be based on actual statistics for usage, not some ideals for what some think tank thinks they should be. Homes occupied by more than one adult often have more than one vehicle as well. We need to be assured that the project will be self-contained with respect to parking. If the project doesn't have adequate parking, we'll end up with cars parked along the streets in the nearby neighborhoods or in lots owned by other businesses, resulting in unhappy neighbors. I've seen this happen in another location where planning for parking for a project was inadequate. Please don't let it happen here.

2. Traffic.
Sometimes the line for registration or valet parking at large hotels can back up into the street, particularly when it is hosting a large event. Can 89A handle having a lane blocked as people wait to register or for a valet?

3. Impact on surrounding roads.
Residents of the Saddlerock neighborhood are concerned about the type of access those at this project will have to Saddlerock Circle. Will there be a wall or gate to restrict access? It appears from the plans that the main access is expected to be from Soldiers Pass Road, which is good because that intersection already has a light.

4. Water.
We want to know where the water is coming from for this project. The local residents, including our family, subscribe to a small local well for our water. Will this large hotel and residential complex be drawing from the same source? We are not sure that is even possible. We need to know that when we turn on our faucets, water will come out.

5. Sewage.
How will they be handling their sewage? Does the city's sewer system have the capacity for another large development? Are there plans to improve the sewer system to handle the extra waste?

6. General Infrastructure.
At a time when Sedona is already bursting at the seams and struggling to function at its current level of residency and tourist traffic, many believe that we need to make things work well for the people who are already here before we change zoning or add capacity. I am also against changing zoning while Sedona clearly has problems meeting the needs of the current capacity. As Jen Farnsworth of Uptown aptly put it during our discussion,

> When a city or town is unable to properly and successfully manage its growth, has inadequate infrastructure, has toxic air, has water and sewer problems and has huge and mismanaged traffic problems, it is time for a "zoning change" moratorium, period. Time is needed to understand what this town's "carrying capacity" is before approving one more zoning change. It is time for greed to take a back seat.

Roxann Higuera

Conceptual Review: Case Number: PZ19-0005 scheduled 6Oct2020

Patricia Donahue <patdonahue@vom.com>

Mon 10/5/2020 10:44 AM

To: Cari Meyer <CMeyer@sedonaaz.gov>
Cc: 'Mike Donahue' <mike@mikedonahue.com>

TO: Carrie Myer, Senior Planner, Sedona City Council

Michael Donahue and I live at 370 Saddlerock Circle and are providing the following concerns related to Case Number: PZ19-0005, Request for Conceptual Zone Change and Development Review of commercial zoning and Medium-high density consisting of 128 lodging units and 44 multi-family units.

Our concerns regarding the proposed density and commercial zoning changes:

a. Medium-high density housing: How does the development plan propose to build 128 lodging units and 44 multi-family units on that plot of land. Is this best location for these homes given it is on a busy street. Will there be height restrictions for these buildings? Will it be affordable housing, what is in place to ensure it remains as affordable housing or can it become a vacation rental?
b. How will traffic and parking be managed: Traffic problems are already an issue at the Whole Foods shopping center, the addition of a high density project across the road will add significantly to this matter. Already we are experiencing back-ups from the 89A round-about to Solders' Pass. Will there be another stop and go light at Saddlerock at 89A, how will traffic be managed through the neighborhood - do you expect to direct traffic through to Airport?
c. Safety: This is a neighborhood for walking and people are always on the street walking with dogs and children on bikes. The safety issues are of great concern for the residents of Saddlerock circle.

c) Water: The increased demand in water with the current deteriorating older infrastructure cannot support this expansion. With all the development projects the city is addressing (including expansion of the Airport and hotel above Saddlerock) how will this be addressed under these development plans and who will pay for any "improvement" costs? Residents should not be taxed for the increasing demands of a for-profit commercial area nor should we lose or receive reduced access to water.

d) Dark Sky: Sedona is known and marketed as a Dark Sky Community. Within the development plan and the density proposed how will lighting be addressed, what type of lights will be used in the area. The lights at the Posse Grounds field can easily be seen in our neighborhood at night.

Patricia and Michael Donahue
370 Saddlerock Circle
Sedona, AZ

Case PZ19-00005 AC,DEV)

Carl Ritter <azcritter@suddenlink.net>

Fri 10/2/2020 7:08 AM

To: Cari Meyer <CMeyer@sedonaaz.gov>

This proposed project appears to be yet another attempt to take the land available, rezone it and have an overcrowded 128 unit Oxford Suites somehow, along with other multiple family units crowd this area with way too many new residents and cars. So I asuime the 128 lodging units will have spaces for 256 cars? just for the Oxford Suites. That is very implausable and if they are thinking undergraound parking, there is already flooding at the corner of June Bug Circle and Saddlerock Drive. Already the area is innundated with so called craft and art shows with cars blocking JUne Bug Circle to the points residents can at times have to call the fire department to get in. This very small cul de sac is already inundated. I do not even see how the contractors would be able to park during construction.

Has anyone looked into the Oak Creek Water Co re-organization. I question if it can handle this overly crowded project.

As co-owner of 35 June Bug Circle, I am asking that P and Z again give developers with the. overly ambitious plans a reality check.

Susan M. Ritter.

July 6 Notice of public hearing

CHARLES KETCHAM <ketcham3@aol.com>

Thu 10/1/2020 10:53 AM

To: Cari Meyer <CMeyer@sedonaaz.gov>

In regards to PZ1900005 ZCDev, we have some concerns. We live at 350 Saddlerock Circle, above the proposed new plan.

Our concerns are:

Ingress and Egress. Have all the safety issues been addressed? This means more traffic on 89a and possibly surrounding neighborhoods.
This increases the possibilities of more accidents.

Traffic lights on 89a. Will there be yet another traffic light on 89a? Again, more traffic, more accident possibilities.

Increase light and noise pollution. Sedona is a Dark Sky City. Will the increase lighting affect that designation?

Building height. Will this be a single story project. If there is a two story building (anywhere in the project) will it have inside corridors? Outside corridors are not as safe (for occupants) and draw more nefarious activity to the building.

What liabilities for the city of Sedona are associated with this project?

Increase in infrastructure usage. There will be more demand for water, power, sewers and emergency personnel. Is the city prepared to
cover the cost of the aging utility structure?

Size of project. Obviously, the city of Sedona wants the taxes and money brought in with each new project. Can the size of the project be reduced so to achieve the wants of the city and the needs of homeowners?

Thank you for your attention to our concerns.

Charles and Deborah Ketcham
ketcham3@aol.com
805.402.2441

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Mon 9/21/2020 7:11 AM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Warren Campbell <WCampbell@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	09/21/2020 7:11 a.m.
Response #:	149
Submitter ID:	2186
IP address:	47.215.231.58
Time to complete:	6 min. , 22 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. **Project Name:**
   The Village of Saddlerock Crossing

2. **What are your comments, concerns, ideas, and suggestions about this project?**

   1. Traffic will increase on 89A and Airport Road. Seems the airport AND the hotel up there are expanding too so that makes the traffic REALLY increase. The employees already cut through Saddlerock Circle Subdivision to get to the airport or the jeep tour guys do the same. I live in the subdivision and see it all the time!
   2. Water supply...where is it all coming from.
   3. WHY are you asking for re-zoning? The previous plan was basically Ok'd by the local residents, so what the heck happened?
   4. What is 'multi-family' housing? That means school buses, multi-cars because no one these days has a 'one' car family!
   5. Are the trees that the OWNERS stated they would keep (the older and bigger ones) are they still staying or are they going to wipe them out too!
   6. Seriously....what are YOU GUYS doing about the traffic in SEDONA...West and VOC!

3. **Your contact information**

Name:	Nancy Hashim
Mailing Address:	500 Saddlerock Circle, Sedona
E-mail:	nancyjsa7@yahoo.com

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Sun 9/20/2020 4:13 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Warren Campbell <WCampbell@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	09/20/2020 4:13 p.m.
Response #:	148
Submitter ID:	2185
IP address:	71.193.79.40
Time to complete:	2 min. , 23 sec.

Survey Details

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We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. **Project Name:**
   Village at Saddlerock Crossing

2. **What are your comments, concerns, ideas, and suggestions about this project?**

   It appears there aren't nearly enough parking spaces. Othewise I have no problem with it.
   Our winter address is 90 Morning Sun Drive
   Anasazi Village

3. **Your contact information**

Name:	Ray Visser
Mailing Address:	13230 Yorktown Lane N, Champlin MN 55316
E-mail:	unklray@yahoo.com

4. **Would you like to receive notices about this project, such as public meeting dates?**

   (o) Yes

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Sun 9/20/2020 1:58 PM

To: Cari Meyer <CMeyer@sedonaaz.gov>; Warren Campbell <WCampbell@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	09/20/2020 1:58 p.m.
Response #:	147
Submitter ID:	2184
IP address:	47.215.244.76
Time to complete:	11 min. , 39 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. **Project Name:**
   village of saddlebrook

2. **What are your comments, concerns, ideas, and suggestions about this project?**

   I am very concerned about the density of this project, which will create extreme traffic on 89A with the very high number of hotel rooms, and multi family use units. we live in Les Springs and have great concerns about how dense this development is for a 6 acre property. Not enough open space, too many hotel rooms and the multi level parking structures are a great concern. I am opposed to such a high density development in West Sedona, with the new Ambiance hotel being built right across the street from our subdivision to put another very large development just to the west of our subdivision will create a very busy corridor and deprive us of the peaceful community which we desire and will be to the detriment of the current residents in surrounding neighborhoods and subdivisions who are full time residents and call Sedona home. We do not want tourism to expand at an exponential rate, we have already seen the huge increase in tourism which is causing traffic headaches even during non peak season. I hae grave concerns how this will effect Cooks cemetery, it is so close to this planned development that it will certainly be harmed. Please do not approve this proposal keep Sedona a place for its residents and not a city only for tourists which this development promotes. We cannot keep approving lodging for tourists to the detriment of its citizens,
   I worry about the noise and disruption the building of such a large development will bring to our subdivision, we already have to deal with the airport noise from jets, planes and now add bulldozers and contractors to the mix, it will totally destroy our quality of life for several years.

3. Your contact information

Name:	Wanda Skonieczny
Mailing Address:	10 Pen Court Sedona AZ 86336
E-mail:	wanda@unitronex.com

4.

Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Thank you,
City of Sedona

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Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Wed 11/1/2023 7:06 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	11/01/2023 7:06 a.m.
Response #:	436
Submitter ID:	6098
IP address:	47.215.234.32
Time to complete:	3 min. , 25 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. **Project Name:**
   The Village at Saddlerock Crossing (Oxford Hotel)

2. **What are your comments, concerns, ideas, and suggestions about this project?**

   We do not need another hotel in Sedona.
   The traffic here is insane.
   Stop asking tourists to come. Sedona is saturated with tourists already.
   Please use common sense and deny this project.

3. **Your contact information**

Name:	Christine Ostrom
Mailing Address:	80 Piñon Dr
E-mail:	Chrisostrom022@gmail.com

4. **Would you like to receive notices about this project, such as public meeting dates?**

   (o) No

Thank you,
City of Sedona

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Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Wed 11/1/2023 2:49 PM

To:Cari Meyer <CMeyer@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	11/01/2023 2:49 p.m.
Response #:	437
Submitter ID:	6101
IP address:	2607:fb91:8ea1:53ce:4108:3445:30e8:ea87
Time to complete:	1 min. , 23 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. **Project Name:**
   Village at Saddle Rock Crossing

2. **What are your comments, concerns, ideas, and suggestions about this project?**

   Please, no. We do not need another hotel, with all of the attendant traffic, crime, and destruction to our natural environment that comes with a hotel.

   Workforce housing, yes.

   No to a hotel.

3. **Your contact information**

Name:	Camille LeFevre
Mailing Address:	325 Oak Creek Blvd.
E-mail:	camillelefevre@comcast.net

4. **Would you like to receive notices about this project, such as public meeting dates?**

   (o) Yes

Thank you,
City of Sedona

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Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Thu 11/2/2023 8:42 PM

To:Cari Meyer <CMeyer@sedonaaz.gov>

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	11/02/2023 8:42 p.m.
Response #:	438
Submitter ID:	6107
IP address:	2600:387:0:809::67
Time to complete:	8 min. , 1 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. **Project Name:**
   Oxford Hotel

2. **What are your comments, concerns, ideas, and suggestions about this project?**

   I have read through the material from the developer for the Oxford Hotel. While the project includes some workforce housing note that 24 of these are 400 sq ft efficiency apartments. They mention 20-30 employees, but given 110 rooms (min 55 staff) and a 3000 sq ft restaurant and 1800 sq ft rooftop bar restaurant, I think that they are probably in the 80-100 staff range, so still a problem of workforce and this will further deplete the available workforce in Sedona.

   The biggest issue is whether Sedona should accommodate the additional 110 rooms, which is a 7% increase in the number of rooms in town. The hotel rooms themselves are fairly typical 350 sq ft each. The fact that the hotel also features a large meeting with a ballroom and meeting rooms means they want to draw businesses, probably to compete during the off season when tourists are less abundant.

   I am in favor of the changes by Council to no longer allow lodging in this CFA. I am opposed to the project as it expands the lodging in a community that is already oversupplied with lodging. Please reject this change in zoning requested by the developer.

3. **Your contact information**

Name:	Mark TenBroek
Mailing Address:	744 Quail Tail Trail
E-mail:	Tenbroekmj@gmail.com

4. **Would you like to receive notices about this project, such as public meeting dates?**

   (o) Yes

Village at Saddlerock Crossing Comments

S Nowak <annamar@suddenlink.net>

Sat 11/4/2023 10:00 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>

Hi Cari:
Inspired by your group's recent presentation at the Citizens Academy, we'd like to make a few comments about the Village at Saddlerock Crossing project. We live in Saddlerock and travel in and out on Saddlerock Circle multiple times every day.

A large portion of the project parking lot (including the area where large buses will be parking) is highly visible to anyone walking or driving on Saddlerock Circle. This eyesore needs to be shielded from view with a landscaped berm, wall, fence, and/or vegetation *high enough and thick enough* to block views of these cars and buses.

Forty (40) multi-family units could easily add 80-100 cars to parking and local street congestion. What limits will be placed on the number of cars and people allowed per unit? Will pets be allowed? I would strongly suggest reducing the total number of units.

How many of the forty (40) multi-family units will be at market price rents and how many will be at reduced rents? How far below market? How many will be exclusively set aside for employees of the hotel?

Also, who is ultimately responsible for ensuring that the multi-family housing is maintained, kept neat and tidy, and tenanted with individuals who participate in this community by actually working here? What legal limits are there on such oversight? We don't want this to turn into a Section 8 housing, do we?

Many thanks, - Stewart

The Village at Saddlerock Crossing

rizz@npgcable.com <rizz@npgcable.com>

Sat 11/4/2023 10:00 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>

Hello,

Unfortunately we will not be able to make the meeting scheduled for 11/7/23. As a resident of the Saddlerock Community we have some concerns about the amount of traffic coming into and out of our devlopment and how traffic flow will be managed in/out of the development, either via Saddlerock Circle or Valley View Drive. We are also concerned about the lighting, to make sure it is shining downward (dark sky compliant) and not glaring into the Saddlerock community. We see plans for subsurface parking, which is a great idea to increase parking and reduce the ground space required but we are very concerned if blasting will be necessary and if so, what contingencies for noise containment and housing damage due to blasting. We hope all issues from the meeting will be addressed and notated in some form of meeting minutes.

Thank you for your consideration.

Carol and John Rizzi

85 Saddlerock Lane

Saddlerock Crossing Project

Lil Roo <lilrootoo@hotmail.com>

Sat 11/4/2023 4:59 PM

To:Cari Meyer <CMeyer@sedonaaz.gov>

Hello:
As a long-time resident of Sedona, I support housing that people who work within the city can afford. However, the 40 units suggested for the Saddlerock Crossing project are simply too many for the given location. The added traffic and parking congestion this many units can cause (on top of the already heavy traffic and parking congestion caused by the hotel) will have a very negative effect on the surrounding area.

Having lived in the inner city of several metro areas, I know firsthand how concentrated low-income housing projects can bring a host of added problems ranging from increased crime to neighborhood blight if standards are not strictly monitored and enforced. The last thing you want to see is this good intention turn into a section 8 mess.

Please consider reducing the number of units and putting restrictions in place to keep this aspect of the project from turning into a liability down the road.

The vast majority of my neighbors and colleagues feel the same about this as I do. Thank you very much for your consideration.

Joey James

Proposal of Villege a tSaddlerock

Carl Ritter <azcritter@suddenlink.net>

Sun 11/5/2023 11:08 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>

the notice of public hearing for NOv 7 discusses a proposed development which to me seems inappropriately labeled ; " The Village at Saddle Rock This is not a Village; Much of th;is. areaa is the Saddlerock Subdivision which is a single family development. What is being propposed is referredd to. is a. Village. Well this is not really a village, it is a proposed development which has multiple zoning, zoning including all kinds of residenetal and then. commercial proposed developments including a hotel and other properties. The high density and multiple family labels do not seem appropriate. Having looked over previous ious proposals, it was brought to my attention, a co ownerof a single family residential areaa, this is I believe a. misnomer. Also I do not see how this could have adequate parking since much of it does not identifiy parking for such a large development and fri0m nearlier research, much of this is in a flood zone. It does not appear to b e well. thought out at all. This concdpt and title should be voted down.

S usan M. Ritter, 35 June Bug Circle-:pt 52

The Village at Saddlerock Crossing Zoning Change Plan

Hooman Laali <hooman_laali@yahoo.com>

Mon 11/6/2023 3:09 PM

To:Cari Meyer <CMeyer@sedonaaz.gov>

I am a resident of the Saddlerock residential subdivision. I strongly object to change of zonation for the above-mentioned parcel. This will negatively impact the current property owners in regards to traffic (already a bad situation), security and crime, and our property values. The City's intent to build more affordable housing is commendable but the choice of location is not. There are better options for the City and for the home owners of the Saddlerock Subdivision.

To change the zone designation does not serve the common and established development principles!

Regards.

Hooman Laali

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planning and zoning meeting

Rob Smith <robsmith520729@gmail.com>

Mon 11/6/2023 10:32 PM

To:Cari Meyer <CMeyer@sedonaaz.gov>;Rob Smith <robsmith520729@gmail.com>

Hello Cari

Thank you for your time today to discuss the development of the previous Biddle Nursery site. I am a retired architect who practiced in Des Moines, Iowa and now living in Sedona. In my career I was involved in several similar projects and have a few comments.

1. I have heard at many meetings the city needs multi housing. This is an opportunity for both the city and developer to work together and get some multi housing since this is probably the largest single tract of land along the 89 corridor.
2. The city wants interconnectivity to controlled intersections. In this case the extension of Soldier Pass is directly adjacent to residential rear yards. The curving nature of the road will allow headlights shining directly into the homes to the south. The homes to the south of the road will not be desirable if on the market.
3. The multi housing should be a buffer between the residential to the south and the commercial development to the north. However the property remaining may not be deep enough to meet the city requirement that the main building not be parallel to the highway. A well designed development could be parallel to the highway.
4. The CFA goal of making this area a walkable community where retired residents walk to the dentist and then the grocery store seems unrealistic based on five lanes of traffic and much tourist traffic. The entire strip is very pedestrian unfriendly as is any area severed by a main thoroughfare.

I hope to be at the meeting.

--

ROB SMITH
71 LITTLE HORSE LANE
SEDONA AZ 86336
515-240-9905

Heinrich Stasiuk
180 Blackhawk Lane
Sedona, AZ 86336
heinrich@wildthymegroup.com
602-427-7123

11/06/2023

Planning and Zoning Commission and City Council
City of Sedona
Planning Department
102 Roadrunner Drive
Sedona AZ, 86336

Re: Support for the Village at Saddlerock Crossing Project

Dear Members of the Planning and Zoning Commission and Sedona City Council,

As both a dedicated community member and the proprietor of various local establishments including Shorebird, Molé, Stagecoach Country Roadhouse, Jay Bird's, and Spoke & Wheel, my commitment to Sedona runs deep. Having been drawn to the unique spirit of Sedona, I started investing in our community's potential in 2009 and became a homeowner in 2020. Through my businesses, I proudly employ approximately 105 individuals who contribute to the vibrant life of our city.

In recent years, we've encountered shared challenges that affect us all - residents, small business owners, and especially our crucial workforce. The issues at hand have a direct impact on my employees and our valued patrons alike.

It is with a focus on community betterment that I lend my wholehearted support to the proposed development project slated for consideration, encompassing a 110-unit responsible lodging establishment and a 40-unit multi-family housing complex, ambitiously designating over half for affordable housing. This initiative stands to significantly benefit our local economy and enrich the fabric of our neighborhood.

My restaurant, Stagecoach, is situated adjacent to the proposed development site, placing us at the heart of the community that would directly benefit from this thoughtful, responsibly planned project. The “park once” philosophy at the core of this development resonates with the community-centric values of Sedona, encouraging visitors to immerse themselves in our city's culture by exploring and supporting local businesses on foot.

The current zoning of the site calls for additional commercial and retail space - a path that does not align with our present needs. Sedona is in dire need of solutions that support local businesses, mitigate traffic congestion, and provide essential housing. This developer has pledged to exceed the City's requirements for affordable housing, showcasing an investment in our community that should be met with enthusiasm and support.

The scarcity of workforce housing in Sedona presents a significant challenge to business sustainability. As a neighboring business owner, I can attest to the immediate, positive impact this project will have on

local commerce and our workforce. This development is not merely a construction project; it's a beacon of progress for our community.

Affordable housing is the cornerstone of a thriving community. It not only serves the common good but also acts as a driver of economic vitality. Accessible housing options ensure that businesses like mine are staffed by a dedicated, local workforce who live and invest in their community, fostering a dynamic and robust local economy.

With eagerness and anticipation, my staff and I look forward to contributing to this dynamic ecosystem.

In conclusion, I respectfully call upon the Commission and City Council to endorse this project, recognizing its vast potential to positively influence our local economy, with it’s environmentally conscious design, reduced traffic flow, and crucial housing investment. Projects like this forge more than just structures; they craft vibrant lives, robust communities, and promising futures for cities like ours.

Your consideration of my viewpoint on this critical matter is deeply appreciated.

Sincerely,

Heinrich Stasiuk
Stagecoach Country Roadhouse
Shorebird
Molé
Jay Birds Chicken
Spoke & Wheel

Hello,

We need to embrace change and tourism. It has taken a toll on our community, kids, and livelihood. The hope we find in The Village at Saddlerock Crossing is that it provides a path to support our local economy responsibly while preserving our way of life. Our essential community members are finding it increasingly challenging to stay in Sedona due to our lack of support.

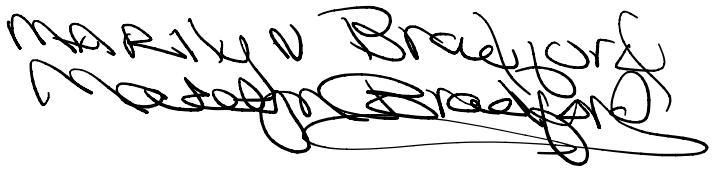
The Council needs to prioritize the majority and make decisions for the people of Sedona.

Housing is a major issue that we're facing right now. The shortage of living spaces is having a direct impact on local businesses. This, in turn, is affecting our schools, and we have an excess of art spaces that aren't in demand. It's quite alarming how smog levels have risen recently, posing a threat to our environment.

Addressing the housing crisis is necessary.

Marilyn Bradford

35 Sun Up Ranch Rd, Sedona, AZ 86351



Red Rose Inspiration For Animals, Inc.

A 501c3 Non-Profit Organization for Animal Welfare

P.O. Box 74
Sedona, AZ 86339

Office: (928) 282-5278
Fax: (888) 998-7673

Email: info@redroseinspiration.org

www.redroseinspiration.org

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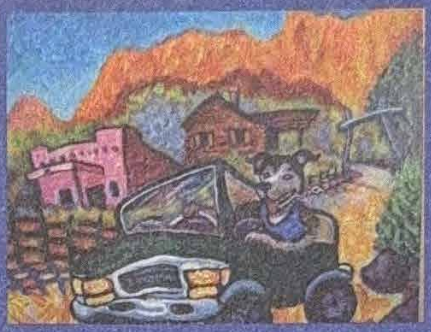


November 6, 2023

To Whom It May Concern,

I am a strong supporter of the Baney Project. As President and Founder of a non-profit organization Red Rose Inspiration For Animals based in Sedona that has been doing business in this community for well over a decade. We promote events throughout Sedona, including at the neighboring property located at 1405 West State Highway 89A and have been doing so exclusively since 2009.

The Baney project is important to me and my organization as I feel it will bring more support and customers to our events. As a promoter of Art Shows I have many local artists that depend on me and my organization to earn a living. At least 80 percent of my vendors live here in Verde Valley. The Saddlerock project, with their "park once" approach, is exactly the type of pedestrian customers that support not only the surrounding businesses, but also support the local artists and artisan in our community.

I also feel that affordable housing is an important component in our community. With so many homeowners turning their residential and commercial properties into air bnb it is creating a problem for those looking to rent long term in Sedona. We have a shortage of long-term rentals. I would like to see more hotels and less air bnb units. Affordable housing has become such a problem in Sedona. I have known many business owners who found themselves homeless. Is this the sense of community we are trying to create? I doubt it.

I have personally been in touch with the Baney family since they purchased this property back in 2006. This was always a project on the horizon for them and I feel that they deserve the opportunity as property owners to build out their dream. The Baney's have been involved in lodging in Oregon; this is a family-owned business not a corporate venture. We don't want another retail or commercial center here; we want a thoughtful project like this.

Sincerely,

Tina-Marie Allegrezza
President and Founder of
Red Rose Inspiration For Animals

Dear Council,

As a restaurant worker in Sedona, I'm writing to express my strong support for The Village at Saddlerock Crossing. This project holds a lot of promise for our community, our fellow residents, and local businesses like the one I work at. It's a beacon of hope for responsible tourism and the critical need for affordable housing while maintaining Sedona's charm.

In my role, I've witnessed the challenges of our community firsthand. Tourism is necessary for our town, but it also comes with its fair share of pains, including traffic congestion. Individuals like me and my wife work in the area and want nothing more than to find affordable housing options in Sedona, which is currently impossible.

The prospect of living and working in the same community I serve is incredibly appealing. We cherish our town, and The Village at Saddlerock Crossing seems like a step in the right direction to address these concerns while supporting the businesses that make Sedona what it is.

I hope you will consider the positive impact this project can have on our community and the people who work diligently to make Sedona a unique and vibrant place.

Thank you for your time and consideration.

Sincerely,

Chris Jiles
4060 Sandy Hollow Ln, Cottonwood, AZ 86326

Dear City Council:

I want to express my wholehearted support for the Village at Saddlerock Crossing project. The number of Airbnb rentals in Sedona is only growing, and it's obvious that we desperately need more alternative short-term lodging options for visitors.

This project could make a huge difference in our efforts to address the overwhelming number of short-term rentals in our neighborhoods. We need to do whatever we can to keep tourists from disturbing locals by designating other places for them to stay.

Sincerely,

Amanda Sanders

Amanda Sanders

Amanda Sanders

11/19/23

215 Sugarloaf St, Sedona, AZ 86351

To whom it may concern,

I write to you as a business owner in beautiful Sedona, and I want to advocate passionately for the urgent need for affordable housing for our dedicated workforce. This is a critical issue that we continue to discuss and acknowledge, but it often feels like we're not taking the necessary actions to address it.

Housing should be a secure and fundamental right, and everyone should have access to that security. It's disheartening that despite living in such a breathtaking place, we face the paradox of having a thriving tourist destination when many struggle to find homes or afford to live in this area. It's a precarious balance, and it's unsustainable. Our businesses can't stay open if the very people who keep them running can't afford to be here.

We all deserve a roof over our heads and the ability to meet our basic needs, such as groceries and housing. There must be a middle ground we can reach, and I believe there are steps we can take to make it happen, like implementing measures to regulate Airbnb rentals and free up homes meant for long-term housing.

It's imperative that we bring back our schools and families to create a community where people feel safe and supported. It often feels like our concerns fall on deaf ears within the government, and it's disheartening to see these issues ignored while they continue to worsen, impacting everything from traffic congestion to affordable housing.

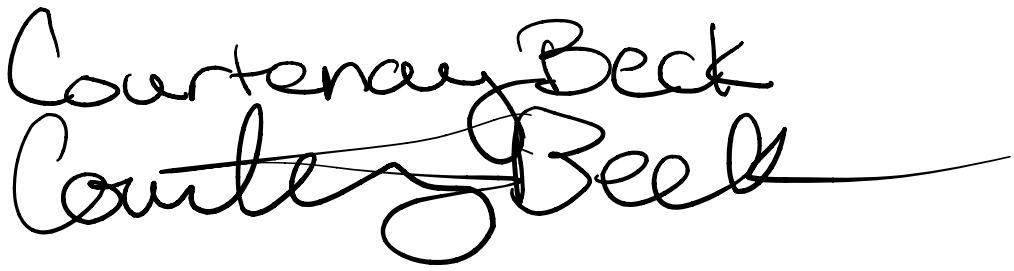
I don't want to leave; this is my home, and I cherish it. I can't even fathom the predicament of those who are forced to leave due to predatory housing practices. My child attends Red Rock High School, but it's disheartening to know that many teachers can't afford to live here and therefore miss out on teaching opportunities. We all yearn for a sense of community, and I implore you to truly listen to your constituents and work to address these issues.

It's disheartening to see that we're moving backward when we came here seeking a safe place with excellent schools. But with a few projects like the ones being proposed, we can put our community back on the right trajectory, reignite our neighborhoods, and encourage investment in our city. We need to recognize that people not only visit but live here and invest in this place. My shop is in West Sedona, and my son attends school here, and we need this community to thrive.

Please, let's work together to find solutions and support the people who call Sedona home.

Sincerely,

Courtenay Beck
155 Concho Way, Sedona, AZ 86351



Dear Council,

I'm writing as a business owner in Sedona, and I want to emphasize the pressing need for affordable housing for our workforce. It's time we address these issues head-on instead of just talking about them without taking effective action.

Housing should be a fundamental right, ensuring that people have the security of a place to call home. Unfortunately, it's disheartening to see that in this beautiful place, we're faced with a paradox: a thriving tourist destination alongside the challenge of finding affordable housing. We need to maintain a balance. Our businesses depend on it, and they can't flourish if the very workforce that sustains them can't afford to stay.

Everyone deserves a roof over their heads and the ability to meet their basic needs, including housing and groceries. There must be a middle ground, and I'm confident there are steps we can take to achieve it. Regulating Airbnb rentals to free up homes meant for long-term housing is a practical approach.

It's crucial to bring back our schools and families to create a safe and supportive community. At times, it feels like the government isn't fully attuned to the voices of the community. It's disheartening to see these issues neglected as they continue to worsen, impacting traffic and housing, which are essential for our thriving community.

I don't want to leave; Sedona is my home, and I have a deep attachment to it. I can't help but think of the countless people who are forced to leave due to predatory housing practices. My child attends Red Rock High School, and it's discouraging to know that many teachers can't afford to live here, resulting in missed teaching opportunities.

We all crave a strong sense of community, and I urge you to genuinely listen to your constituents and take action on these pressing issues.

It's frustrating to witness backward progress when we originally sought a safe place with excellent schools. With a few projects like the ones being proposed, we can steer our community back on the right path, rekindle our neighborhoods, and promote investment in our city. Let's recognize that people don't just visit; they live and invest in this place. My shop is in West Sedona, and my son attends school here, and we need this community to flourish.

Let's work together to find solutions and support the people who call Sedona home.

Sincerely,

Michael Beck
155 Concho Way, Sedona, AZ 86351

Michael Beck

Sedona Council,

I have lived here for 35 years and it is clear that local people need to be better represented. Many of us are overlooked by our local officials even though we require your support. People who work in Sedona and invest in our community should be able to live here if they want.

Approving hotels, such as the Village at Saddlerock Crossing, is the first vital step in our efforts to regain control over short-term rentals. This will help restore the harmony in our neighborhoods and provide more stable housing options for our community.

One of the things that made Sedona such a wonderful place was the culture and energy of locals who love and appreciate our city enough to build a life here. We've sacrificed that to the corporations who have flooded our housing market with airbnbs and priced out the people who deserve to be here.

Sincerely,

Laura Albert

866 Brewer Rd Sedona, AZ 86336

To the City of Sedona,

We are in dire need of affordable and workforce housing from any willing provider. This project promises to make a significant contribution to addressing our housing crisis and giving our residents a chance to live and work in the same community.

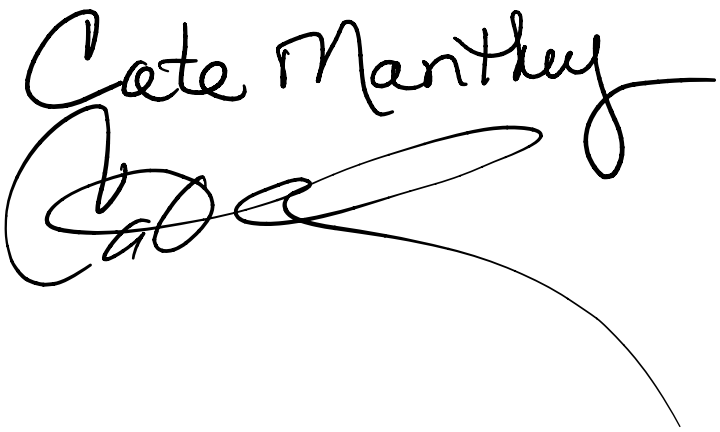
Our businesses are suffering from the shortage of workers who are willing and able to commute long distances to keep our economy going. We need to do whatever we can to support our markets, restaurants, coffee shops, galleries, and all other businesses that bring money into our city and this project will do that.

Please APPROVE THE VILLAGE AT SADDLEROCK CROSSING.

Thank you,

Cate Manthey

45 Rim Trail Dr Sedona, AZ 86351



Dear Sedona City Council,

I'm writing to ask for you to vote in favor of the Village at Saddlerock Crossing because it will provide much needed affordable housing. This project can help with our housing problem and let at least some people live and work here.

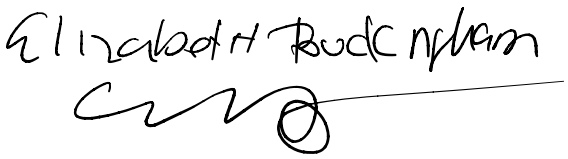
Our local businesses are struggling to find workers who can afford to commute sometimes over an hour to work. It is important for us to support the businesses that keep Sedona thriving. Approving the Village at Saddlerock Crossing will make a big difference.

Please, allow them to move forward.

Thank you,

Elizabeth Buckingham

869 Whispering Oak Dr, Prescott, AZ 86301



Dear Council,

Our local businesses and their workforce are the foundation of Sedona's success. Without them, we would not have access to all of the wonderful and necessary services they provide including shopping centers, art markets, places to eat, and spaces to foster community.

It is so important for us to do anything in our power to support them by providing housing opportunities that will not be used as airbnbs. The Village at Saddlerock Crossing is taking the community's needs into consideration by providing housing options for at least 40 people who would greatly benefit from living in Sedona. Please support the development of projects that centralize tourism and are willing to provide more housing than required. We don't need to attract new businesses, we need to support those already in place.

Thank you,

Danielle Diaz
55 Rio Verde Cir, Sedona, AZ 86351

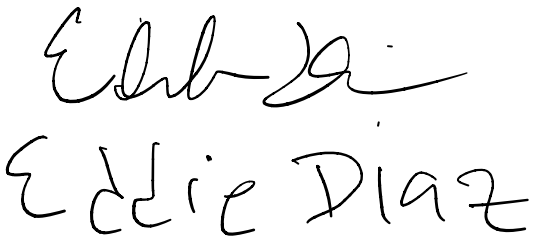
Danielle Diaz

Dear City Council,

I am confident that this project will be an asset to our community. We would rather have 110 new hotel rooms, then have those people staying in 100 Airbnbs inside our neighborhoods- without any control or oversight. Responsible lodging will decrease the demand for short term rentals. This project is a step in the right direction to ensure a brighter future for Sedona.

Best regards,

Eddie Diaz
55 Rio Verde Cir, Sedona, AZ 86351



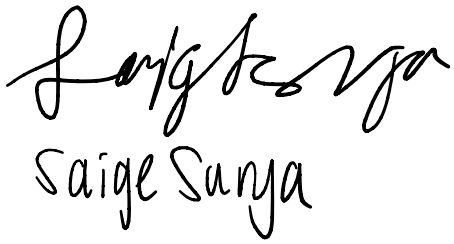
Dear Council,

The vitality of Sedona is intrinsically tied to our local businesses and the dedicated workforce that propels them. These businesses serve as the lifeblood of our community, offering indispensable services such as shopping centers, art markets, dining establishments, and communal spaces where we gather as one.

It is of paramount importance that we take every feasible measure to bolster these businesses by ensuring that housing options are not transformed into Airbnb rentals. The Village at Saddlerock Crossing serves as a beacon of commitment to our community's needs by providing housing opportunities for at least 40 individuals who yearn to make Sedona their home. I wholeheartedly implore you to endorse projects that prioritize the consolidation of tourism and go the extra mile by offering housing opportunities that exceed the stipulated requirements.
Our primary focus should remain steadfastly on supporting the businesses that have been the backbone of our community. Rather than striving to attract new entities, we must ensure the growth and prosperity of Sedona by standing resolutely behind those who have been with us throughout.

In a personal note, I have experienced the impossibly high cost of living in Sedona, and as a result, I've resided in my van for the past few years. The essential necessities, such as food, rent, clothing, and hygiene products, in Sedona often rival those of major cities without commensurate opportunities for earning reasonable wages. In the wake of the COVID-19 pandemic, I've observed the number of individuals living out of their vehicles multiply significantly. It's disheartening that not only can we not afford rent, but the city has continually thwarted opportunities for us, including housing developments and safe spaces for parking.
The time has come for us to acknowledge and address these issues head-on. We must work collectively to provide housing solutions that allow us to thrive and safeguard our community's well-being.

Sincerely,
Saige Surya
989 S Main St, STE A
PMB 113 Cottonwood, AZ 86326

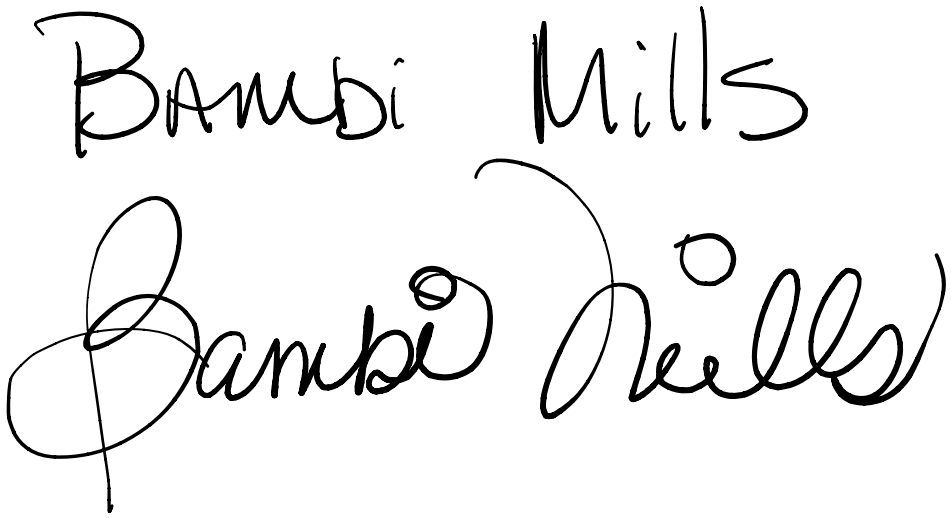


Dear Council,

The City's adversity to change and responsible tourism management has negatively impacted our jobs, schools, and businesses. The Village at Saddlerock Crossing is a beacon of hope, offering a way to support our local economy responsibly and preserve our way of life. Teachers, doctors, firefighters, police officers, and other essential members of our workforce are being cast out due to our lack of action.

The Council needs to consider the majority's needs and put the people of Sedona first.

Best Regards,



Bambi Mills
32110 N Cherry Creek Rd Queen Creek, AZ 85412

Council Members,

I would like to express my concern for what is going on in our city. It feels like we're resistant to change and not doing a great job managing tourism, and it's affecting our lives, schools, and businesses in a bad way. The Village at Saddlerock Crossing seems like a ray of hope in these gloomy times, a way to boost our local economy responsibly and keep our way of life intact.

I'm really worried about what's happening in our community. Our public service members, including emergency service workers and so many other folks who make our city work are being pushed out because we're not doing enough. It's painful to see the people who hold our community together forced to leave because we're not taking action.

I hope you can reconsider your priorities and put the people of Sedona first. We've all put our hearts into making this place special, and we need your help to keep it that way. Responsible tourism and some willingness to embrace change could be the key to preserving Sedona's unique spirit for the future.

Best Regards,

Danielle Johnson

55 Trail Zen Ln Sedona, AZ 86336

Danielle Johnson

Hello City Council,

We are quickly losing our special sense of community by allowing outside businesses and remote airbnb owners to take over our city. Your recent decisions do not reflect the interests of our community. We need housing and businesses that encourage supporting the existing local community. Adding more retail will only bring unnecessary competition to an already saturated market. The proximity of this lot to local businesses will not only encourage supporting local but also give visitors a real Sedona experience without disturbing our homes.

I support the Village at Saddlerock Crossing.

Thank you,

Meri Massaro
371 Cedar St Number 2 Sedona AZ 86336

Meri Massaro MERI MASSARO

Dear Esteemed Members of the City Council,

It is with a deep sense of concern that I address the apparent erosion of our unique community identity, which is steadily occurring as external businesses and remote Airbnb owners continue to exert their influence within our city. Recent decisions made by our council have not aligned with the collective interests of our community, and as such, we find ourselves in a precarious situation.

Our immediate requisites encompass housing solutions and enterprises that prioritize the sustenance of our indigenous community. The notion of expanding retail offerings at this juncture stands to introduce superfluous competition into an already inundated market, thereby complicating the delicate balance of our local economy.

The proposed location's close proximity to local businesses not only promotes patronage of our indigenous enterprises but also affords our visitors the genuine Sedona experience without infringing upon the sanctity of our residential neighborhoods.

I unreservedly endorse the establishment of The Village at Saddlerock Crossing, recognizing it as a vital step toward the preservation of our community's unique character and well-being.

With gratitude,

Valentina Leshyk
Vml9@nau.edu
65 Vista Ln Sedona AZ 86351

Valentina Leshyk

Planning Commission and Sedona Council,

Airbnbs have priced locals out of their homes and taken over our neighborhoods, eroding our sense of community. We need to take action now and regain control over our neighborhoods by approving projects that support local businesses. This project offers an excellent opportunity to centralize tourism in a location that increases walkability, minimizes traffic, and encourages investment in local businesses. This area is the perfect place for visitors to have an authentic Sedona experience while only positively impacting their surroundings. This is the kind of development we need.

With appreciation ~

Miles Roberts

9833 n 2nd place Phoenix 85020

Commission,

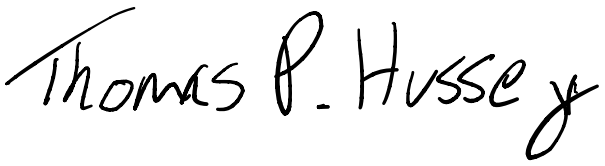
The issue of Airbnb rentals has caused serious distress within our community, with locals being pushed out of their homes, and our neighborhoods stealing our sense of togetherness. It's high time we take action to regain control over our neighborhoods, and one way to achieve this is by approving projects that prioritize and support our local businesses.

As I understand, the current proposal on the table presents a unique opportunity to centralize tourism in a way that enhances walkability, reduces traffic congestion, and fosters increased investment in our local establishments. It's a solution that aligns perfectly with our vision for the future, creating a space where visitors can truly experience the authentic charm of Sedona without negatively impacting their surroundings. This is the kind of development that our community needs to thrive.

Your support for this project would mean the world to us and would be a significant step towards reclaiming our neighborhoods and revitalizing the spirit of Sedona.

Sincerely,

THOMAS P HUSSEY
150 Sombart Ln Sedona AZ 86336



To whomever it may concern,

My name is Dilshad and I just moved to Sedona on Oct 5, 2023. I moved to Sedona because it was the only place in the United States that felt like it could be my home.

I'm a 33 year old single, brown, female first generation immigrant from India. I moved to the United States on my own at 17 years old with $50 in my bank account - my "bank account" being my bra because I wasn't legally allowed to open a bank account on my own.

I've been naturalized as a US citizen. I'm now a Director of the US West region for the largest enterprise software company in the world. I also have my own coaching business and my own jewelry line. I write for major online magazines. I carry zero debt.

And….I STILL cannot afford to live in Sedona.

I've only been living here for a month, and I've been looking at other towns for a sustainable lifestyle. To say my heart is broken and my spirit confused would be an understatement. After living in 5 different cities in the US, Sedona was my "dream" place to live. And let's just say I got hit with a nice dose of reality.

I've been here a month and I'm already volunteering at 4 different organizations in Sedona. If you don't want people like me here, then who exactly is it that you want? Why? Who benefits?

If you lose people like me, it's truly your loss. It's truly disheartening to watch how Sedona has changed over the years – from being a sacred place to being a cheap prostitute by choice. Like a Tik Tok celebrity who dances like a cartoon for likes.

We desperately need responsible housing and affordable options. The Village at the Saddlerock Crossing is a step in the right direction.

I say this knowing I will *not* be living at the Village because it is not my preference to live there. I'm in the privileged position of having other options. So, I will not benefit from it in any measurable way. But I know that a true elder (and I do mean an *elder* - not just an older person) plants trees whose shade they will never sit under.

It would be a cartoon move to have more retail options in Sedona. We're all good with retail. We need people who care about Sedona and are invested in it to live here.

It would behoove you to listen to the voices of our generation. For we are the ones that will be taking care of Sedona in the future long after you are gone.

DILSHAD MEHTA

dilshad

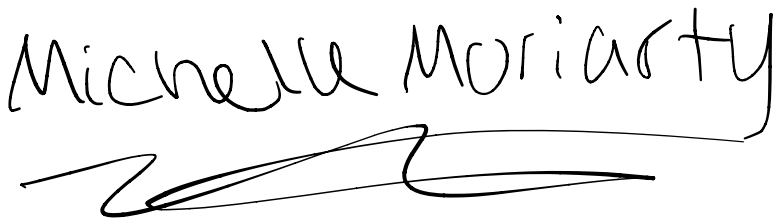
Dilshad Mehta *Director – Customer Evolution, US West, SAP America* *Spiritual Life Coach, Jewelry Designer, Writer*	dilshad@dilshadmehta.com 204 Columbine Ct Sedona, AZ 86336

To Planning Commission and City Council,

This hotel is a better use for the site than what is currently allowed. We don't need more retail. The hotel reduces traffic in our residential areas and along the main road. The Village at Saddlerock Crossing is designed responsibly, provides housing for our community and will alleviate the burden on our infrastructure, making Sedona a better place to live and visit.
The Baney family has made good on their promises and are taking public opinion into serious consideration. We need to treat them better and approve their project.
It is important to welcome businesses that care about the community as much as, if not more than, they care about their development. Please support the Village at Saddlerock Crossing,

Sincerely,

Michelle Moriarty
2020 w park Verde camp Verde 86322



Dear Planning Commission and City Council Members,

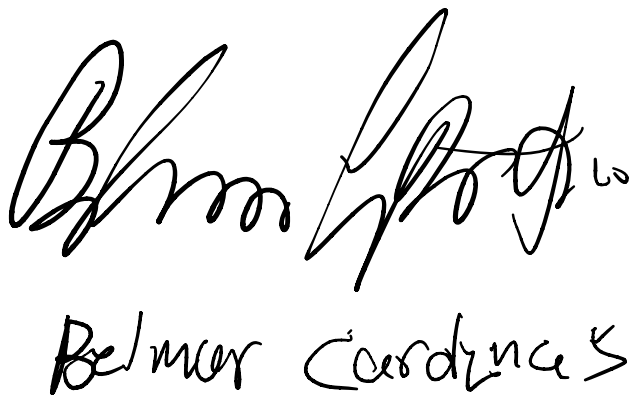
I'm writing to express my strong support for the proposed hotel development on this site, which I believe offers a much better use than what's currently allowed. Frankly, we don't need more retail; what we need is a change that can benefit our community in various ways.
One of the standout advantages of the proposed hotel is that it will help reduce traffic in our residential areas and along the main road. It's designed with responsibility in mind, offering housing options for our local community while also easing the burden on our infrastructure. This, in turn, can make Sedona an even better place to live and visit.

I also want to highlight the commendable efforts of the Baney family. They have not only made promises but have shown a genuine commitment to taking public opinion seriously. It's vital that we treat them with the respect they deserve and approve their project, which aligns well with the best interests of our community.

I believe it's essential to welcome businesses that care about our community as much as, if not more than, their own development. The Village at Saddlerock Crossing embodies this ethos, and I wholeheartedly request your support for this project.

Sincerely,

Belmar Cardenas
1434 E Navajo St Cottonwood, AZ 86326



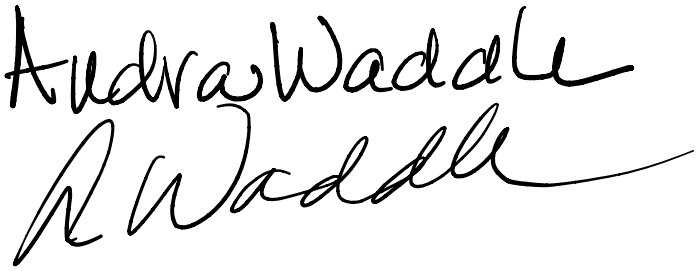
Dear Planning Commission,

Having a responsibly designed hotel along the main road will boost foot traffic, supporting local businesses and rejuvenating our local retailers. The Village at Saddlerock Crossing project will only benefit our local entrepreneurs. Several of the surrounding businesses are owned and run by locals. Not approving this project means disregarding the people whose livelihood are primarily supported by tourism and will take business away from our community.

Please consider the positive side of what this could mean for the future of Sedona.

Thank you,

Audra Waddle
180 E Tres Rios Rd Camp Verde, AZ 86322



To Whom It May Concern,

Sedona is losing the small-town feel we all once fell in love with. Most of us started out as visitors and decided to make this our home after years of vacations to hike the trails and see the red rocks. It's lost a lot of its character to out-of-towners who have infested our neighborhoods with Airbnbs.

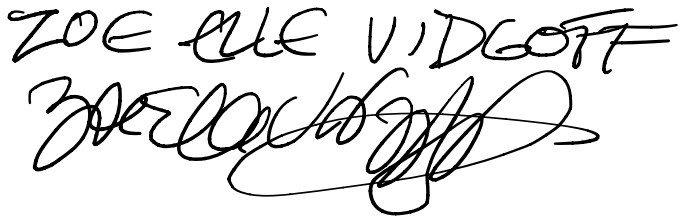
Sedona deserves to regain its uniqueness, and projects like this can help us restore our community's identity while also contributing positively to our economy and our housing supply.

We can't go back to the way things were, but this feels like a step in the right direction.

Thank you for supporting the Village at Saddlerock Crossing,

Zoe Elle Vidgoff

65 Soldier Basin Dr Sedona, AZ 86351

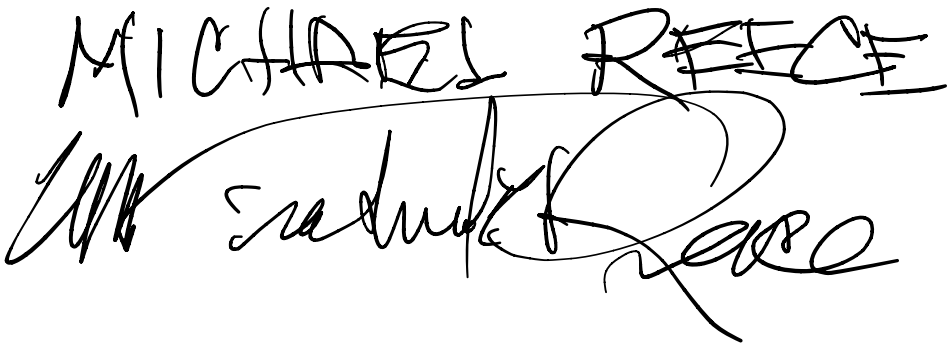


To Sedona Council,

The rising cost of living in Sedona has left a lot of us without a place to live, forcing many to sleep in their cars or relocate to neighboring towns and cities. This project provides essential affordable housing and ensures our city remains vibrant. To my understanding, it will also include the first rooftop lounge Sedona has ever seen. This is a perfect example of an opportunity for growth while addressing the problems at hand. I urge you to vote yes in support of this hotel.

With blessings,

Michael Reece



722 N 16th St Cottonwood, AZ 86326

Dear Sedona Council Members,

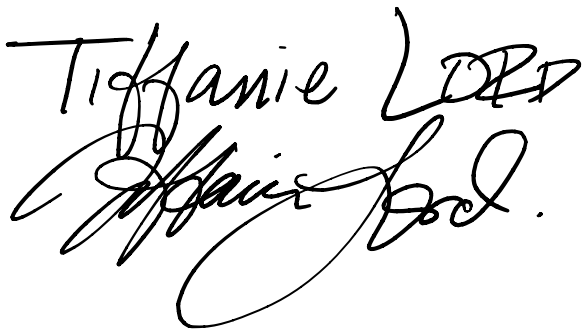
We need to address the pressing concern that's been affecting many of us in Sedona - the soaring cost of living, which has left numerous residents without a place to call home. Some have been forced to live out of their cars, while others have had no choice but to move to neighboring towns and cities in search of affordability.

The proposed project holds the promise of providing essential affordable housing, which is a lifeline for those struggling to find a place to live in our beloved city. Moreover, from what I've learned, this project plans to include Sedona's very first rooftop lounge. This innovative addition not only adds to our city's vibrancy but also exemplifies a smart way to address the challenges we're facing.

I wholeheartedly urge you to cast your vote in favor of this hotel project. It's a step in the right direction, addressing a critical need for affordable housing, and offering a unique opportunity for growth that could help make Sedona an even more vibrant and inclusive place to live.

With warm regards,

Tiffanie Lord
3990 E Beaver Vista Rd Rimrock, AZ 86335

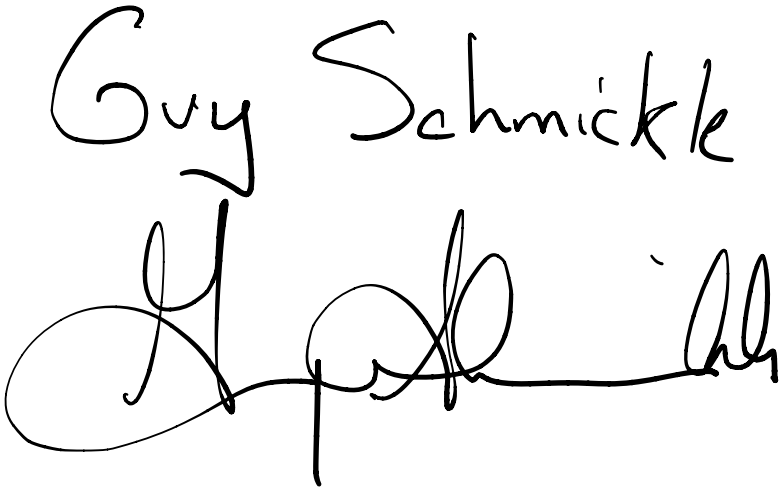


Dear City Officials,

Tourism is integral for our city but I feel the lack of proactive movement from Council brought inconveniences like aggressive traffic, degradation of our trails, noise pollution and so many other pains. That being said, we can't put an end to tourism and it's important that we plan for them more responsibly rather than complaining about them.

We are lucky to live somewhere so beautiful that people travel from all over the world to experience it. Trying to drive out tourism is not only detrimental to our economy but also keeps us in a position of reacting to problems caused by the influx, rather than anticipating them. We need to welcome developments like The Village at Saddlerock Crossing because they put us into a position of preparedness for when the day comes that the city can regulate short term rentals because realistically, if we limit airbnbs without providing other options, we will create a whole new set of problems for ourselves.

I like the concept of this project for many reasons and urge you to consider the long term benefits that this could bring to our community. Please approve this project.



Thank you for your consideration.

Guy Schmickle
6770 W State Route 89-A Sedona, AZ 86336

Dear City Officials,

Our city thrives on tourism, but the lack of proper planning from our council has led to a host of inconveniences, including traffic jams, noisy visiting neighbors, and issues with trail etiquette, to name just a few. However, it's important to acknowledge that tourists aren't going anywhere, and it's on us to plan for them in a more sustainable way instead of just grumbling about their presence.

We are incredibly fortunate to call this beautiful place home, a destination that attracts all types of people from anywhere and everywhere. Trying to get rid of tourism not only hurts our economy but also leaves us constantly reacting to the problems caused by the influx of visitors, instead of proactively addressing them.

That's why I believe we should embrace projects like The Village at Saddlerock Crossing. They put us in a position of readiness for the day when the city can regulate short-term rentals more effectively. In reality, if we limit Airbnb rentals without offering viable alternatives, we'll only create a whole new set of challenges for ourselves.

I'm genuinely excited about the potential of this project for a variety of reasons, and think you should consider the long-term benefits it can bring to our community. I kindly request that you approve this project, as it could make a significant positive impact on our city's future.
Thank you for your consideration.

Sincerely,

ALEX STERN

Alex Stern

P.O. Box 20394 Sedona, AZ 86341

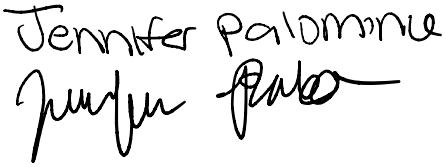
To City Council,

We need affordable housing for our employees to attract and retain a dedicated workforce. Projects like the Village at Saddlerock Crossing are essential to the success of our local businesses. Though it is not strictly dedicated to solving the housing crisis in Sedona, they are already doing more for our working community than the city has in years. Small efforts are better than none and adding hotels at least gives visitors the option to stay out of airbnbs. Please vote yes to making this project a success because it will only benefit the longtime ignored support system of Sedona, our workforce.

Sincerely,

Jennifer Palominl

5275 E Ruby way cottonwood az 86326



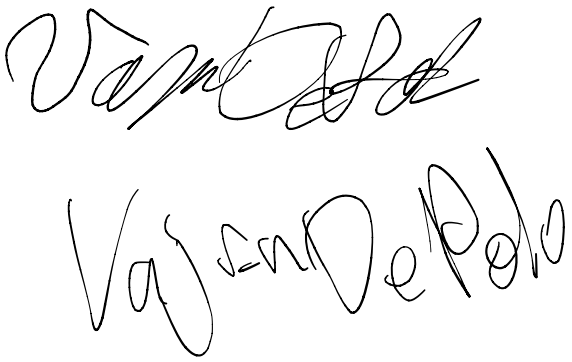
Dear City Council,

The Village at Saddlerock Crossing project will uplift our community by diversifying our options. The owners are offering way more affordable housing than required, which we desperately need. We should prioritize the well-being of our residents, not force them to keep the land for more retail. Between Tlaquepaque and all of the other businesses in West Sedona, we do not need more shopping centers. We need less people in Airbnbs and more affordable housing- this project accomplishes both things.

Please accept the proposed project.

Thank you,

Vajra de polo
728 N A St Cottonwood Az 86326



Dear City Council,

I support The Village at Saddlerock Crossing project, which I believe will be a tremendous asset to our community. This project stands out because it offers a much-needed diversification of our housing options, a critical requirement in our city.

The owners of this project have gone above and beyond, providing a significant amount of affordable housing – something that our community desperately needs. It's high time we prioritize the well-being of our residents and refrain from pushing for more retail development on this land.

With the abundance of businesses in West Sedona, such as Tlaquepaque and others, it's clear that we don't require additional shopping centers. What we do need is a solution to the issue of too many people using Airbnb rentals, and more affordable housing. This project offers a practical solution to both these problems.

I wholeheartedly urge you to accept this proposed project, which has the potential to make a substantial positive impact on our community.

Thank you for your consideration.

Sincerely,
Ona Kartso
2464 Hano Trail Flagstaff, AZ 86001

Dear City Officials,

As a participant in the art shows sponsored by Red Rose Inspiration For Animals, I am well-acquainted with the need for housing in Sedona. This project could be a lifeline for those who work here, providing much-needed relief from the high costs and limited options. And having more visitors walk over to our market and the nearby stores is a positive thing. We need the support and we need you to support the Village at Saddlerock Crossing.

Sincerely,

Mnicole Johnson
4548 N Hwy 89A Sedona, AZ 86351

To Whom It May Concern,

I am a member of the Red Rose for Animals organization and am very familiar with the location.
I believe the Village at Saddlerock Crossing project is an important opportunity to locally regulate Airbnb rentals. We need to responsibly maintain and manage tourism as it is the foundation of our economy especially when the project includes way more affordable housing than the City requires. We need to welcome it and build systems to support the local community. We need alternatives to short-term lodging options while ensuring our local community thrives economically and this project does both. I support this project and you should too.

Thank you,

Therese Tice

215 View Dr Sedona Az 86336

THERESE TICE

Therese Tice

Council,

Please consider the larger impact of approving this project. It will give tourists a better option for lodging instead of staying in the neighboring airbnbs, it will offer housing options to a wide array of people who really need it, and it will concentrate tourists to a singular location to minimize the traffic and congestion they bring while encouraging visitors to shop locally.

As a long-time vendor of the Stagecoach Art Market with the Red Rose Organization, I can tell you that your vote in favor of The Village at Saddlerock Crossing will have an immensely positive impact on all of our lives.

Thank you for your consideration,

Patti Moriarty
2020 W Park Verde Rd Camp Verde 86322

October 13, 2023

Patti Moriarty

To whom it may concern,

I Brandon Strabala have lived and worked art shows in Sedona for the better part of a Decade. I love this city and want to see it grow in the right ways.

I support the Village at Saddlerock Crossing Development. I have many reasons I support it one being affordable housing, as that is a big issue in this community with airbnb taking over Sedona. We must make this town accessible to the people who work and support this city.

In addition to housing I support a lodging location next to our business centers in West Sedona. It will bring many new feet into our art shows for Red Rose Inspiration for Animals. I saw this increase when the Element was built in the Village. It really improved foot traffic for all the businesses in the area.

I just encourage being responsible and as respectful to the community as possible. I have confidence that this will also be accomplished.

Thank you from a 9, almost 10 Year Resident of West Sedona.

Thank you Again,

Brandon Strabala

Brandon Strabala

55 Trails End Dr.
Sedona, AZ 86336

10.26.23

To Whom It May Concern:

I would like to express my support for The Village at Saddlerock Crossing in Sedona. This project would greatly benefit our community, our residents and local businesses by providing responsible tourism and much needed affordable housing- all while preserving the character of the surrounding area.

This development clearly aligns with our community's values and will have positive contributions to both the economic and cultural fabric of the area. This is the kind of responsible development I want to see in our community.

Sincerely:

Tobie Lavoie

13852 Wild Bill Rd, Parks, Az, 86018

Dear City Council,

I'm writing to express my approval for The Village at Saddlerock Crossing project, as it promises to bring a much-needed boost to our community by introducing diverse options for our residents.

What sets this project apart is the remarkable commitment of its owners to offer a more significant amount of affordable housing than what is mandated. This is a pressing need in our city that can no longer be ignored. We should, without question, prioritize the welfare of our residents rather than pressuring for additional retail development on this land.

Considering the thriving businesses already present in West Sedona, including Tlaquepaque and numerous others, it's evident that we don't require further retail spaces. What our community truly needs is a solution to the overabundance of Airbnb rentals and an increase in affordable housing, both of which this project skillfully addresses.

I wholeheartedly implore you to embrace this proposed project, as it holds the potential to make a significant and positive impact on the well-being of our community.

Thank you for your attention to this matter.

Warm regards,

Darrin Denny

P.o. Bc 324 Chinle, Az 86503

Darrin Denny

To Whom It May Concern,

Please approve the Village at Saddlerock Crossing. We need more housing options to keep our sense of community intact. Backing projects like this will be a step in the right direction to bring balance and diversity to our city, making it a more vibrant and inclusive place to call home.

Best,

Kelly Carr
4460 N Culpepper Ranch Rd Rimrock, AZ 86335

Kelly Carr

To Whom It May Concern:

The Village at Saddlerock Crossing is a wonderful addition to the west Sedona corridor. The owners have been thoughtful about the design, surrounding uses and our need for affordable housing. I support this project and encourage the City to approve this proposal. This design will boost economic growth by creating a dynamic and walkable center of activity for neighbors, visitors, and businesses.

Sincerely,

Joel Casey
70 Yonder Ln Sedona, AZ 86336

To Whom it May Concern;

I would appreciate it if you vote in support of The Village at Saddlerock Crossing proposal. This project has the perfect blend of responsible lodging with much needed housing- specifically, affordable housing. We need more high quality, but affordable housing those who live and work in Sedona and the Village at Saddlerock will provide it.

With a focus on walkability, sustainable building practices and view corridor preservation, this project belongs in Sedona and deserves your support.

Thank You!

Jennifer Eddingfield
2460 W Newton Ln Camp Verde, AZ 86322

Jennifer Eddingfied

To Whom It May Concern

Please approve the Village at Saddlerock Crossing. I own a nearby business and support this development because it promotes responsible tourism and provides workforce housing. We do not need another retail center in this area. I support the thoughtfulness of the mixed use design of this project and support more family owned businesses joining our community.

As a contributor to Sedona's economy, I would love to live here but cannot afford it. I often drive 2-3 hours home in dark, unsafe conditions along roads with crossing deer because there are not any affordable places to stay locally.

Please consider this in your decision.

Thank you –

Velma Wilson
Box 1500 Camron Az 86020

Velma Wilson

To Whom It May Concern,

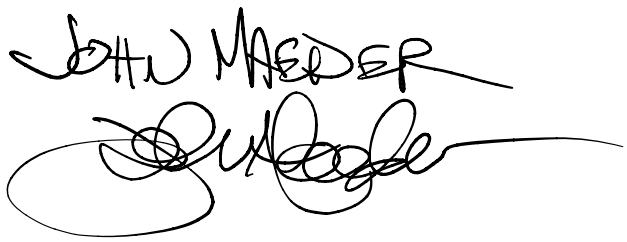
I want to express my endorsement for the rezoning of The Village at Saddlerock Crossing. As a proprietor of a nearby business, I wholeheartedly back this development for its commitment to fostering responsible tourism and delivering much-needed workforce housing.

The last thing we need in this vicinity is yet another retail center. The concept of mixed-use design within this project resonates with me, as it reflects careful consideration for the diverse needs of our community. I also wholeheartedly support the idea of welcoming more family-owned businesses to our thriving community.

I genuinely appreciate your consideration of this matter.

Sincerely,

John Maeder
PO Box 1304 Jerome AZ 86331



Dear Commission,

I am writing to convey my heartfelt endorsement for the rezoning of The Village at Saddlerock Crossing. As a proprietor of a nearby business, I am wholeheartedly in favor of this development due to its unwavering commitment to promoting responsible tourism and addressing the pressing need for workforce housing.

Within our vicinity, the last thing we require is another retail center. The concept of mixed-use design, as envisaged in this project, deeply resonates with me, highlighting the thoughtful contemplation given to the multifaceted requirements of our community. I am equally enthusiastic about the prospect of welcoming more family-owned businesses to enrich our vibrant community.

I extend my sincere gratitude for your consideration of this matter.

Warm regards,

Laura Smith

Po 1304 Jerome AZ 86331

Laura Smith

To Whom It May Concern:

I am writing to express my support for The Village at Saddlerock Crossing. The project's design is thoughtful and takes environmental concerns into consideration to follow sustainable practices. We need more affordable and workforce housing- not more big box retail centers.
Also, I appreciate the active effort to engage with the community and incorporate our feedback throughout the planning process.
I am grateful to see this kind of investment into our community.

Thank you for your consideration:

Clay Collins
5550 Kramer Dr Rimrock az 86335

Clay Collins

To Whom It May Concern
My name is Albert Felicione. I have been in Sedona since 2005. I have been involved with investing in residential and commercial property.

I used to own the property next door to the Baney Project. The property currently known as the Stagecoach Country Roadhouse is located at 1405 West State Highway 89A.

I am in support of this project as I know the Baney family has been interested in building their hotel for quite a long time now and I would love to see this project take place.

Sedona is growing rapidly as many things have changed but the fact that Sedona has always been a tourist town and that being said we need hotels.

The air bnb have taken over the town as I would rather see hotels in place.

Sincerely,

Albert A. Felicione

Dear Council,

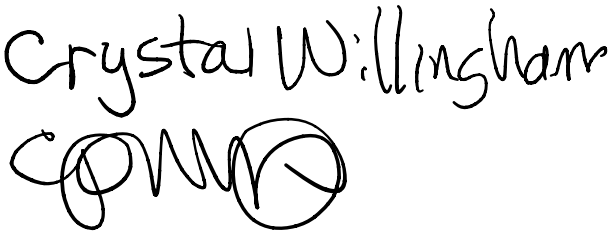
I arrived in Sedona in January and spent the initial months living in Airbnb accommodations, which quickly became unsustainable. Fortunately, in March, I managed to find a room to rent, but nothing affordable without roommates.

Sedona relies heavily on the hardworking individuals who form the foundation of its success, yet it's nearly impossible for us to find affordable housing that aligns with our salaries or wages. I was fortunate to stumble upon a midterm housing opportunity through a local resident who wasn't looking to profit excessively from renters for 4 months, at the end of which I still needed to find housing. These opportunities do exist, but they are rare and in high demand.

The critical need here is for solutions that for longer term housing that is not so prohibitively expensive. We need tourism accommodations such as Airbnb, and we do need to prioritize providing accessible and sustainable long-term housing options for those who wish to establish themselves here and build their livelihoods.

I have friends who are eager to make Sedona their home as well, but we are all facing significant challenges in our pursuit of affordable housing.

Sincerely,
Crystal Willingham
125 Mountain Shadows Dr. Sedona AZ 86336



Petition to support the Village at Saddlerock Crossing project

(a development dedicated to providing responsible lodging, affordable and workforce housing)

Printed Name	Signature	Contact Information (email / phone)
Harper Gideon	[illegible]	(203)-979-9089
Eliza Merall	[illegible]	ermerrall@gmail.com
Kurt Pierang	[illegible]	928-444-9796
Rebecca Newell	R Newell	928-202-1660
Andrew Bernasi	[illegible]	928 274 0257
Josh Caudill	[illegible]	92882/0591
TJ Underwood	[illegible]	307 840 0669
A. Wood	[illegible]	928-274-5669
Antonio I Hernandez	Cristina Hernandez	928 592 2051
Meri Massaro	MERI MASSARO	928 300 5655
Ego [illegible]	Elaine Sutton	516 322 3416

Petition to support the Village at Saddlerock Crossing project

(a development dedicated to providing responsible lodging, affordable and workforce housing)

Printed Name	Signature	Contact Information (email / phone)
Elizabeth Gerstner	E Gerstner	maidofearth@msn.com
Aurora Esqueda	Aurora Esqueda	Luna141606@gmail.com
Josh	Josh	[illegible]
Maggie	Maggie	928 301 7091
Douglas	Douglas	928 957 2978
Israel Montanez	Israel Montanez	928-327-9251
Juan Martinez	Juan Martinez	602 541-5728
Cassie Deichman	Cassie D	5743559161
Jayden Arnold	Jayden Arnold	480 718 3937
Jonathan Ortiz	Jonathan Ortiz	928 821-1814
Mario Castillo	Mario Castillo	928-300-3508

Petition to support the Village at Saddlerock Crossing project

(a development dedicated to providing responsible lodging, affordable and workforce housing)

Printed Name	Signature	Contact Information (email / phone)
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Cheryl Shiflett	[illegible]	415-999-9817
Jose Bejarano	[illegible]	520-368-1472
Kyle Kimball	Kyle Kimball	864 940 9132
Kody Garrett	[illegible]	928-590-3014
Ron [illegible]	Ron Drozd	928-274-[illegible]95
Sosi	[illegible]	928 [illegible]
sagin denaka	sagin l. denaka	928-222-7404
KATYA ANGER	katya Anger	(845) 304 0709
Ian Anderson	[illegible]	6302809381
Elena Sabo	[illegible]	954 232 7883

Petition to support the Village at Saddlerock Crossing project

(a development dedicated to providing responsible lodging, affordable and workforce housing)

Printed Name	Signature	Contact Information (email / phone)
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Adrian Araiza	[illegible]	adrian25araiza@gmail.com
Dustin Abell	[illegible]	SUPERMAN2D3@YAHOO.com
Javier Garcia	[illegible]	javiera0729@icloud.com
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Ashley Stewart	Ashley Stewart	9283004348
Kaynen Loring	[illegible]	928-592-7543
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Petition to support the Village at Saddlerock Crossing project

(a development dedicated to providing responsible lodging, affordable and workforce housing)

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Ryan Shumaker	[illegible]	480-234-2658
Ivy Price	[illegible]	7852306099
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Petition to support the Village at Saddlerock Crossing project

(a development dedicated to providing responsible lodging, affordable and workforce housing)

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MATTEO ZACCHINO		4806038908
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Petition to support the Village at Saddlerock Crossing project

(a development dedicated to providing responsible lodging, affordable and workforce housing)

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[redacted]	[redacted]	[redacted]
Susan Harvey		602 350-1676
Doug Koepsel Doug Koepsel	Doug Koepsel	928-525-9804
Richard RYAN	R.M. Ryan	928 277-9981
Bear Schotz		928 451 4495
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[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]

Petition to support the Village at Saddlerock Crossing project

(a development dedicated to providing responsible lodging, affordable and workforce housing)

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BRIAN HORNBECK		(928) 274-2165
Oscar Marin		505) 201-3141
John Morey		602-471-1406
MARIA LASIA	Maria Lasia	(928) 203 1703
SCOTT LUCHANSKY		928-925-0163
David Saldana		480-760-3420
Sam Dennis		8082986809
Jamie Quan		928-305-5544
Franklin Crowther		928-225-5687

Action Minutes
City of Sedona
Planning & Zoning Commission Meeting
City Council Chambers, 102 Roadrunner Drive, Sedona, AZ
Tuesday, November 7, 2023 - 4:30 p.m.

1. CALL TO ORDER, PLEDGE OF ALLEGIENCE, ROLL CALL

Chair Levin called the meeting to order at 4:30 p.m., led the Pledge of Allegiance and requested roll call.

Planning & Zoning Commission Participants: Chair Kathy Levin, Vice Chair Charlotte Hosseini, and Commissioners George Braam, Kali Gajewski, Will Hirst, Sarah Wiehl, and Lynn Zonakis.

Staff Member(s) Present: Shannon Boone**,** Kurt Christianson**,** Steve Mertes, Cari Meyer, Donna Puckett and Hanako Ueda.

City Council Member(s) Present: Councilor Kinsella

2. ANNOUNCEMENTS & SUMMARY OF CURRENT EVENTS BY COMMISSIONERS & STAFF

Chair Levin recognized Cari Meyer on behalf of the Commission and presented her with a gift basket for her consistent good work, talent, expertise, and resiliency with limited support staff. Vice Chair Hosseini, Commissioner Braam, Commissioner Hirst and Commissioner Wiehl also voiced their appreciation for Cari's work and excellent detailed Staff Reports.

3. APPROVAL OF THE FOLLOWING MINUTES:

a. September 19, 2023 (R)

Chair Levin asked if there are any corrections and, hearing none, stated that they stand approved.

No corrections were identified; therefore, minutes were approved as written.

4. PUBLIC FORUM: (This is the time for the public to comment on matters not listed on the agenda. The Commission may not discuss items that are not specifically identified on the agenda. Pursuant to A.R.S. § 38-431.01(H), action taken as a result of public comment will be limited to directing staff to study the matter, responding to criticism, or scheduling the matter for further consideration and decision at a later date.)

Opened the public forum at 4:35 p.m. and, having no requests to speak, closed the public forum at 4:36 p.m.

5. Update/discussion regarding the Community Plan Update.

Presentation by Steve Mertes indicating that December 1st the first draft will be out for a 75-day review period with the hope of getting Council approval by Mid-March. A tentative P&Z work session is planned for January 16th with a public hearing on February 20th, and Community Forums for input on the draft are planned for January 6th and 11th. We also have our social media campaigns and our Plan Sedona website where there is also a place for the public to provide input. We use Konveio along with the Plan Sedona website so there are a lot of opportunities for the public to comment on the draft. A work session with the Council is planned for February 28th with a public hearing on March 12th.

No action was taken.

6. CONSIDERATION OF THE FOLLOWING ITEM THROUGH PUBLIC HEARING PROCEDURES:

a. Public Hearing/discussion/possible action regarding a request for approval of a Zone Change (ZC) and Development Review (DEV) to allow for development of a 110-room hotel and 40-unit multifamily housing project (Village at Saddlerock Crossing) at 1259 & 1335 W State Route 89A; 82 & 86 Saddlerock Circle; and 105 Elk Road. The property is within the Soldiers Pass Community Focus Area, is ±6.3 acres, and is located south of the intersection of W State Route 89A and Soldiers Pass Road between Saddlerock Circle and Elk Road. APN: 408-26-004B, 408-26-004C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088. The requested Zone Change is from CO (Commercial) and RM-2 (Medium-High Density Multifamily) to L (Lodging). Case Number: PZ19-00005 (ZC, DEV). Owner/Applicant: The Baney Corporation (Curt Baney). Authorized Representative: Withey Morris Baugh, PLC (Jason Morris and Benjamin Tate)

Introduction by Chair Levin

Presentation by Cari Meyer

Presentation by Applicant's Representative Benjamin Tate with Withey Morris Baugh, PLC., and additional comments by Curt, Robin, and Hayden Baney

Commission's questions of staff and applicant's representative

Opened the public hearing at 6:07 p.m. and the following people spoke:
Mark TenBroek, Sedona, AZ; Ken Diller, Sedona, AZ; Roger Eastman, Sedona, AZ; Donald Segall, Sedona, AZ; Abby Michael read letter by Tina Allegruzza, Sedona, AZ, and Austin Littenberg, Cottonwood, AZ

Closed the public hearing at 6:24 p.m.

Chair Levin recessed the meeting at 6:25 p.m. and reconvened the meeting at 6:45 p.m.

Commission's questions of staff and applicant's representatives with Art Beckwith addressing some questions regarding traffic.

Commission's comments.

Note: Commissioner Gajewski left the meeting at 7:17 p.m.

MOTION: Commissioner Wiehl moved for continuance of the public hearing for case number PZ19-00005 (ZC, DEV), Village at Saddlerock Crossing, to the Planning and Zoning Commission public hearing on January 2, 2024. Vice Chair Hosseini seconded the motion.

Commission's questions and comments on the motion.

Commissioner Wiehl withdrew the motion.

MOTION: Commissioner Wiehl moved for continuance of the public hearing for case number PZ19-00005 (ZC, DEV), Village at Saddlerock Crossing, to the Planning and Zoning Commission public hearing on February 6, 2024. Vice Chair Hosseini seconded the motion.

VOTE: Motion carried four (4) for and two (2) opposed. (Braam, Hosseini, Wiehl and Zonakis in favor. Levin and Hirst opposed). Commissioner Gajewski was excused.

7. FUTURE MEETING DATES AND AGENDA ITEMS

a. Tuesday, November 21, 2023

b. Tuesday, December 5, 2023

Cari Meyer indicated that on November 21st, we have a work session scheduled for the Oak Creek Heritage Lodge with a 9:00 a.m. site visit and the 4:30 p.m. work session in the afternoon. December 5th was originally planned for a Community Plan work session, but Cynthia will be meeting with Commissioners individually, and then doing a group work session in January, so we don't anticipate any meetings in December.

8. EXECUTIVE SESSION

Upon a public majority vote of the members constituting a quorum, the Planning and Zoning Commission may hold an Executive Session that is not open to the public for the following purposes:

a. To consult with legal counsel for advice on matters listed on this agenda per A.R.S. § 38-431.03(A)(3).

b. Return to open session. Discussion/possible action on executive session items.

No Executive Session was held.

9. ADJOURNMENT

Chair Levin adjourned the meeting at 8:05 p.m. without objection.

I certify that the above is a true and correct summary of the actions of the Planning & Zoning Commission in the meeting held on November 7, 2023.

_____ _____

Donna A. S. Puckett*, Administrative Assistant* Date

City Of Sedona Community Development Department
102 Roadrunner Drive Sedona, AZ 86336
(928) 282-1154 · www.sedonaaz.gov/cd

Memorandum

TO:	**Planning and Zoning Commission**
FROM:	Cari Meyer, Planning Manager
MEETING DATE:	**February 6, 2024**
SUBJECT:	Continued Public Hearing; Village at Saddlerock Crossing (PZ19-00005 (ZC, DEV))

Planning and Zoning Commission held a public hearing for the Village at Saddlerock Crossing project (PZ19-00005 (ZC, DEV)) on November 7, 2023. The packet materials for that meeting can be reviewed at the following link:

https://www.sedonaaz.gov/your-government/meetings-documents/-folder-5634

In the Staff Report for that meeting, Staff's evaluation of the project concluded with a recommendation of denial of the project based on lack of compliance with ordinance requirements, inconsistency with the Sedona Community Plan, Soldiers Pass CFA Plan, Transportation Master Plan, GO! Sedona Pathways Plan, Climate Action Plan, the Land Development Code, and the requirements for approval, as detailed in the attached Staff Report and accompanying exhibits.

After conducting the public hearing during which the Planning and Zoning Commission heard presentations from and asked questions of both Staff and the applicant, heard public comment, and had the opportunity to discuss among themselves, the Planning and Zoning Commission voted to continue the Public Hearing to February 6, 2024, to allow the applicant the opportunity to address the deficiencies of the project noted in the Staff Report.

Based on the feedback from the Staff Report and the Commission, the applicant submitted revised plans on January 4, 2024. Due to the stage of the project and the timeframes needed to get back to the Commission on February 6, there was not an opportunity for staff to provide separate comments to the applicant on the revised plans. Staff sent the applicant and the Commission the revised comments at the same time. The revised plans (along with all previous iterations of the plans) can be reviewed online at the following link:

https://www.sedonaaz.gov/your-government/departments/community-development/projects-and-proposals/the-village-at-saddlerock-crossing-oxford-hotel

Other than multiple clean up items that contribute to the legibility and clarity of the plans, the biggest changes are summarized as follows:

- A vehicular connection to Elk Road has been added through the parking structure. (Required by the Land Development Code as well as the Community Plan, CFA Plan, and other adopted plans).
- The 3' gravel path on the west side of Elk Road has been changed to a 5' wide concrete sidewalk.
- The parking areas have been reconfigured to add the required loading spaces.
- Additional bicycle parking has been provided.
- All buildings will be solar ready.

- Building heights and design have been adjusted to ensure closer compliance with height requirements, but there remains unanswered height details.
- Additional information has been provided in the project narratives addressing how the development is proposing to meet the goals of the Community Plan, CFA plan, and other adopted plans.

Based on these revised plans, Staff has updated the Community Focus Area Checklist and the Land Development Code Checklist for the project (Attachments 1 and 2). Without restating the entire evaluation of the project that was provided in the staff report for the November 7, 2023 meeting (the Commission is encouraged to use the link provided to review that evaluation), Staff provides the following updates (page numbers based on page number of packet for November 7, 2023 meeting). If an item does not have an update below, the Commission should assume that the original evaluation of the project is unchanged.

- **Page 7**
    - LDC Section 2.16: L: Lodging: The application of setbacks and the calculation of lot coverage is still unclear.
    - LDC Section 2.24: Measurements and Exceptions: While the project mostly complies with height requirements, there are still unanswered height details. If the project is approved, there are a number of details that would need to be resolved at the building permit stage.
    - LDC Section 5.4: Access, Connectivity, and Circulation: The plans were amended to provide vehicular and pedestrian access to Elk Road as well as a full sidewalk along Elk Road. If approved, public easements will be needed to ensure the access and connectivity remains open to the public.
- **Page 8**
    - LDC Section 5.5: Off-Street Parking and Loading: Staff's outstanding questions around the parking analysis haven't been fully addressed, primarily around the appropriateness of the reductions claimed in the analysis. The questions may be addressed through a Development Agreement, as it ultimately is reliant on how the parking areas, restaurant reservations, and use of the meeting space is managed, which has never been explained. The Director has not approved any reduction in parking requirements for the conference space. Additionally, loading spaces and additional bicycle parking spaces have been added to the plans.
    - LDC Section 5.6: Landscaping, Buffering, and Screening: Additional information has been provided to show how landscape areas are being measured. Additional trash and recycling enclosures have been added. Screening of loading areas would need to be reviewed at the building permit stage of the project.
    - LDC Section 5.7: Site and Building Design: Guest room buildings have been slightly redesigned, which brought them out of compliance with massing requirements. Portions of windows and doors being used to meet building articulation requirements are behind building walls. If the project is approved, the applicant would need to modify plans to ensure all requirements are met.

- LDC Section 5.8: Outdoor Lighting: An updated lighting plan for the bottom floor of the parking structure has not been provided. In addition, sign lighting has not been added to the lighting application.
- LDC Article 6: Signs: A master sign plan that meets the requirements of Article 6 has not been provided.

- **Pages 9-16: Discussion (Zone Change)**
  - The addition of a connection to Elk Road along with 5' sidewalks along Elk Road addresses many of the concerns about traffic flow, walkability, and connections.
    - While this is recommended by the CFA Plan, after the CFA Plan was adopted, the LDC was also amended to require connections to adjacent properties. While more connections are encouraged, the provision of this connection has limited value as a public benefit when evaluating the zone change as it is a standard requirement of the LDC.
  - While the applicant has added more amenities to their designated "community spaces", these areas are more sitting areas than space for community connections, as was envisioned during the CFA planning process.
  - No additional information regarding employment numbers have been provided in order to allow for a more thorough evaluation of the housing component of the project.
    - As the project is incorporating 1 acre of land that is already zoned for multifamily, 12 of the 40 units are required and would not be seen as a public benefit. The applicant has proposed no restrictions for those units other than the requirement that they be long-term rentals.
    - The 28 additional units meet the recommendation of the DIGAH (Development Incentives and Guidelines for Affordable Housing) for affordable housing to be provided at a minimum rate of 12% of the number of guest rooms and the Letter of Intent indicates that the applicant intends to include a requirement for long term rental and an affordability restriction (restricted to those making 80% of AMI).
    - The LOI states 20-30 full time employees are anticipated. Staff has provided comments multiple times asking for more information on employment, including the number of part time employees, which has not been provided. Without this information, it cannot be determined if the project as a whole will be a net benefit or net negative to the housing situation in Sedona.
    - The applicant has not discussed any of the proposed housing or potential restrictions with the City's Housing Manager, so the Housing Department has been unable to provide any evaluation of the project.
  - Regarding the CFA's recommendation for mixed use development, but not additional lodging uses: While mixed use is not specifically defined in the CFA Plan, the LDC has 3 different mixed use zones – M1 (Mixed-Use Neighborhood), M2 (Mixed-Use Office), and M3 (Mixed-Use Activity Center) – which may be used as references for what the CFA Plan intends when it speaks of "Mixed Use Development". M3 is the only mixed use zone that allows lodging uses – Medium Density lodging is permitted, which is a maximum of 8 units per acre. On this site, that would allow for a maximum of 50 lodging units. The applicant's original application for this property was for rezoning to M3, which they chose to change

to Lodging when Staff informed them that the M3 zoning district would limit them to 8 lodging units per acre. The parcel already zoned as multifamily, remains multifamily.

- The applicant has provided an expanded explanation of their green business practices in the LOI. These commitments would need to be included in a potential Development Agreement.
- The buildings have been modified to mostly conform with the LDC. As outlined in the LDC checklist, there are some minor areas of non-compliance that could be worked out through the building permit process if the project were approved.
- The applicant has provided additional detail in the parking analysis. Many of the assumptions are dependent on the hotel, restaurant, bar, and meeting facility operating a way that would allow them to share parking. These commitments would need to be included in a potential Development Agreement.
- Additional bicycle parking has been added to the plans.

Page 15-16: Conclusion (Zone Change Evaluation)

The decision of whether to approve a particular zone change is a legislative policy action left to the judgment and discretion of the Planning and Zoning Commission and City Council. A variety of factors are considered when making these decisions, including how the proposal relates to the community's vision and overall consistency with the Sedona Community Plan and other applicable plans. The Planning and Zoning Commission is being asked to evaluate the proposal and forward a recommendation to the City Council.

While no project is expected to meet all of the recommendations and visions of the Community Plan, the applicable CFA Plan, and other adopted plans, zone change applications are expected to move the City closer to realizing this vision and projects should not detract from any of the visions. While the project as proposed is consistent with some of these recommendations, it falls short in other areas. The evaluation above, when seen as a supplement to the evaluation provided for the November 7, 2023 meeting, outlines the projects consistency/non-consistency in detail. To summarize:

- The CFA Plan for the area, along with the Community Plan and other adopted plans, and the Land Development Code, emphasizes improvements to the circulation network, including vehicular, pedestrian, bicycle, and transit connections. While the latest submittal provides the required connections, the value as a public benefit is mitigated based on the LDC requirement for connections (any project developing on this property would be required to provide connections).
- The applicant has included 40 housing units, with 28 deed restricted for affordability, but has not provided sufficient information or details to allow for a determination if this housing will meet the increased demand created by the project. In addition, the applicant has not discussed the housing component or the affordability restrictions with the City's Housing Manager.
- The CFA Plan recommends Mixed Use Development but does not support additional lodging uses. The only mixed use zone that would permit lodging (M3) would limit the total number of lodging units to 8 units per acre, for a total of 50 units. 110 lodging units are proposed.
- Many of the areas where the project has been found to be consistent are a result of complying with LDC requirements and not necessarily an area where the project exceeds the minimum expectations of the LDC or is providing a community benefit.

Page 16-19: Approval Criteria Applicable to All Applications (ZC & DEV)
These updates only address the approval criteria that Staff did not were satisfied in the previous review. Nothing has changed in the project that would cause any of the criteria that were previously met to not be met with the revised submittal.

- Finding C: Consistency with Sedona Community Plan and Other Applicable Plans
    - As outlined in the CFA Checklist and the evaluation above, there are still a number of areas where the project is not consistent with the Community Plan and other adopted plans. Even with the recent changes to the plans, Staff still does not believe this criterion is met.
    - The LDC allows the decision-making authority to weigh competing plan goals, policies, and strategies and allows the decision-making authority to approve an application that provides a public benefit even if the development is contrary to some of the goal, policies, or strategies in the Sedona Community Plan or other applicable plans.
    - If, in the Commission's review, they find that the public benefits offered by this application outweigh the inconsistency with the adopted plans, the Commission may find that this finding is satisfied.
- Finding D: Compliance with This Code [LDC] and Other Applicable Regulations
    - As outlined in the LDC Checklist, the updated proposal, while still non-compliant in some areas, is closer to compliance with the LDC and the areas of non-compliance may be addressed through conditions of approval that would be verified prior to building permits being issued. If the Commission finds that the proposal satisfies Finding C (above), it may also find that the proposal satisfies this finding, as conditioned. If the Commission finds that the proposal does not satisfy Finding C, this finding would not be satisfied, as the proposed use of the property would not be in compliance with the code.
- Finding E: Minimizes Impacts on Adjoining Property Owners
    - While addressing the LDC compliance issues of the previous proposal helps to minimize the impact of the buildings on the adjoining property owners, the applicant has not provided any updates on their Citizen Outreach Process, so it appears that additional public outreach has not been done. While the applicant submitted letters of support for the last hearing, many of these letters came from business owners, employees of neighboring businesses, or residents of other areas of Sedona. While the applicant makes some attempts to distance the proposed lodging uses from the existing residential, the applicant has not attempted to show how a rezone of the property to Lodging minimizes the impacts on the neighboring residents.
    - Since the original public hearing, Staff has received 4 additional public comments on the project. All 4 are from residents of the Saddlerock Subdivision and are against the project (New public comments are included as Attachment 4. For all public comments received on this project, please see the materials provided to the Commission for the November 7, 2023, public hearing.)
    - The public comments from the adjoining property owners were generally against the project, with concerns regarding the use of the site and the impacts the use would have. The statement in the original evaluation holds true:

        - "the overarching theme for many of these comments was questioning the appropriateness of a hotel in this location. In amending the CFA Plan to remove the recommendation for additional lodging uses in this area, City Council has indicated that they agree with the residents that a hotel at this location is likely not an appropriate use."
    - Therefore, Staff's conclusionmis that, as currently proposed, the project does not minimize impacts on adjoining property owners and this criterion is not met.
- Finding G: Minimize Adverse Environmental Impacts
    - The resubmitted application includes additional detail about the sustainability initiatives of the hotel. As many of these are related to operational aspects of the hotel, they would need to be included in a Development Agreement. If this is done, this criterion may be met.
- Finding I: Compliance with Utility, Service, and Improvement Standards
    - The original review found that this criterion was not met due to the number of sewer connections (Public Works has requested that the total number of sewer connections be reduced to address flow and odor issues identified in the area) and the lack of a commitment by the applicant to provide an easement for an underground odor control bio filter along Saddlerock Circle. If compliance with these items are added as conditions of approval, this criterion would be met.
- Finding J: Provide Adequate Road Systems
    - The provision of the required cross access points as easements allows the project to meet this criterion, as conditioned.

Staff Recommendation and Motion

While the current submittal addresses many of the issues that caused Staff to recommend denial of the project at the November 7,2023, public hearing, some of the more significant, overarching, issues remain unaddressed, including the following:

- Proposal of a 110 room hotel where the CFA plan recommends mixed use development. No mixed use zoning district would permit more than 50 lodging units.
- Lack of clarity regarding the proposed housing and whether it would be a net positive or negative to the City, as the applicant has not provided the requested information regarding employment numbers.
- Lack of a significant public benefit beyond the minimum requirements of the code, as many of the items being claimed as a public benefit (such as the road connections and sidewalks) are code requirements.
- No explanation as to how the propsoed lodging zoning and this project minimizes the impacts on the neighboring residential properties.

Therefore, Staff is recommending denial of the Zone Change and Development Review based on the following:

1. As outlined in the staff report, staff evaluation, and this supplemental memo, the proposal is not in compliance with applicable goals and policies of the Community Plan.
2. As outlined in the staff report, staff evaluation, and this supplemental memo, the proposal is in partial compliance with applicable goals and policies of the Soldiers Pass CFA Plan.
3. As outlined in the staff report, staff evaluation, and this supplemental memo, the proposal is not in compliance with applicable goals and policies of other adopted plans, including the Transportation Master Plan, the GO! Sedona Pathways Plan, and the Climate Action Plan.
4. The proposal directly contradicts multiple goals and policies in the above-mentioned plans.
5. The proposal does not comply with applicable review criteria as outlined in the Staff Report, including it does minimize the impact on the adjoining property owners.

While Staff is still recommending denial of this project, it is understood that the Commission does not have to agree with Staff's evaluation. If the Commission believes that the findings are met, they should state how they believe the findings above are met (where Staff has concluded that the findings are not met). If this is the direction the Commission wishes to go, Staff has prepared proposed conditions of approval that should be part of the approval/recommendation of approval. (Attachment 3)

Sample Motion for Commission Use
(Please note that the below motion is offered as a sample only and that the Commission may make other motions as appropriate.)

Recommended Motion for Denial (ZC):
I move to recommend to the Sedona City Council denial of the proposed zoning request as set forth in case number PZ19-00005 (ZC), Village at Saddlerock Crossing, based on lack of compliance with ordinance requirements, inconsistency with the Sedona Community Plan, Soldiers Pass CFA Plan, Transportation Master Plan, GO! Sedona Pathways Plan, Climate Action Plan, the Land Development Code, and the requirements for approval, as specified in LDC Sections 8.3 and 8.6, and failure to satisfy the Zone Change findings and applicable Land Development Code requirements as outlined in the staff report and accompanying exhibits, which staff report and exhibits are hereby adopted as the findings of the Planning and Zoning Commission.

Alternative Motion for Approval (ZC)
I move to recommend to the Sedona City Council approval of case number PZ19-00005 (ZC), Village at Saddlerock Crossing, based on the following findings (please specify findings) and subject to the conditions of approval as proposed by Staff in the supplemental memo to the Staff Report.

Recommended Motion for Denial (DEV)
I move for denial of case number PZ19-00005 (DEV), Village at Saddlerock Crossing, because current zoning does not support the project and based on lack of compliance with all ordinance requirements of LDC Sections 8.3 and 8.4 and failure to satisfy the Development Review findings and applicable Land Development Code requirements as outlined in the staff report and accompanying exhibits, which staff report and exhibits are hereby adopted as the findings of the Planning and Zoning Commission, and the attached conditions of approval.

Alternative Motion for Approval (DEV)

I move for approval of case number PZ19-00005 (DEV), Village at Saddlerock Crossing, based on the following findings (specify findings). and subject to the conditions of approval as proposed by Staff in the supplemental memo to the Staff Report.

Alternative Motion for Continuance (ZC, DEV)

I move for continuance of the public hearing for case number PZ19-00005 (ZC, DEV), Village at Saddlerock Crossing, to the Planning and Zoning Commission public hearing on (please specify date)

Attachments:

1. Community Focus Area Checklist (Continuance) 9
2. Land Development Code Checklist (Continuance) 18
3. Proposed Conditions of Approval (Should the Commission choose to approve the project)..... 36
4. Additional Public Comments 41

Soldiers Pass CFA Checklist
PZ19-00005 (ZC, DEV) The Village at Saddlerock Crossing

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The Sedona Community Plan provides the overarching vision for future development of the City and as an addendum the Community Focus Area (CFA) Plan provides a more specific vision for this area. Both are important tools in the City's development review process which looks at new construction projects, such as commercial, lodging, or housing as well as renovations and redevelopment. The CFA Plan will be used by City staff, the City's Planning and Zoning Commission, and City Council when reviewing and evaluating proposed projects. The CFA Plan is also a tool for use by property owners, developers, and residents preparing a development proposal. The plan is intended to serve as a guide when preparing a development proposal by establishing the community's expectations for future development of this area.

--Community Focus Area Plan for the Soldiers Pass Road CFA, page 25, Implementation

Public Hearing Date: November 7, 2023
February 6, 2023 (Continuance)
For sections where the evaluation changed based on the resubmittal, an update is provided in red italics. If the Planning and Zoning Commission chooses to approve the project, potential conditions of approval to address the areas that are still out of compliance are included below the "Compliance" box, denoted by a purple box to the left of the recommended condition of approval.

The Sedona Land Development Code (LDC) Section 8.3.E(5)c states: *the proposed development shall be consistent with and conform to the Sedona Community Plan, Community Focus Area plans, and any other applicable plans. The decision-making authority:*

1. *Shall weigh competing plan goals, policies, and strategies; and*
2. *May approve an application that provides a public benefit even if the development is contrary to some of the goals, policies, or strategies in the Sedona Community Plan or other applicable plans.*

The following is staff's evaluation of the project for compliance with the Soldiers Pass CFA Plan.

Reviewer: Cari Meyer, Planning Manager

Color Coding	Full Compliance	Partial Compliance	Non-Compliance	Not Applicable

Planning Area Boundary (Page 4)		
		Evaluation: The entirety of the project site is within the CFA Planning Area Boundary.
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
Future Land Use Map (Page 5)		
		Evaluation: The project site is designated Commercial and Multi-Family Medium/High Density on the Future Land Use Map (Note: This map is from the Community Plan and is included in the CFA plan for reference purposes only).
Compatible Land Uses (Page 10) CFA Objective: A complete neighborhood center that is a mix of complementary and compatible land uses.		
	Strategy 1: New development should complement and coordinate with adjacent properties	
		Evaluation: The site is bordered on the north and west by public roads (Saddlerock Circle and W State Route 89A). The project provides a new connector road from Saddlerock to 89A, allowing the development and the Saddlerock neighborhood to connect to 89A at a signalized intersection, as well as a widened sidewalk along W State Route 89A and sidewalks along all existing and proposed roads. Sidewalks would also extend south on Saddlerock Circle to Valley View (about 200 feet south of project site).

To the east of the project site is Elk Road (private road) and a mix of other uses, including the Elks Lodge, a salon, shops, offices, and Cook's Cemetery. This development does not provide a vehicular connection to the properties to the east and the pedestrian connection provided is a 3' wide granite pathway off of the back side of the parking garage, which does not meet the minimum sidewalk/walkway requirements of the Land Development Code or the more robust interconnected development expectations of the CFA plan.

Improving the walkability of the area enables residents of the multifamily housing and the guests of the hotel to leave their cars and provides them with access to local businesses and transit. This could increase the customer base for commercial businesses in the area, and new connections increase the walkability of the area as a whole.

The plans have been amended to include a connection to Elk Road from the parking structure and the 3' gravel path along Elk Road has been changed to a 5' concrete sidewalk.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 2: Mitigate the impacts of commercial land uses on neighboring residents using a variety of methods such as building design, site layout, and landscaping.

Evaluation: The "Multifamily South" building is the closest building to existing residential neighborhoods and is the shortest building relative to natural grade (no alternate standards needed).

The lodging building closest to the existing neighborhood is the "Treehouse Suites" building, which is the tallest building on the site relative to natural grade (applying maximum alternate standards and the height exception for sloped roofs). It is separated from the existing residences by approximately 50 feet, which includes a sidewalk, road, and landscaping. Other lodging buildings are at least 115 feet from the existing residences and separated by a sidewalk, road, parking lot, and landscaping.

Other commercial land uses, including the parking garage, restaurant/rooftop bar, and hotel pool area, are located on the interior of the site and screened by the proposed buildings.

No changes to the site/building layouts are proposed with this submittal.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 3: Coordinated development is encouraged to enable shared access, parking, and community spaces.

Evaluation: The layout of the site allows the uses proposed within this site to share access and parking and provides an opportunity for the properties to the south to have access to the light via the new connector road. However, the recommendations of the CFA plan would also include coordinated development with the properties to the east, allowing for cross access between those uses and giving those properties access to the light as well. Coordinated development/shared access with the properties to the east is not provided for as a part of this development plan.

The plans have been amended to include a connection to Elk Road from the parking structure and the 3' gravel path along Elk Road has been changed to a 5' concrete sidewalk..

There are no shared community spaces.

The proposed community spaces have been identified as the bus stop and the area between the parking garage and the connector road. While the applicant is proposing to include benches and bike racks, they will primarily provide a place for people to sit and are not community spaces as envisioned by the CFA.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 4: Create a dynamic area that is not dominated by a single use, but is a balanced mix of land uses that includes housing, lodging, and commercial.

Evaluation: While the CFA as a whole has a wide variety of land uses, multifamily residential (apartments) is underrepresented. The Vista Montana townhomes are on the north side of the CFA and there is a significant amount of single family residential to the north and south of the CFA. Providing residential uses in proximity to the existing uses can contribute to a more dynamic, walkable area. Lodging uses can also take advantage

of being located in a more walkable area, offering their guests the ability to leave their car at the hotel while walking to nearby restaurants and shops.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Mixed Use Development Standards (Page 11)

Evaluation: Page 11 of the CFA plan outlines the mixed-use development standards that projects within this CFA are expected to meet. These include:

- *Mixed Use Development: Integrating multiple uses into one coordinated development project with an emphasis on residential needs and uses can reduce the need to drive, and thus not contribute further to traffic congestion. No additional lodging uses are recommended in this CFA.*
    - This project includes 110 lodging units and 40 residential units.

No change to the proposed uses. The CFA Plan recommends mixed use, with an emphasis on residential needs.

While mixed use is not specifically defined in the CFA Plan, the LDC has 3 different mixed use zones – M1 (Mixed-Use Neighborhood), M2 (Mixed-Use Office), and M3 (Mixed-Use Activity Center) – which may be used as references for what the CFA Plan is intending when it speaks of "Mixed Use Development". M3 is the only mixed use zone that allows lodging uses – Medium Density lodging is permitted, which is a maximum of 8 units per acre. On this site, that would allow for a maximum of 50 units. The applicant's original application for this property was for rezoning to M3, which they chose to change to Lodging when Staff informed them that the M3 zoning district would limit them to 8 lodging units per acre.

- *Shared Community Space: Common areas shall be incorporated into the project design that will serve as gathering spaces for visitors, and local residents. Examples: lounge, atrium, plaza, garden, or courtyard with ample seating.*
    - The common areas in this project are provided as a part of another site element, such as the restaurant, bar, or conference center. The only outdoor area with seating is the bus stop.

The proposed community spaces have been identified as the bus stop and the area between the parking garage and the new connector road. While the applicant is proposing to include benches and bike racks in these areas, they will primarily provide a place for people to sit and are not community spaces as was envisioned by the CFA.

- *Housing: If the mixed use project involves property zoned as residential, the equivalent number of maximum units allowed under the current zoning must be included within the development project. The housing shall be multi-family, such as apartments, condominiums, townhomes, or employee housing.*
    - The project includes 1 acre that is currently zoned as RM-2 (12 units per acre). 40 multifamily units are proposed. (The project complies with this criterion.)
- *Site Layout: Buildings adjacent to SR 89A shall be aligned perpendicular or at an angle to SR 89A (not parallel to SR 89A.); Multiple buildings are preferred to one larger building; Parking is to be located behind the buildings, and not facing SR 89A or visible from a public street or SR 89A.*
    - The buildings and parking layout are in compliance with these criteria.
- *Connectivity: Sidewalks and paths shall link on-site amenities, parking, building entrances, trails, streets, community spaces, and adjacent destinations; Projects shall be designed to maximize connectivity for vehicles to improve safety and minimize local traffic congestion, such as creating new street connections, and connected and shared driveways and parking lots.*
    - While the project provides a connection to the light for residents to the south, it has not been designed to incorporate connectivity to the properties to the east. Based on the project's layout (buildings and a parking garage along the eastern property line), that connectivity, which is recommended by the CFA plan, cannot happen with the current plan.

The plans have been amended to include a connection to Elk Road from the parking structure and the 3' gravel path along Elk Road has been changed to a 5' concrete sidewalk.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Housing Diversity (Page 13)

CFA Objective: A range of housing options that vary by type, size, and price ranges that offer an alternative to single-family housing.

Strategy 1: Increase the amount of multi-family residential housing within the CFA.

Evaluation: The proposal includes 40 housing units. The plans show a mix of 2-bedroom, 1-bedroom, and studio units, but the plans are not consistent as to the number of each type of unit proposed.

The LOI states that the development will employ 20-30 full time employees. The LOI does not provide any information about part-time employees, which has been requested by Staff. If part-time employees make up a significant percentage of hotel employees, the housing impact from the project would be greater than the 20-30 full-time employees. While the amount of multi-family residential housing within the CFA would be increased with this project, it could be offset by the number of employees needing housing.

The resubmittal did not provide any additional information regarding employment numbers or part-time employees that would allow further review of the impact of the proposed housing being provided vs. the amount of new housing demand being created.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 2: Commercial development projects should incorporate housing, such as workforce, affordable, and multi-family housing.

Evaluation: The project includes 40 housing units. 12 of those units are required based on the project incorporating approximately one acre of land currently zoned RM-2 (12 units per acre).

The LOI states that all units will be restricted for long-term rental and 28 units will be available to individuals earning up to 80% of AMI, with the units marketed to on-site employees first. The restricted units would be 24 studios and 4 one-bedrooms, leaving 4 one-bedrooms and 8 two-bedrooms as market rate units. It appears that the restricted units would be located in the "multifamily north" section of the project (closest to 89A) while the market rate units would be in the "multifamily south" section (furthest from 89A). Ideally, the restricted units would be spread evenly throughout the development and across unit types.

If the project moves forwards, the applicant will need to work with the City's Housing Department to discuss the specifics of what a development agreement for these restrictions would entail.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 3: The diversity of housing types should increase with more multi-family residential options that accommodate seniors, singles, and others who want alternatives to a detached single-family house.

Evaluation: The project plans are inconsistent with the mix of unit types proposed – the coversheet for the plans states ten 2-bedroom units, twenty 1-bedroom units, and ten studios while the floorplans show eight 2-bedroom units, eight 1-bedroom units, and 24 studios. (The statements in the LOI appear to match what is shown on the floorplans.) While the unit mix would need to be clarified, the project would provide a diversity of housing types and an alternative to single-family houses.

The plans now state the development will have 24 studios, six 1-bedroom units, and 10 two-bedroom units.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Traffic Flow and Connectivity (Page 14)

CFA Objective: Improved safety and reduced traffic congestion on SR 89A.

Strategy 1: Safety and traffic congestion on 89A and intersecting streets should be addressed with appropriate street improvements, such as enhanced crosswalks, medians, or roundabouts.

Evaluation: Saddlerock Circle would be converted to a right in/right out intersection, eliminating left hand turns in and out of this intersection, reducing turning conflicts with the entrance to the Whole Foods center across 89A. (Vehicles will have the option of using the new connector road for left turns.)

No other street improvements recommended by the CFA plan are proposed.

The plans have been updated to include enhanced crosswalks at the W State Route 89A/Soldiers Pass intersection, subject to ADOT approval.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 2: Improve access between businesses and neighborhoods and reduce conflicts on 89A by connecting, consolidating, and sharing driveways and parking lots.

Evaluation: The entire development will use a single access on 89A with a secondary access point on Saddlerock Circle. As the current parcel layout includes at least six parcels with street frontage. Limiting access to two access points is an improvement over the current conditions. The development shares parking facilities. However, as mentioned previously, no access to the properties to the east is proposed and none is possible given the current layout of the site.

The plans have been amended to include a connection to Elk Road from the parking structure and the sidewalk along Elk Road has been upgraded to a 5' wide concrete sidewalk.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 3: Street connections should be created, such as a connection from Saddlerock Circle to the signal on 89A at Soldiers Pass Road.

Evaluation: This development creates the connection from Saddlerock Circle to the signal on 89A at Soldiers Pass Road.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Walking and Biking Improvements (Page 15)

CFA Objective: Improved safety, convenience, and experience for walking and bicycling

Strategy 1: Continuous streetscapes along 89A should be created to provide a safer and more appealing place to walk.

Evaluation: The development would provide a 10' wide sidewalk along State Route 89A. The sidewalks would be separated from the street and go through a landscape area.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 2: Safer crossings of 89A should be provided with enhanced crosswalks, medians, and/or roundabouts.

Evaluation: No changes to 89A are proposed as a part of this project.

The plans have been updated to include enhanced crosswalks at the W State Route 89A/Soldiers Pass intersection, subject to ADOT approval.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 3: Safety and amenities for bicyclists, such as bike racks and pavement markings should be improved to encourage bicycling.

Evaluation: The 10' wide sidewalks will allow for bicycles. It is not clear whether the new connector road will have a bike lane. Bicycle parking is provided in compliance with code requirements, but no additional bicycle parking or bicycle amenities are shown.

It is still not clear whether the new connector road will have a bike lane. Additional bicycle parking has been provided along with indoor bicycle storage for hotel guests.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 4: Transit stops with bus pull-outs, benches, and shelters should be provided.

Evaluation: The plans show a stop for the Verde Lynx within the deceleration lane on 89A entering the site. A bench and waiting area are also provided.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 5: Route information (destinations, distances, and direction) at visible locations, such as intersections, transit stops, trailheads, and public spaces should be provided.

Evaluation: No information on how the project is addressing this strategy is provided. While implementation of this strategy would likely occur after the project is complete, the applicant has made no commitments at this stage of review.

While the LOI now contains a commitment to installing wayfinding information, no information about what that would contain is provided.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval:

Prior to the issuance of a Certificate of Occupancy, staff shall verify that all construction is in substantial accordance with the plans as submitted, reviewed, and approved by the Planning and Zoning Commission, and meets the following conditions:

- *Wayfinding signs shall be installed in the locations described in the Letter of Intent. Information on the wayfinding signs shall be coordinated with and approved by City Staff prior to installation.*

Neighborhood Connections (Page 17)
A connected network of sidewalks and trails that link neighborhoods and lodging to businesses and destinations such as parks, National Forest trails, and the West Sedona School.

Strategy 1: Connected paths that allow for direct pedestrian and bicycle access should be provided within and between housing and commercial developments.

Evaluation: The development proposes sidewalks and shared use paths along all existing and proposed streets (with the exception of Elk Road). Sidewalks and shared use paths are provided into the development, connecting the housing and commercial uses to the sidewalk/shared use path network.

The plans have been amended to include a connection to Elk Road from the parking structure and the 3' gravel path along Elk Road has been changed to a 5' concrete sidewalk.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 2: Pedestrian access to public sidewalks and adjacent transit stops should be incorporated into development projects.

Evaluation: Pedestrian access from the lodging and housing uses is provided, which also connects to the transit stop.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 3: Sidewalks should be extended along streets such as Airport Road, Saddlerock Circle, and Soldiers Pass Road.

Evaluation: The development will install a sidewalk along Saddlerock Circle, including the street frontage of the project and continuing south to the intersection of Saddlerock and Valley View Drive (approximately 200 feet south of the project site).

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 4: Partnerships with landowners are encouraged to create a connected trail system that enables off-street pedestrian and bicycle travel.

Evaluation: The pedestrian and bicycle travel proposed with this development would be limited to the streets, off-street travel is not enabled with this plan. This could be accomplished by providing a more robust connection to the properties to the east. This connection was provided in earlier versions of the plans, but was removed in the more recent versions of the plans. Staff had provided comments to the applicant that this connection needed to be added back in and the applicant chose not to do so.

		The plans have been amended to include a connection to Elk Road from the parking structure and the 3' gravel path along Elk Road has been changed to a 5' concrete sidewalk.
		Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
Green Building (Page 18) Conservation practices are incorporated into building and landscape design, construction, and maintenance		
	Strategy 1: The use of solar energy in building designs for energy, heating, and lighting is encouraged.	
		Evaluation: The project proposed solar panel on the upper level of the parking garage. The LOI states this will be able to power site's landscape lighting, landscape irrigation controls, rainwater harvesting pumps, and potentially parking structure lighting. No solar panels are proposed for the buildings and it does not appear that any of the buildings will use solar power. *The applicant has committed to making the hotel buildings "solar ready," but has not committed to installing solar panels at this stage of the project.*
		Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 2: Waste reduction measures should be integrated into building construction, maintenance, and business operations, including the utilization of recycled building materials	
		Evaluation: The applicant has not made a commitment to waste reduction measures in the construction process. The LOI lists "green hotel" measures that are used at other properties they own/manage and have stated they intend to implement the same measures for this property. *The resubmittal includes an expanded list of "Green Hotel Measures." As many of these items would be implemented in the operation of the hotel, they would need to be included in the Development Agreement to ensure that the commitments are realized.*
		Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*
		If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval: *Prior to the issuance of grading and building permits, the applicant shall enter into a Development Agreement with the City of Sedona that covers, at a minimum, the following items:* • *Development and ongoing management of the property in compliance with the commitments made in the Letter of Intent, specifically the Sustainability/Green Building Section of the LOI.*
	Strategy 3: Non-compliant outdoor lighting should be converted to dark-sky compliant and energy efficient lighting.	
		Evaluation: The property is currently vacant; no non-compliant outdoor lighting exists.
		Compliance: ☐ *Yes* ☐ *Partial* ☐ *No* ☒ *Not Applicable*
	Strategy 4: Xeriscape principles in landscaping should be practiced by conserving water and using appropriate plants reflective of Sedona's natural environment that contribute to a sense of place.	
		Evaluation: 58% of the plants proposed are native species and the plans state that 27 existing trees will be preserved. The balance of plants are adaptive to the Sedona area. The plans do not include an excessive number of plants (174 trees required, 185 proposed – 106% of requirement; 813 shrubs required, 816 proposed – 100.3 % of requirement). Use of native and adaptive species and not overplanting the site will reduce water use for landscaping once the landscaping is established on the property and ensure the site fits into Sedona's natural environment.
		Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*
	Strategy 5: Stormwater should be managed with "green infrastructure" practices that slow and capture runoff.	
		Evaluation: The applicant has proposed including rainwater harvesting tanks, which will help reduce the amount of runoff as well as water used for landscaping. Any water not captured by the rainwater tanks will be managed through the drainage system on the property, which will need to be approved by the City's Public

Works Department prior to construction (a preliminary grading and drainage plan has been provided with this application).

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Sense of Place (Page 19)
An identifiable area recognized for its natural features and the design quality of its built features.

Strategy 1: Scenic views, natural areas, and hillsides should be preserved by clustering development to preserve open space.

Evaluation: There are no natural areas or hillsides that need preserving on this property. While the buildings will likely block some of the scenic views from the properties to the south, the buildings would be required to meet the City's height requirements and the applicant is not requesting any variances or waivers that are outside of code allowances. This site also sits at a lower elevation than the adjacent residences, limiting the impact the buildings will have on the views of the neighboring properties.

NOTE: As outlined in Staff's evaluation of the heights of the buildings, detailed in the LDC Checklist, the buildings as currently designed either do not meet height requirements or the information provided on the plans does not allow for a complete review for compliance with height requirements. If the project were to move forward, the applicant would need to ensure that all buildings meet height requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 2: Development design should be complementary to the architectural character of the surrounding area as well as the natural environment.

Evaluation: The design of the buildings is complementary to the design of the surrounding area. The buildings use dark, earthen colors, and natural materials to blend into the natural environment.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 3: The significance of the Cook's Cemetery to Sedona's history should be recognized by maintaining public access, improving the surroundings, and increasing awareness of this City Historic Landmark.

Evaluation: The LOI states that the applicant is working to improve access to the cemetery. This improved access is not shown on the plans. The cemetery is to the west of the project site and, as mentioned at other places in this review, the access/connections from this site to the properties to the east is lacking/does not meet the expectations of the CFA. A connection to the cemetery would also need to go through other private properties and the applicant has not specified if or how they are working with the other affected property owners to improve the connection.

The LOI states that the applicant is working with a neighboring property owner to provide an 8-space parking lot for the cemetery and legal vehicular access. No plans for this parking lot or access have been submitted as a part of this project and it is unclear if this would be permitted, as many of the properties surrounding the cemetery are zoned residential and would not permit a parking lot.

Staff has not received any confirmation from the Historic Society or neighboring property owners that these plans are in development. Staff has not received any additional information regarding the 8-space parking lot and still has concerns as to whether this would be a permitted use.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

Strategy 4: The reuse of historic buildings is encouraged to preserve the cultural history that contributes to a sense of place.

Evaluation: The property previously had buildings that had been surveyed as part of the City's Historic Resource Survey (buildings were never landmarked). Staff comments on early iterations of the project included comments regarding reuse of the historic buildings, incorporating the building materials into the project site, or acknowledging the history of the site in another way. While the applicant has since demolished the surveyed structures, the LOI proposes a historic exhibit in the hotel lobby. No details of this exhibit have been provided.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Sense of Community (Page 22)
A neighborhood center with appealing and accessible community spaces that reflect a sense of community.

Strategy 1: Open, shared community spaces should be incorporated into development projects.

Evaluation: While open spaces are provided, they appear to be primarily for hotel guests or residents of the development. The one area that may be considered a community space is the area around the transit stop, which includes shade, a bench, a bike rack, and water station.

The resubmittal added benches to the area between the parking structure and the connector road. These appear to be primarily a place to sit and not the community spaces envisioned by the CFA plan.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 2: Community space amenities such as shade, seating, landscaping, and public art should be provided.

Evaluation: Amenities at the transit stop include shade, seating, and landscaping. The project's public art is proposed to be installed further into the site near the parking structure.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 3: Community spaces should be designed to mitigate noise and other potential impacts to neighbors.

Evaluation: The community space is on the north side of the project site, furthest from the adjacent residential neighborhood. The rooftop bar/restaurant could be viewed as additional community gathering space and is screened from the existing residential development by buildings.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Strategy 4: The large, mature trees south of the Soldiers Pass Road/89A intersection should be incorporated into future development as community space.

Evaluation: The trees at the intersection are preserved and adjacent to the proposed community space.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Land Development Code Checklist

PZ19-00005 (DEV) The Village at Saddlerock Crossing

City Of Sedona
Community Development Department
102 Roadrunner Drive Sedona, AZ 86336
(928) 282-1154 · www.sedonaaz.gov/cd

The Sedona Land Development Code sets the minimum criteria for review and approval of all new construction and renovation proposals by the City's Community Development Department and Planning & Zoning Commission. Applicants of proposed development projects must demonstrate compliance with these development standards.

Public Hearing Date: November 7, 2023
February 6, 2024 (Continuance)
Updated evaluations of each code section are provided in red italics. If the Planning and Zoning Commission chooses to approve the project, potential conditions of approval to address the areas that are still out of compliance are included below the "Compliance" box, denoted by a purple box to the left of the recommended condition of approval.

***This application is being reviewed in conjunction with a concurrent request to rezone the subject properties to L (Lodging) and is done based on the requirements for the Lodging zone. If the associated rezoning is not approved, this review would not be valid, as lodging would not be a permitted use for the property.*

Reviewer: Cari Meyer, Planning Manager

Color Coding	Full Compliance	Partial Compliance	Non-Compliance	Not Applicable

LDC Article 2: Zoning Districts

2.16: L: Lodging

2.16.B: L Lot and Building Standards

Evaluation: **Lot Standards:** The lot meets the minimum lot width and area.

Setbacks: The project provides 15 foot setbacks along W SR 89A and Saddlerock Circle and 20 foot setbacks along the south property line (adjacent to residential). The 10 foot setback along Elk Road (east property line) is shown as measured to the edge of a roadway easement (not the property line), as required by LDC Section 2.24.D(1)a. However, the ALTA Survey shows an additional 20' ingress/egress easement to the west of the roadway easement that is not included on the site plan. The setback needs to be measured from the edge of that easement and the site plan needs to be adjusted.

While an updated ALTA Survey has not been provided, the applicant has verbally stated that the additional 20' easement was abandoned. If the 20' easement was abandoned, the 10' setback from Elk Road must still be measured from the edge of the roadway easement (shown on the survey as 13.5' from the property line). While the site plans are not clear, it appears that a corner of the eastern building of the "Multi-Family North" buildings encroaches into this setback as well as perhaps the wall of the parking garage (extent of parking garage wall is not clear).

The front setback is shown on the plans at 10 feet, not the required 15 feet. Assuming the buildings have not moved since the previous review, the location should still be okay. The correct setback would need to be shown and the location of the buildings confirmed as compliant.

Heights: As outlined in the height evaluation (See LDC Section 2.24.E), multiple buildings either do not comply with height requirements or the information provided is not sufficient to make that determination.

While the revised plans are closer to compliance than the previous submittal, there are still some areas that need to be addressed, with most of the outstanding items being clarifications where the plans are unclear. If the Planning and Zoning Commission chooses to approve the project, Staff has included recommended Conditions of Approval to ensure that these areas are addressed when the project is submitted for building permits.

Impervious Coverage: The project plans state the project has a building coverage of 23.2% (60% permitted) and a total coverage of 62.5% (80% permitted). However, based on the calculations provided, it is not clear where the parking structure/parking lots are factored into these calculations.

It is still not clear where the parking structure is factored into these calculations.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be a recommended condition of approval:

The plans submitted for building permits shall comply with all applicable Land Development Code requirements and incorporate the following changes from the plans reviewed by the Planning and Zoning Commission:

- *Site plan shall be coordinated with the most up-to-date survey and all structures shall meet all required setbacks, measured from the ROW line or the roadway easement.*
- *Plans shall include a detailed breakdown of building and lot coverage, showing a maximum of 60% building coverage and 80% lot coverage, and ensuring all site elements are accounted for.*

2.16.C: Other Standards

Evaluation: The project complies with some code requirements, does not comply with others, or the application does not contain sufficient information to determine compliance. These areas are outlined in detail in the remainder of this checklist.

Updated evaluations of each code section are provided in red italics. If the Planning and Zoning Commission chooses to approve the project, potential conditions of approval to address the areas that are still out of compliance are included below the "Compliance" box, denoted by a purple box to the left of the recommended condition of approval.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

2.24: Measurements and Exceptions

2.24.B: Density

Evaluation: 40 long-term rental units are proposed on approximately 6.15 acres. As the units would include restrictions for both long-term rentals and affordability, there is no cap on density in the Lodging district.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

2.24.C: Lot and Space Requirements

Evaluation: The lot meets minimum dimension requirements. All buildings are reviewed for the same setback and height requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

2.24.D: Setbacks

Evaluation: The project provides 15 foot setbacks along W SR 89A and Saddlerock Circle and 20 foot setbacks along the south property line (adjacent to residential). The 10 foot setback along Elk Road (east property line) is measured to the edge of a roadway easement (not the property line), as required by LDC Section 2.24.D(1)a. However, the ALTA Survey shows an additional 20' ingress/egress easement to the west of the roadway easement that is not included on the site plan. The applicant has not clarified the status of this easement. If the easement is valid, the setback would be measured to the edge of the easement and the site plan would need to be adjusted.

No exceptions to setback requirements are requested.

While an updated ALTA Survey has not been provided, the applicant has verbally stated that the additional 20' easement was abandoned. If the 20' easement was abandoned, the 10 foot setback from Elk Road must still be measured from the edge of the roadway easement (shown on the survey as 13.5' from the property line). While the site plans are not clear, it appears that a corner of the eastern building of the "Multi-Family

North" buildings encroaches into this setback as well as perhaps the wall of the parking garage (extent of parking garage wall is not clear.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be a recommended condition of approval:

The plans submitted for building permits shall comply with all applicable Land Development Code requirements and incorporate the following changes from the plans reviewed by the Planning and Zoning Commission:

- *Site plan shall be coordinated with the most up-to-date survey and all structures shall meet all required setbacks, measured from the ROW line or the roadway easement.*

2.24.E: Building Height

Evaluation: Commercial height standards were used in review of this project. All buildings (except for the multifamily south buildings) require alternate standards. The paint colors get 5 points (2.5 feet). Buildings that require more than 5 points would need to get the remainder of the points using unrelieved building planes. In the project plans, alternate standards have not been calculated correctly for any of the buildings, and Staff has not been able to make a determination of compliance for any of the buildings.

Unrelieved building planes are defined as: *Any vertical surface, or the projection to a vertical plane of an inclined or curved surface, or wall of a structure that, when viewed in elevation, incorporates no overhangs, offsets, projections, decks, ramadas, loggias, or similar architectural features that would produce shadow patterns or otherwise serve to visually blend the structure into its natural background. Windows and doors do not in themselves provide relief, but if they project or recede a minimum of 12 inches they may be considered as providing visual relief.*

The applicant has shown building planes being reduced in ways that are not compliant, including:

- Change of building materials. A change of building materials is permitted to reduce the maximum building plane permitted under LDC Section 5.7.F(2)c.3, but not when being used to increase height (LDC Section 2.24.E)
- Building planes not visible from the public ROW. This is permitted when addressing the maximum building planes permitted under LDC Section 5.7.F(2)c.3, but not when being used to increase height (LDC Section 2.24.E)
- Removal of windows and doors from the calculation of unrelieved building plane. The plans do not indicate that any of the windows or doors are recessed by a minimum of 12 inches, as required by the definition in order to be removed from the calculation.

Buildings have been redesigned to incorporate recession and projections to address unrelieved building plane requirements (reliance on change in building materials has been removed). Notes have been added to the plans where windows and doors are proposed to be recessed. While the plans do not indicate the amount of recession of the windows, a minimum of 12 inches would be required.

Height evaluations for each building are as follows:

- Lobby/Restaurant Building: 10 points required
  - The largest unrelieved building plane is limited to 400 sf. The plans show the largest unrelieved building plane at over 800 sf. Reductions using building materials are not applicable for this requirement. Other building planes are calculated at less than 400 sf, but do not include windows. Once windows are included, it appears that multiple building planes will exceed 400 sf.

The building plane that exceeded 800 square feet on the previous plans has been divided into 3 separate building planes, each no more than 400 square feet, and a note has been added to the plans that the windows will be recessed. (Sheet A-19) The plans do not specify the amount of recession, but a minimum of 1' would be

required. While Sheet A-19 shows compliance, the plan set still includes Sheet A-18, which shows the building as proposed under the previous submittal (found to be non-compliant).

- Treehouse Suites Building: 10 points required
  - The largest unrelieved building plane is limited to 400 sf. The plans show the largest unrelieved building plane at over 800 sf. Reductions using building materials are not applicable for this requirement. Other building planes are calculated at less than 400 sf, but do not include windows or doors. Once windows and doors are included, it appears that the building planes will exceed 400 sf.

Most of the unrelieved building planes that exceeded 400 square feet before have been reduced. It is unclear from the elevations if there is sufficient projections/recessions between a few of the building planes to allow them to count separately. Based on the floor plans, it appears there may be a mistake on the elevations, but that would need to be confirmed at building permit review. A note has been added to the plans that some of the windows will be recessed. (Sheet A-26) The plans do not specify the amount of recession, but a minimum of 1' would be required.

- West Wing and North Wing: 10 points
  - The largest unrelieved building plane is limited to 400 sf. Building planes are calculated by at less than 400 sf, but do not include windows. Once windows are included, it appears that the building planes will exceed 400 sf.

The unrelieved building planes that exceeded 400 square feet have been redesigned to be under 400 square feet. No windows are being removed from these calculations.

- East Wing: 9 points
  - The largest unrelieved building plane is limited to 450 sf. Building planes are calculated at less than 450 sf, but do not include windows. Once windows are included, it appears that the building planes will exceed 450 sf

The unrelieved building planes that exceeded 450 square feet have been redesigned to be under 450 square feet. No windows are being removed from these calculations.

- Multi-family North: Building exceeds maximum permitted height
  - The roof height schedule includes all ridges and eaves, but not the heights of the parapets (between ridges 1/3, 2/4, and 6/8). By comparing the roof plans to the floor plans, it does not appear they are for a purpose that would allow an exception (elevator, stair, mechanical equipment), as the buildings do not have elevators, the stairs are located elsewhere, and the mechanical equipment is ground mounted. Though parapet heights are not included on the roof height schedule, they are shown on the plans. The westernmost parapet exceeds 27 feet above natural grade, which is the highest it would be permitted to go if alternate standards were maximized. Though these heights are the same as the adjacent ridge lines, sloped roofs are given a height exception that a flat roof is not. If the parapet were reduced to no more than 27 feet, the building would have the same unrelieved building plane issues the lodging buildings have in that the methods being used to reduce the size of the building planes are not acceptable.

The parapet that was too tall has been reduced to not exceed maximum permitted height; the building now requires 10 points under alternate standards. Unrelieved building planes have been reduced to under 400 square feet. The elevations include a note that the windows will be recessed; a minimum recession of 1' is required.

- Multi-family South: No alternate standards needed
  - The Multi-family South Buildings all have 3.5:12 pitched roofs, which permits a height of 27 feet before alternate are needed. All buildings are below this height. No alternate standards are needed; the multi-family south buildings comply with height requirements.

No changes were needed or are proposed for the Multi-family South Buildings.

Many of the buildings are applying the permitted height exceptions of LDC Section 2.24.E(3), Table 2.7, including for chimneys, elevators, mechanical equipment, stairs, etc. While some exceptions have been applied correctly, others have not or are shown in a way that does not allow for review. For example:

- The elevators for the lobby/restaurant building are shown at a width of 50 feet on the floorplans and 60 feet on the height exhibit. At 60 feet, this area would exceed the maximum of 5% of the building footprint allowed for elevators and violate LDC Section 5.7.F(2)c.6, which limits rooflines to 50 feet. Further, the floorplans show the elevators at a width of approximately 25 feet, with the remaining area being used for storage. As the height increase is only permitted for elevators and associated supporting structures, this is not an appropriate use of the exception.

The elevators at the lobby/restaurant building have been redesigned to reduce the width/roofline and is now only counting the actual area of the elevators and equipment for the height exception.

- Mechanical equipment is shown on a portion of the lobby/restaurant building (southwest side of building) without a height. Based on the heights of the surrounding building and cross referencing the elevations, it appears that this section would likely comply, but the plans would need to show that height for verification.

A height has still not been provided for this section of the building. Further, while the original plans showed the mechanical area a minimum of 6' from the edge of the roof (as required by code), the revised plans show the mechanical equipment extending to the edge of the roof. If the height exception is needed for this area, a 6' setback from the edge of the roof is required.

- The floorplans show the areas designated for the elevators on the guest room buildings as including space over the entry/lobby and stairs, which is not an appropriate use of the elevator exception. The exception for stairs is separate from the exception for elevators and is included in the exception for mechanical equipment. The exception for stairs and mechanical equipment is limited to 5% of the building footprint, which is maxed out by the stairs and mechanical equipment elsewhere on the building, so no additional increases are permitted for stairs.

The sections show the area being used as the stair exception containing mechanical equipment. While stairs and mechanical equipment count towards the same exception, areas being used for mechanical equipment screening are required to be setback from the edge of the roof by a minimum of 6', which this area is not. As additional height appears to be needed for the mechanical equipment screening and not the stairwell, this is an inappropriate application of the exception and would need to be redesigned.

However, while the section (Sheet A-30) shows this area being at the edge of the roof, the floor plans and elevations would indicate that there is an enclosed lounge, not an open patio, in this area of the building. If there is an enclosed lounge, the mechanical equipment may be 6' from the edge of the roof. This would need to be clarified and modified if necessary.

- For the guest room buildings, the area shown on the roof plans as being for the stairs/mechanical equipment height exception scales to a larger size than is stated on the plans. As the stated square footages maximize the 5% allowance of the building footprint, the applicant would need to refine the measurements and ensure the areas meet the maximum size allowed.

The square footages have been refined and all appear to be under the permitted maximum area for each building.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval:

The plans submitted for building permits shall comply with all applicable Land Development Code requirements and incorporate the following changes from the plans reviewed by the Planning and Zoning Commission:

- *Plans submitted for building permits shall comply with height requirements, including alternate standards, unrelieved building plane requirements, and permitted height exceptions including the following:*
  - *Largest unrelieved building planes on Lobby Building, Treehouse Suites, West Wing, North Wing, and Multi-family North shall be limited to 400 square feet. Largest unrelieved building planes on East Wing shall be limited to 450 square feet.*
  - *Windows and doors shall count towards the unrelieved building plane area unless they are recessed or project by a minimum of 1 foot.*
  - *Areas applying the height exception for mechanical equipment shall be setback a minimum of 6' from all roof edges.*

LDC Article 3: Use Regulations

3.2.E: Table of Allowed Uses

Evaluation: Lodging and Multifamily developments are permitted uses in the L zone.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

3.3: Use Specific Standards

Evaluation: LDC Section 3.3.A(3) states that, for mixed-use projects, residential uses shall not be located on the same level as the primary street entrance to the building unless permitted by the Director or Planning and Zoning Commission. While the project is considered a mixed-use project (lodging and residential), the project has also been designed with a clear distinction between the lodging and residential uses. If the rezoning to L is approved, Staff would be supportive of this design and permitting residential uses on the same level as the primary street entrance to the building.

LDC Section 3.3.C(14) contains the use specific standards for lodging projects. The lodging buildings are limited to 150 feet in length (project complies) and the project is considered a high-density lodging project requiring a zone change, which this project has applied for. Other use specific standards address expansion of existing lodging facilities, which do not apply to this project.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

LDC Article 5: Development Standards

5.3: Grading and Drainage

5.3.D: General Standards

Evaluation: The site has been previously graded. While little natural grade exists, the buildings have been sited to preserve existing trees to the greatest extent possible. All work, except for driveways to connect to existing streets and landscaping, is contained within the property boundaries. The City's Public Works staff has reviewed the Preliminary Grading and Drainage Report and Plan and found them to be consistent with City requirements. A Final Grading and Drainage Report and Plan sealed by a Professional Engineer would be required to be submitted, reviewed, and approved prior to building permit issuance. A geotechnical report has been provided to ensure that the underground portions of the project (meeting facility and parking garage) are appropriately designed for the site.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.4: Access, Connectivity, and Circulation

5.4.D: Street Connectivity

Evaluation: The project connects to existing streets at two points (W SR 89A & Saddlerock Circle). The connection to W SR 89A is at the Soldiers Pass Road light, giving this development, along with the Saddlerock Homes subdivision to the south, access to a controlled intersection. Earlier iterations of the plans included a vehicular connection to Elk Road to the east of the project site, which was removed due to the parking garage. Staff has provided comments that this connection needed to be added back, in accordance with the LDC and the recommendations of the CFA plan.

The proposal includes a 3' walking path to connect this property with the property to the west, which does not meet the requirements for a vehicular connection or a pedestrian connection (minimum of 5' wide would be recommended for a pedestrian connection; shared use paths are typically 8' – 10' wide).

Rather than a 5' sidewalk on each side of the new street, the applicant is proposing a 10' wide sidewalk on one side of the new connector street.

Police and Fire and reviewed the plans and have not expressed any concerns with the site layout. No cul-de-sacs or dead end streets are proposed, and no gates are proposed.

The plans have been amended to include a connection through the parking structure to Elk Road. A 5' sidewalk along the west side of Elk Road has also been provided. If the project is approved and constructed, the property owner would need to record a public access easement prior to issuance of a Certificate of Occupancy.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval:

Prior to the issuance of a Certificate of Occupancy, staff shall verify that all construction is in substantial accordance with the plans as submitted, reviewed, and approved by the Planning and Zoning Commission, and meets the following conditions:

- *The applicant shall record a cross access easement and maintenance agreement with the City of Sedona for the new connector road and the connection through the parking structure to Elk Road and record the easement in the Yavapai County Recorder's Office. The easement shall also include any areas where the proposed sidewalks along Saddlerock Circle, W State Route 89A, and Elk Road encroach onto private property. The easement shall be provided for vehicular, pedestrian, and bicycle access and the easement language shall be reviewed and approved by City Staff prior to recordation.*

5.4.E: Driveways and Access

Evaluation: Driveways are located to provide safe access to and from the site. Cars will be able to enter and exist the site in forward drive. The majority of the parking is located within the parking garage, which is accessible by one of two driveways. Staff had requested that the design of the pull out to the hotel entrance be modified to reduce the possibility that cars accidentally pull into the entrance rather than continue on the street. The applicant has proposed a change in paving color and pattern in this area.

Police and Fire have reviewed the plans and have not expressed any concerns. Driveways and drive aisles will meet materials requirements.

The property fronts W SR 89A and provides a singular point of access from the highway. Deceleration lanes are also proposed along the highway. A permit from ADOT would be required prior to construction.

Two access points are provided, and the drive aisles meet size requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.4.F: Visibility Triangles

Evaluation: No buildings are in visibility triangles. Landscaping in visibility triangles will be maintained to meet sight distance requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.4.G: Cross-Access between Adjacent Uses

Evaluation: The site design does not provide cross access to the properties to the east. Earlier iterations of the plan included a vehicular connection to Elk Road to the east of the project site. This connection was removed due to the parking garage. Staff provided comments that this connection needed to be added back into the plans, in accordance with the LDC and the recommendations of the CFA plan. The proposal includes a 3' walking path to connect this property with the property to the west, which does not meet the requirements for a vehicular connection or a pedestrian connection (minimum of 5' wide would be

recommended for a pedestrian connection; shared use paths are typically 8' – 10' wide). While Elk Road is private and responsibility for it is unclear, at a minimum the development should incorporate a location for a future connection and should not design a project that precludes a future connection.

The plans have been amended to include a connection through the parking structure to Elk Road. A 5' sidewalk along the west side of Elk Road has also been provided. If the project is approved and constructed, the property owner would need to record a public access easement prior to issuance of a Certificate of Occupancy.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval:

Prior to the issuance of a Certificate of Occupancy, staff shall verify that all construction is in substantial accordance with the plans as submitted, reviewed, and approved by the Planning and Zoning Commission, and meets the following conditions:

- *The applicant shall record a cross access easement and maintenance agreement with the City of Sedona for the new connector road and the connection through the parking structure to Elk Road and record the easement in the Yavapai County Recorder's Office. The easement shall also include any areas where the proposed sidewalks along Saddlerock Circle, W State Route 89A, and Elk Road encroach onto private property. The easement shall be provided for vehicular, pedestrian, and bicycle access and the easement language shall be reviewed and approved by City Staff prior to recordation.*

5.4.H: Pedestrian and Bicycle Circulation

Evaluation: Sidewalks or shared use paths are proposed to be installed along W SR 89A, Saddlerock Circle (extended into Saddlerock neighborhood), and the new connector road. A sidewalk is only provided along a portion of Elk Road. The applicant has proposed a 3' granite path along the remainder of Elk Road, which does not meet the minimum width of 5' (LDC Section 5.4.H(2)b).

Pedestrian access is provided from the sidewalks to each building in the development/all areas listed in this section as requiring connections.

The plans have been amended to include a connection through the parking structure to Elk Road. A 5' sidewalk along the west side of Elk Road has also been provided. If the project is approved and constructed, the property owner would need to record a public access easement prior to issuance of a Certificate of Occupancy.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval:

Prior to the issuance of a Certificate of Occupancy, staff shall verify that all construction is in substantial accordance with the plans as submitted, reviewed, and approved by the Planning and Zoning Commission, and meets the following conditions:

- *The applicant shall record a cross access easement and maintenance agreement with the City of Sedona for the new connector road and the connection through the parking structure to Elk Road and record the easement in the Yavapai County Recorder's Office. The easement shall also include any areas where the proposed sidewalks along Saddlerock Circle, W State Route 89A, and Elk Road encroach onto private property. The easement shall be provided for vehicular, pedestrian, and bicycle access and the easement language shall be reviewed and approved by City Staff prior to recordation.ccess and the easement language shall be reviewed and approved by City Staff prior to recordation.*

5.5: Off-Street Parking and Loading

5.5.D: Minimum Off-Street Parking Spaces Required

Evaluation: The parking analysis states 196 parking spaces are required and 205 parking spaces are provided. City staff has provided comments on the parking analysis that have not been satisfactorily addressed, including the following:

- Conference center parking: Parking for the conference center has not been addressed in the parking analysis. The LDC states "Accessory uses to lodging, such as meeting rooms and restaurants, shall be required to provide parking at the rates for those specific use types except that the Director may reduce those requirements for accessory uses that are clearly designed for only hotel guests." This approach has been taken for the restaurant use, but not for the conference center.
- Shared parking: The project documents state that there will be a shuttle available for guests to get around town (guests leave their car at the hotel) while the parking analysis assumes that the hotel parking spaces will be available during the day for other uses (guest parking vacated during the day). Staff has requested more detail regarding this arrangement, wanting to ensure that the proper assumptions have been made in the parking analysis.
- Restaurant/bar parking: The project documents state that the hotel will limit non-guest use of the restaurant/bar to 50%. No details for how this will be managed have been provided.

While some additional information has been provided, some questions have remained unaddressed, particularly how shared parking will work if hotel guests opt to use public transportation and leave their cars at the hotel. Other assumptions are based on management of the facility, which is dependent on the applicant following through on the commitments they have made. If the Commission chooses to recommend approval of the project, this could be addressed through the development agreement (see recommended condition of approval below).

The project plans are inconsistent with the mix of housing unit types proposed. A different unit mix could slightly change the number of required parking spaces.

This has been corrected.

Without responses to these comments and the needed clarifications, Staff does not feel comfortable with accepting the conclusions of the parking analysis.

Staff still has outstanding questions, including whether an assumption of no additional staff and 100% of meeting use being hotel guests is reasonable and how encouraging use of public transit and bicycles may impact the shared parking assumptions, and has not approved the parking analysis as submitted.

If the project is approved with the recommended condition of approval (below), there may be sufficient allowances for the applicant to prove that their assumptions are correct as well as remedies should parking become an issue for the project.

20 covered parking spaces are required. The lower level of the parking garage meets this requirement.

Bus parking is provided in the surface parking lot on the west side of the site.

A minimum of 20 bicycle parking spaces are required and are provided. The developer would be encouraged to increase the number of bicycle parking spaces, particularly for the multifamily portion of the project.

The applicant has added additional bicycle parking throughout the development along with providing secured bicycle storage for hotel guests.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval:

Prior to the issuance of grading and building permits, the applicant shall enter into a Development Agreement with the City of Sedona that covers, at a minimum, the following items:

- *Management of parking areas, including non-guest use of hotel amenities (restaurant, bar, meeting facility), and measures to be taken if parking becomes an issue for the project.*

5.5.E: Parking Alternatives, Credits, and Adjustments

Evaluation: The applicant has provided a parking analysis in an attempt to show how shared parking would work. As outlined in the previous section, staff has outstanding comments on this analysis that have not been addressed by the applicant and would need to be addressed before the proposed shared parking could be approved.

Staff still has outstanding questions, including whether an assumption of no additional staff and 100% of meeting use being hotel guests is reasonable and how encouraging use of public transit and bicycles may impact the shared parking assumptions, and has not approved the parking analysis as submitted.

If the project is approved with the recommended condition of approval (below), there may be sufficient allowances for the applicant to prove that their assumptions are correct as well as remedies should parking become an issue for the project.

No compact parking or motorcycle spaces are proposed, and no reductions based on transit access are requested.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval:

Prior to the issuance of grading and building permits, the applicant shall enter into a Development Agreement with the City of Sedona that covers, at a minimum, the following items:

- *Management of parking areas, including non-guest use of hotel amenities (restaurant, bar, meeting facility), and measures to be taken if parking becomes an issue for the project.*

5.5.F: Off-Street Parking Layout and Design

Evaluation: Parking spaces will be required to be available for parking. No parking is in a fire lane. Parking is located on the interior of the site and not between building facades and the public right-of-way. Parking areas and drive aisles comply with all dimensional standards of the LDC and Administrative Manual. Landscaping and lighting are provided in compliance with LDC requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.5.G: Loading and Stacking Areas

Evaluation: 3 loading spaces are required (minimum size of 14' wide x 50' long x 14' high). None are provided.

The plans have been amended to include 2 loading spaces to the west of the Treehouse Suites building and one loading space in the pull through/porte-cochere area.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.6: Landscaping, Buffering, and Screening

5.6.C: Landscaping and Buffering

*Evaluation: *Note: The numbers provided on the plans are not always consistent with each other. Discrepancies are noted in the following evaluation.*

(1) General Landscape Standards: Based on the landscape area, 271 trees are required. Based on size, the trees to be preserved provide a credit of 97 trees, for a net requirement of 174 new trees. 185-200 new trees are provided. Based on the landscape area, 813 shrubs are required, and 816-881 shrubs are provided.

58% of the plants on the landscape plan are native species. (70% of trees and 54% of shrubs). The balance of the plants are adaptive. No inappropriate species are proposed. 21 different species are proposed (not including existing trees) and no one species makes up more than 50% of the required landscape materials. Visibility triangles will be maintained. The applicant expects to be able to save

27 trees (protect in place), factored into the native/adaptive percentages as native. Compliance with the other requirements of this section will be reviewed when plans are submitted for permits.

(2) The areas between the buildings and streets are landscaped. Parking areas, where adjacent to streets, are screened with landscaped areas a minimum of 5 feet in width. While the plans state that more than 10% of the parking areas are landscaped, the plans do not clearly show which areas are being counted for parking areas/parking lot landscaping. If the project were to move forward, the applicant would need to clearly show how this percentage is being calculated. Landscaped areas are located appropriately throughout the site and where required for screening and buffering purposes.

The resubmitted plans include a calculation of landscape area in the parkling lots (minimum 10% of the parking area must be landscaped). The surface area of the parking structure is 32,500 square feet, with 3,300 square feet of landscaping (10.1%). The parking lot on the western side of the site is 15,400 square feet with 3,000 square feet of landscaping (19.5%).

(3) Where the property abuts a single family residential zone on the southern property line, a 6' tall masonry wall is provided.

(4) Landscape areas will be required to be maintained after installation.

(5) A tree preservation and protection plan has been submitted. It is anticipated that 27 trees will be preserved.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.6.D: Screening

Evaluation:

(1) Roof mounted equipment is screened on all sides. As outlined in the height section, some of these areas may need to be reduced in size/redesigned to ensure height requirements are met.

As outlined in the height section, there are still a few areas where rooftop screening needs some clarification (primarily distance from edge of roof). If approved, Staff may review this at the building permit stage.

(2) Any additional ground mounted equipment will be screened by patio walls or landscaping.

(3) Loading and service areas, though required, have not been shown on the plans, and would need to be screened. Trash enclosures have been provided. Staff has concerns as to whether the number provided (one dumpster for the hotel, one for the residential units) is sufficient.

While loading areas have been added to the plans, screening of these areas is not clear. This may be added as a potential condition of approval and verified at building permit stage.

(4) No outdoor storage areas are proposed.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval:

The plans submitted for building permits shall comply with all applicable Land Development Code requirements and incorporate the following changes from the plans reviewed by the Planning and Zoning Commission:

- *Plans submitted for building permits shall comply with height requirements, including alternate standards, unrelieved building plane requirements, and permitted height exceptions including the following:*
  - *Areas applying the height exception for mechanical equipment shall be setback a minimum of 6' from all roof edges.*
  - *Loading areas shall be screened in compliance with LDC Section 5.6.D(3).*

5.6.E: Fences and Walls

Evaluation: Most fences are located outside of the setbacks. The screen wall along the south property line will have columns every 10 feet to break up the wall as well as landscaping between the wall and the shared use path. Fences and walls located within front and exterior side setbacks will be required to comply with height requirements. Fences and walls will maintain visibility triangle requirements. Fences and walls will meet color and material requirements. Materials listed as prohibited are not proposed. Where walls are proposed adjacent to a public street, landscaping is provided between the street and wall. No retaining wall exceeds 8 feet in height, and all are designed to meet design and color requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.7: Site and Building Design

5.7.D: Site Design

Evaluation: The site has been graded/disturbed in the past and the existing grades are lower than natural grades. As part of the site plan review process, the applicant submitted a plan that approximates what natural grades were. This plan was approved by the Community Development Department and has been used in evaluation of the proposal. Based on this, the site slopes from a high point in the southeast corner of the site to the low point in the northwest corner. While there is a floodplain to the west of the site, there are no floodplains on the site and there are no significant natural features. The buildings have been sited to preserve existing trees where possible.

The plans show sidewalks along street frontages (except for Elk Road) and connections from sidewalks to the interior of the site. While trash/recycling areas have been provided, they do not appear to be enough to effectively serve the size of the development and the site has not made provisions for loading/unloading areas, as required by the LDC. Lack of these areas will impact the circulation of the site, as delivery trucks would need to disrupt the circulation patterns (parking lots, road) in order to make their deliveries.

All new utilities and existing utilities serving the site will be underground.

The site plan has been changed to include sidewalks along Elk Road and vehicle and pedestrian connections to all areas of the site. The trash enclosure for the hotel has been enlarged to provide both trash and recycling dumpsters and additional dumpsters have been added near the multifamily uses. 3 loading spaces have been provided, however, one of them (labeled "short term loading" on the site plan) has been provided in the pull through area near the hotel entrance which may impact circulation patterns of the hotel, depending on how it is used.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

5.7.E: Building Placement and Orientation

Evaluation: The lodging buildings have been arranged around the pool area and the multifamily buildings have been arranged around the parking garage. The entire development is arranged around the new Soldiers Pass Connector through the middle of the site.

The site has been designed to have driveways/garages accessed from the interior of the site, shielding most of the parking from the public rights-of-way with buildings or in the structure.

Buildings less than 20 feet apart meet the building separation requirements of subsection 3.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.7.F: Building Design

Evaluation:

(2) **Building Massing:** Each building contains a minimum of 3 masses in both plan and elevation views. Massing is visible from the public rights-of-way. Structures for screening rooftop mechanical equipment were not considered when massing was evaluated.

The Guest Room buildings have been slightly redesigned, which included a change in height for a portion of the building. This change in height resulted in less than a 3' vertical difference between sections of the buildings that previous had at least a 3' vertical distance, bringing the building out of compliance with massing

requirements. The buildings would need to be redesigned again to incorporate a 3' vertical difference and heights would then need to be reevaluated to ensure any increased heights are still compliant.

Building Proportions and Scale: The buildings are all similar in height. The tallest building is the "Treehouse Suites" building, which is located away from the public right-of-way, but on the south end of the development, closest to the existing residential development. These buildings have an increased setback and use a sloped roof for the upper stories.

Building Articulation: The buildings are broken up into a series of smaller components and incorporate recessions, projections, changes in masonry patterns, etc., at least every 30 feet. The upper stories are at least 10% smaller than the lower stories and no building plane exceeds 800 sf, though, as outlined in the height evaluation, multiple building planes would need to be modified to comply with height requirements.

Transparency (subsection c.5): The plans do not include the transparency calculations for each façade facing a public right-of-way (LDC Section 5.7.F(2)c.5.ii), compliance cannot be verified. It appears that the end elevations of the lodging buildings along with the north elevation of the multifamily buildings would not comply with the transparency requirements.

The buildings have been modified to add doors and windows on the elevations that face the streets. Though the calculations on the elevations show that the 1st floor of the buildings have a minimum of 30% doors and windows and the 2nd floor has a minimum of 15%, these calculations appear to include portions of windows behind solid walls. As the entire window cannot be seen from the public street/public area, this design does not meet the code. When those areas are taken out of the calculation, the total percentages would likely fall below the minimum requirement.

Roofline Variation (subsection c.6): The plans are inconsistent. Some plans show rooflines exceeding 50 feet in length while on other plans, these same rooflines are shown at 50 feet or less. If the project were to move forward, the plans would need to be consistent with each other and show compliance with this requirement.

The plans have been modified and no roofline exceeds 50 feet.

Building Length: No building exceeds 150 feet in length.

(3) There is not a predominant architectural style or character in the immediate vicinity of the project. The most prominent buildings in the area are within the Whole Foods center across W SR 89A. These buildings would complement the architectural style seen in that shopping center. The project has been designed in compliance with the general standards of the LDC. The buildings are not designed as signage and all buildings use the same or a complementary design.

(4) No mirrored or reflective surfaces are proposed. No exterior finishes on the prohibited list are proposed.

(5) The maximum light reflectance value proposed is 17%, in compliance with general color requirements and the more restrictive color requirements based on building height.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval:

The plans submitted for building permits shall comply with all applicable Land Development Code requirements and incorporate the following changes from the plans reviewed by the Planning and Zoning Commission:

- *Plans shall comply with massing requirements, including the following:*

- *All buildings shall have a minimum of 3 masses in both plan and elevation view. (LDC Section 5.7.F(2)) Building modifications to meet massing requirements shall not bring the building out of compliance with height requirements.*
- *The ground-floor level of each façade facing a public street or other public area such as a plaza, park, or sidewalk shall contain a minimum of 30 percent windows or doorways. Upper floors of each façade facing a public street shall contain a minimum of 15 percent windows. (LDC Section 5.7.F(2)c.5). Areas of windows and doors behind a solid wall that is incorporated into the building design, making that portion of the window or door not visible from the public street/public area shall not count towards this calculation.*

5.8: Exterior Lighting

5.8.E: General Lighting Standards

Evaluation:

(1) All lighting is proposed at 2700K, with the exception of the landscape lighting and the lighting for the lower level of the parking structure, both of which are shown at 3000K. Landscape lighting is permitted to be 3000K, but parking lot lighting (including within parking structures) is required to be 2700K.

(2) No prohibited lighting types are proposed.

(3) All proposed light fixtures are fully shielded.

(4) The site is approximately 6.36 acres, allowing for a total lighting output of 445,200 lumens. 395,212 lumens are proposed (lighting on the lower level of the parking garage does not count towards this limit).

(5) No motion sensor lights are proposed. Lodging (24-hour business) and residential lighting is not subject to time limitations.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.8.F: Supplemental Class 3 Lighting Standards

Evaluation: The landscape lighting would be considered Class 3 lighting, but is proposed as fully shielded (not uplighting), so no additional requirements apply.

Compliance: ☐ *Yes* ☐ *Partial* ☐ *No* ☒ *Not Applicable*

5.8.G: Parking Area Lighting

Evaluation: Parking lot lighting for the top level of the parking structure and surface lot is 2700K, fully shielded, and the lighting poles are 8-12 feet in height. Lighting on the lower level of the parking garage is shown at 3000K and would need to be reduced to 2700K.

An updated lighting plan for the lower level of the parking structure was not included in the resubmittal.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval:

The plans submitted for building permits shall comply with all applicable Land Development Code requirements and incorporate the following changes from the plans reviewed by the Planning and Zoning Commission:

- *Plans shall comply with lighting requirements, including the following:*
  - *Lighting on the lower level of the parking structure shall be considered Class 2 lighting and limited to a maximum Correlated Color Temperature (CCT) of 2700K.*

5.8.H: Pedestrian Walkway Lighting

Evaluation: Pedestrian walkway lighting is Class 2 lighting and meets all applicable requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.8.I: Exterior Building Lighting

Evaluation: Exterior building lighting is considered Class 1 lighting and meets all applicable requirements.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

5.8.J: Sign Illumination

Evaluation: The sign plans indicate that the signs will be illuminated. No sign lighting has been included on the lighting plan. Sign lighting would need to be added to ensure the project does not exceed maximum allowable lumen levels.

Sign lighting has not been added to the lighting plan or the sign plan.

Compliance: ☐ *Yes* ☐ *Partial* ☒ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval:

The plans submitted for building permits shall comply with all applicable Land Development Code requirements and incorporate the following changes from the plans reviewed by the Planning and Zoning Commission:

- *Plans shall comply with all sign requirements, including the following:*
  - *Sign lighting shall be added to the lighting plan and comply with all applicable requirements. Overall site lighting shall not exceed maximum lumen levels when sign lighting is added.*

5.8.K: Supplemental Lighting Standards for Specific Uses

Evaluation: None of these standards apply to this project.

Compliance: ☐ *Yes* ☐ *Partial* ☐ *No* ☒ *Not Applicable*

5.9: Public Art

Evaluation: Public art is required for this project. The project plans designate a location for public art between the parking structure and the connector road. If the project is approved, a public art plan will be required to be submitted for review and approval by the Community Development Director and public art must be installed prior to issuance of a Certificate of Occupancy for the project. If the project does not install artwork, a cash contribution based on the square footage of the project would be required.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

Article 6: Signs

6.5: General Standards Applicable to All Signs

Evaluation: The proposed signs comply with all standards in this section, with the exception of the following: The visibility triangle at the corner of 89A and the new connector road is shown at 10' – this would need to be increased to 30' (the note on the plans is correct).

Plans have been corrected.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

6.6: Sign Measurements and Calculations

Evaluation:

(A) **Sign Area:** Sign area is calculated incorrectly, but the plans include more area than the code would require, so calculating correctly would decrease the size of the signs. This may help where the signs are shown at greater than the permitted sizes (see evaluation under Section 6.9)

(B) **Sign Height:** Sign height is calculated correctly and signs comply with the maximum heights.

(C) **Items of Information:** Signs comply with requirements for the maximum number of items of information.

Compliance: ☒ *Yes* ☐ *Partial* ☐ *No* ☐ *Not Applicable*

6.7: Design Standards Applicable to All Signs

Evaluation:

(A) **Sign Legibility:** Signs comply with the maximum items of information and number of font styles permitted.

(B) **Sign Placement:** Signs are placed in accordance with the requirements of this section.

(C) **Sign Color:** Signs are proposed as cut out metal letters, so the buildings, which comply with color requirements, will act as the sign background. Where a sign background is needed (directory signs), the sign background will complement the building.

(D) **Sign Materials:** Signs will use acceptable materials. All building signs will use cut out metal letters, which would allow for an increase in sign area. The signs have not used this additional area, which may help where the signs are shown at great than the permitted sizes (see Section 6.9).

(E) **Sign Illumination:** The sign plans state that the signs will be illuminated, but illumination details have not been provided on the sign plans or on the lighting plans. Additional information would be needed to complete this review.

Sign lighting has not been added to the lighting plan or the sign plan.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval:

The plans submitted for building permits shall comply with all applicable Land Development Code requirements and incorporate the following changes from the plans reviewed by the Planning and Zoning Commission:

- *Plans shall comply with all sign requirements, including the following:*
  - *Sign lighting shall be added to the lighting plan and comply with all applicable requirements. Overall site lighting shall not exceed maximum lumen levels when sign lighting is added.*

6.8: Exempt Signs

Evaluation: The plans include the following exempt signs:

- Information signs. While the plans show multiple information signs, no information has been provided regarding what the purpose of these signs is or what types of information they will have. While a note has been added to the plans stating that the signs will comply with the code definition of informational signs (see below), it is unclear why these signs would need to be scattered throughout the property. Further, the code limits information signs to a maximum of 2 sf per business entrance. If the information signs don't end up meeting these definitions and limitations, they may not be exempt and would need to be evaluated based on the appropriate sign type.
  - *The LDC defines Informational Signs as: A sign used to indicate or provide information or direction with respect to permitted uses on the property, including, but not limited to, signs indicating the hours of operation, and such signs as "No Smoking," "Open," "Closed," "Restrooms," "No Solicitors," "Deliveries In Rear," current credit card signs, trade association emblems, and the like.*

No additional information on the proposed information signs is provided.

- On-Site Directional Signs: While no on-site directional signs are shown, the information or directory signs may fit better into this category. On-site directional signs are limited to a maximum of 1 per property unless approved as part of a master sign plan.

No additional information on the proposed on-site directional signs is provided.

- Street Address Signs: Each building contains a street address sign.

Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*

If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval:

The plans submitted for building permits shall comply with all applicable Land Development Code requirements and incorporate the following changes from the plans reviewed by the Planning and Zoning Commission:

- *A complete master sign plan shall be submitted, including the following:*
  - *Detailed information for all proposed signs, to allow for review for compliance with sign types, sizes, locations, heights, etc. The master sign plan shall comply with all code requirements, except those that may be modified by the Director. If a standard may be modified by the Director, the master sign plan shall include details for that request for review and potential approval by the Director. Any modification to a standard that requires approval by the Planning and Zoning Commission shall be applied for as an amendment to the Development Review approval and heard by the Commission at a public hearing.*

6.9: Permanent Signs (Commercial Districts)

Evaluation:

(A) For sign computation purposes, the entire project is considered a single development site.

(B) The property is a development site with two or more tenants (lodging and multifamily), with sign allowances allotted separately. Each use is large enough to qualify for the maximum allotment of 50 sf. The multifamily uses would need to split the allotted 50 sf. The sign plans show each multifamily building getting its down 50 sf, which is incorrect.

Building Signs: For the hotel, the plans include 5 building signs – one for the lobby and one for each of the guest room buildings. The lobby sign is 18 sf and the guest room building signs are 8 sf each, for a total of 50 sf. As all signs are cut out metal letters, a 20% increase in the total allowed sign area is permitted, for a maximum of 60 sf.

For the multifamily buildings, a total of 4 signs are shown at 20 sf each, for a total of 80 sf. As all signs are cut out metal letters, a 20% increase in the total allowed sign area is permitted, for a maximum of 60 sf. However, the sign area on the plans is measured incorrectly (more area included than needs to be). If the signs were measured correctly, they may fall within the allowable square footage. If they don't, the 10 sf not used on the hotel building could be transferred to the multifamily buildings as part of the master sign plan.

(C) **Monument Signs:** Based on the size of the property, two monument signs are permitted, and two are proposed at 8 feet in height and 25 sf. As the signs are located within a landscaped area and use dimensional lettering, they would be eligible for increases in size or height, but are not applying these increases, which could be transferred to the multifamily buildings. The monument signs are located on the 89A frontage, but are more than 250 feet apart, in compliance with code requirements. The plans include a note that the monument signs will be located outside of the 30' visibility triangle at each intersection. The visibility triangle at the corner of 89A and the new road is shown at 10' – this would need to be increased to 30' (and in compliance with the note on the plans). The monument signs are designed in the same style as the buildings and would be consistent with the architecture of the site.

Directional Signs: Directional signs are not proposed at driveway entrances.

Directory Signs: Directory signs are proposed at pedestrian entrances to the site, at places where customers would be exiting parking areas and entering the site. The code permits a maximum of 2 directory signs; 3 are proposed. The increased number of directory signs may be approved through a master sign plan. They are proposed as monument signs, a maximum of 6 feet in height, and would provide directional information to help guests get to the correct area of the site (building and room

		numbers, restaurant, etc.). Directory signs are typically used for multi-tenant office complexes; as described, these signs may fit better into the on-site directional sign category. *No significant changes to the Master Sign Plan have been proposed or additional information provided that would clarify what is being proposed.*
		Compliance: ☐ *Yes* ☒ *Partial* ☐ *No* ☐ *Not Applicable*
		If the Planning and Zoning Commission chooses to approve the project, the following would be recommended conditions of approval: *The plans submitted for building permits shall comply with all applicable Land Development Code requirements and incorporate the following changes from the plans reviewed by the Planning and Zoning Commission:* • *A complete master sign plan shall be submitted, including the following:* o *Detailed information for all proposed signs, to allow for review for compliance with sign types, sizes, locations, heights, etc. The master sign plan shall comply with all code requirements, except those that may be modified by the Director. If a standard may be modified by the Director, the master sign plan shall include details for that request for review and potential approval by the Director. Any modification to a standard that requires approval by the Planning and Zoning Commission shall be applied for as an amendment to the Development Review approval and heard by the Commission at a public hearing.*

City of Sedona
Community Development Department
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As recommended by Staff, February 6, 2024**

***Note: Staff's overall recommendation is for denial of the project. If the Planning and Zoning Commission chooses to approve the project, the following would be the recommended conditions of approval.*

PZ19-00005 (ZC)

1. Development of the subject property shall be in substantial conformance with the applicant's representations of the project, including the site plan, letter of intent, and all other supporting documents submitted, as reviewed, modified, and approved by the Planning and Zoning Commission and City Council.
2. The zoning for this property shall allow for a maximum of 110 lodging units and 40 multifamily housing units. No further splits or subdivision of the property is permitted.
3. Prior to the issuance of grading and building permits, the applicant shall enter into a Development Agreement with the City of Sedona that covers, at a minimum, the following items:
    a. Availability of all 40 of the multifamily units for long term rental.
    b. Availability of a minimum of 28 of the multifamily units to those working within the City limits of Sedona and making no more than 80% of the Area Median Income.
    c. Management of parking areas, including non-guest use of hotel amenities (restaurant, bar, meeting facility), and measures to be taken if parking becomes an issue for the project.
    d. Development and ongoing management of the property in compliance with the commitments made in the Letter of Intent, specifically the Sustainability/Green Building Section of the LOI.
4. The zoning for the subject property from Commercial and Multi-Family to Lodging shall be considered vested when the Development Agreement is approved, executed, and recorded, all other conditions are met, and construction of the project as approved under PZ19-00005 (DEV) is complete. If the applicant does not complete construction of the approved project within 5 Years of approval, execution, and recordation of the Development Agreement, the City may initiate proceedings to revoke approval of the zoning change, subject to the provisions of Sedona Land Development Code Section 8.6.A(3)g.2 and applicable State statutes.
5. Within thirty days of approval of the zone change, the property owner of record of the subject property voluntarily agrees to sign and record a waiver acknowledging their waiver of any right to claim just compensation for diminution in value under A.R.S. §12-1134 related to the granting of this Zoning Change approval.

PZ19-00005 (DEV)

1. If the City Council does not approve PZ19-00005 (ZC), this development review approval shall become null and void.
2. Development of the subject property shall be in substantial conformance with the applicant's representations of the project, including the letter of intent, site plan, building plans and elevations,

landscape plan, and all other supporting documents, as reviewed, modified, and approved by the Planning & Zoning Commission. Proposed changes determined to be substantial by the Community Development Director shall require reconsideration by the Planning & Zoning Commission at a public meeting.

3. The project shall be constructed in a single phase.
    a. Construction of all of the multifamily housing units shall be completed and certificates of occupancy issued before a certificate of occupancy is issued for any portion of the lodging use.
4. The exterior colors and materials shall be in compliance with the submitted color and materials board. Alternate colors proposed by the applicant may be approved by the Director if the colors are darker than the approved colors and meet all other Land Development Code requirements.
    a. Based on the application of alternate standards and the colors presented at the public hearing, all buildings shall be limited to a maximum Light Reflectance Value (LRV) of 21%.
5. The plans submitted for building permits shall comply with all applicable Land Development Code requirements and incorporate the following changes from the plans reviewed by the Planning and Zoning Commission:
    a. Site plan shall be coordinated with the most up-to-date survey and all structures shall meet all required setbacks, measured from the ROW line or the roadway easement.
    b. Plans shall include a detailed breakdown of building and lot coverage, showing a maximum of 60% building coverage and 80% lot coverage, and ensuring all site elements are accounted for.
    c. Largest unrelieved building planes on Lobby Building, Treehouse Suites, West Wing, North Wing, and Multi-family North shall be limited to 400 square feet. The largest unrelieved building planes on East Wing shall be limited to 450 square feet.
        i. Windows and doors shall count towards the unrelieved building plane area unless they are recessed or project by a minimum of 1 foot.
    d. Areas applying the height exception for mechanical equipment shall be setback a minimum of 6’ from all roof edges.
    e. Loading areas shall be screened in compliance with LDC Section 5.6.D(3).
    f. Plans shall comply with massing requirements, including the following:
        i. All buildings shall have a minimum of 3 masses in both plan and elevation view. (LDC Section 5.7.F(2)) Building modifications to meet massing requirements shall not bring the building out of compliance with height requirements.
        ii. The ground-floor level of each façade facing a public street or other public area such as a plaza, park, or sidewalk shall contain a minimum of 30 percent windows or doorways. Upper floors of each façade facing a public street shall contain a minimum of 15 percent windows. (LDC Section 5.7.F(2)c.5). Areas of windows and doors behind a solid wall that is incorporated into the building design, making that portion of the window or door not visible from the public street/public area shall not count towards this calculation.
    g. Plans shall comply with lighting requirements, including the following:
        i. Lighting on the lower level of the parking structure shall be considered Class 2 lighting and limited to a maximum Correlated Color Temperature (CCT) of 2700K.

ii. Sign lighting shall be added to the lighting plan and comply with all applicable requirements. Overall site lighting shall not exceed maximum lumen levels when sign lighting is added.

h. A complete master sign plan shall be submitted, including the following:

i. Detailed information for all proposed signs, to allow for review for compliance with sign types, sizes, locations, heights, etc. The master sign plan shall comply with all Land Development Code requirements, except those that may be modified by the Director. If a standard may be modified by the Director, the master sign plan shall include details for that request for review and potential approval by the Director. Any modification to a standard that requires approval by the Planning and Zoning Commission shall be applied for as an amendment to the Development Review approval and heard by the Commission at a public hearing.

i. The total number of sewer connections shall be reduced to a number acceptable to the Public Works Department.

6. All vents, down spouts, gutters, posts, etc. shall be painted to match the exterior wall or roof color or be in compliance with the color provisions of the Land Development Code.

7. All landscaping shall be maintained to ensure visibility triangle requirements are met at the driveway entrances and intersection.

8. All exterior mechanical equipment shall be screened and/or painted to the satisfaction of the Community Development Director.

9. The applicant shall obtain Right-of-Way Permits from the City of Sedona and/or the Arizona Department of Transportation for any work in the Right-of-Way.

10. Hours of work, for grading operations, shall be limited to 7 a.m. to 6 p.m., Monday through Friday and 9 a.m. to 5 p.m. on Saturday. No grading work shall occur on Sunday.

11. Prior to the issuance of grading and building permits, staff shall verify that all plans submitted for buildings permits are in substantial accordance with the plans as submitted, reviewed, and approved by the Planning and Zoning Commission and meet the following conditions, and the applicant shall provide written documentation of such compliance to staff:

a. All plans shall comply with all applicable sections of the Land Development Code and the Development Review application as reviewed and approved by the Planning and Zoning Commission, subject to the following modifications/additional information:

b. Provide Final Grading and Drainage Plans. The Site Plan shall meet the grading and drainage requirements of the Sedona Land Development Code and the Design Review, Engineering, and Administrative Manual (DREAM). A trench drain is recommended at the bottom of slopes and driveways to prevent flooding buildings and roads.

c. Provide Final Drainage Report.

d. Per the geotechnical report, retaining wall or building foundations to be constructed in close proximity to retention basins (within 5.0 feet) should be embedded 1.0 feet deeper than the stated depths in the bearing capacity tables.

e. Accessible sidewalks and parking areas will need to meet the current US Dept. of Justice ADA requirements.

f. Accessible parking/signage shall meet the requirements of the City LDC and DREAM documents.

g. For projects involving grading of more than 5,000 cubic yards, a haul plan, a dust control plan, a topsoil reutilization plan, a stormwater pollution prevention plan, and a traffic control plan shall be required. Each must be acceptable to and approved by the City Engineer. (Dream 3.1.H.6.i).

h. For Projects involving grading of more than 5,000 cubic yards, an assurance bond is required per Manual Section 3.1.G.1.

i. Applicant shall provide a Storm Water Pollution Prevention Plan. SWPPP measures shall be in place prior to the start of construction (DREAM 3.1). Storm water quality measures shall also comply with City of Sedona Code requirements (City Code Chapter 13.5)

j. The plans shall delineate oil separators for all paved surfaces prior to its release into the City's storm sewer system. Manufacturer or engineer's specifications and a maintenance schedule shall be provided.

k. Construction details shall be provided for sewer construction/connection. Existing sewer laterals that are not utilized by the development shall be abandoned.

l. Provide utility construction details on plans.

m. A copy of the ADEQ Approval to Construct Water Facilities and Wastewater Facilities shall be provided prior to construction.

n. The applicant shall submit landscaping plans that comply with all applicable City codes and the approved landscaping plans.

o. The applicant shall submit outdoor lighting plans that comply with all applicable City codes and the approved lighting plan.

p. All requirements of the Sedona Fire District shall be satisfied.

q. All concrete within the City ROW shall be colored "Sedona Red" (Davis 160 color).

12. Prior to the issuance of a Certificate of Occupancy, staff shall verify that all construction is in substantial accordance with the plans as submitted, reviewed, and approved by the Planning and Zoning Commission, and meets the following conditions:

a. The property owner shall record a cross access easement and maintenance agreement with Yavapai County for the new connector road and the connection through the parking structure to Elk Road. The easement shall also include any areas where the proposed sidewalks along Saddlerock Circle, W State Route 89A, and Elk Road encroach onto private property. The easement shall be provided for vehicular, pedestrian, and bicycle access and the easement language shall be reviewed and approved by City Staff prior to recordation.

b. The property owner shall grant and record an easement for an underground odor control bio filter along Saddlerock Circle. The easement shall be reviewed and approved by City Staff prior to recordation.

c. All on-site improvements shall substantially conform to the plans on which grading and building permits were issued.

d. Wayfinding signs shall be installed in the locations described in the Letter of Intent. Information on the wayfinding signs shall be coordinated with and approved by City Staff prior to installation.

e. Installation of all proposed landscaping shall be complete and in accordance with the approved landscape plan.

f. All outside lighting shall have been installed in accordance with the approved plans. All lighting sources shall be fully shielded so that the direct illumination is confined to the subject property boundaries and so no light is directed above the horizontal plane. Staff shall conduct a night inspection and if deemed necessary, additional shielding will be required.

g. The project shall meet the requirements of Sedona Land Development Code Section 5.9 (Public Art). If the applicant intends to do an on-site installation, a public artwork plan shall be submitted for review and approval by the Community Development Director prior to fabrication and installation of the proposed artwork.

h. All new utility lines shall be provided through underground installation.

i. All mechanical equipment and trash receptacles shall be completely screened from surrounding areas by use of a wall, fence, landscaping or shall be enclosed within a building. All electrical panels shall be located so as not to be visible from public rights-of-way.

j. All requirements of the Sedona Fire District shall be satisfied.

k. The applicant shall provide copies of all required testing to the Engineering Department.

l. As-built plans shall be provided to the City in digital and hard copy formats acceptable to the City Engineer.

m. An elevation Certificate from an Arizona Registered Land Surveyor is required for each building.

n. All areas of cut and fill shall be landscaped or dressed in such a manner as to reduce the potential for erosion.

o. The applicant shall provide a letter, sealed by the engineer of record, verifying that the work, as done, is in substantial accordance with the approved plans.

p. All construction shall comply with the Storm Water Regulations in Chapter 13.5 of the City of Sedona City Code. Storm water quantities and velocities shall not be greater than the historic values at the downstream property line.

13. Within thirty days of approval of the Development Review, the property owners of record of the subject properties shall sign and record a waiver acknowledging their waiver of any right to claim just compensation for diminution in value under A.R.S. §12-1134 related to the granting of this Development Review.

Kyle Sandidge

From: donotreply@sedonaaz.gov
Sent: Friday, November 10, 2023 7:29 AM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	11/10/2023 7:28 a.m.
Response #:	440
Submitter ID:	6129
IP address:	2601:19e:8380:2f33:2572:a627:b31b:904d
Time to complete:	5 min. , 52 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

Village at Saddlerock

2. What are your comments, concerns, ideas, and suggestions about this project?

Concerns about the south building. It is quite close to the residential properties. It should be swapped places with the parking garage to provide a buffer to the residential neighborhood.
Having second story balconies will create noise and light pollution in the surrounding properties. Can they be moved to the front of the design? The height is out of place with the surrounding buildings.
Are these condos? Long term rentals? STRs? Can they be subletted?
I am very concerned about late night activity on the property in general (for light and sound) A roof top pool seems to asking for loud gatherings late into the night. And there is little control over what will happen in the residential buildings and placing them so close to the Valley View properties is asking for problems. 2 story buildings right next to classic 1 story Sedona houses a bad idea. If the upper story is just bedrooms there is a slight chance it would not create as much problems, but living rooms and an outside deck towering above our property is a poor design.

3. Your contact information

Name:	Allan Sirotkin
Mailing Address:	115 VALLEY VIEW DR
E-mail:	allan@grchocolates.com

4. Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Thank you,
City of Sedona

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Kyle Sandidge

From: donotreply@sedonaaz.gov
Sent: Friday, November 10, 2023 8:33 AM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	11/10/2023 8:32 a.m.
Response #:	441
Submitter ID:	6130
IP address:	47.215.242.182
Time to complete:	42 min. , 21 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing

2. What are your comments, concerns, ideas, and suggestions about this project?

Hello:
I am a full tiem Sedona resident who retired as a Technical Fellow from The Aerospace Corporation in El Segundo, California. While I have tried to make my comments understandable to anyone, they likely require someone with an Engineering knowledge to get to the details. The overall observation is that there is a "devil in the details" depth to the proposed "traffic solution" which may not be apparent at this point, and, if not evaluated, may turn out to become a future problem at a time when it is demonstrated and may not be solved in the future

Here are my comments pertaining to the use of the Saddlerock Circle (SRC)road to the Soldier's pass intersection and light:

As mentioned in the Nov 7/2023 meeting. the intent is to put a "pork chop" at the corner of 89A and Saddlerock Circle. This was based on an ADOT recommendation to eliminate the turn from SRC to 89A Westbound.The alternative would be the proposed connector from SRC to the Soldier's Pass light going through the Hotel grounds. This was presented as an "improvement", and, after performing a cursory simulation of the impacts to traffic flow, I believe that there is a more complex cause/effect of this condition based on the following observations:

SRC traffic is usually light (I drive by all the time and don't recall having seen more than 3-4 cars "backed up") with few (maybe ~ 30-50%) turning West on 89A. We normally use Airport Road to get the protected left turn at the light, in particular at peak hours. Off peak hours it becomes a "driver's choice" for me, but, all in all turning East is a much easier and faster solution. The West turn is made by landing on the middle (2 way turn lane) on 89A, which sometimes is occupied by Eastbound 89A drivers wishing to turn left (into the Whole Foods lot)

It si understandable that the re would be a need for a "pork chop" to avoid left turns if the Soldiers Pass light were to become a 4 direction signal, (it is 3 directions now) However, the amount of traffic which would be added to the South side Soldier's Pass road which would enter 89A in both directions or continue straight to Soldier's Pass (ie drive to the Dog Park) is not trivial. There will be more units added to the flow than there are homes in Saddlerock subdivision (~105 homes, with ~35 being Airb'n'b and not being fully occupied. The addition of the hotel plus the housing will more than double the traffic flowing out of the South end of the Soldier's pass Road into the 89A/Soldier's Pass north end. The traffic is expected to triple, and, in peak hours, the backlog of cars can be in the order of 10-15 vehicles waiting for a light change. This will block some of the cross traffic within the hotel propertY, as well as create a more frequent traffic light flow distribution (how many times the light changes, how long is the 89A traffic further slowed down. Today, the light is triggered by sensors, and it barely changes unless pedestrians try to cross or a line of cars coming from Soldier's Pass Road stack to turn left to 89A East. Initial quick calculations show that the traffic stoppage (red lights0 on 89A is going to increase significantly and this will drive consewuaneces to the Airport Road light Under extreme conditions (when Sedona has a high visitor count and 89A traffic is heavy, there are secondary consequences t the proposed 4 point intersection, and, it will likely result in a backlog of cars in the Project's area, where local pedestrian traffic within the hotel is expected to add to the situation.

Also, it is apparent to me that the Project will attempt to put stop signs (ADOT will likely require) and speed bumps to "minimize" (or deter in perhaps a passive aggressive form" traffic from SRC turning into the Soldier's Pass South extension. It is a simple deduction/conclusion that the hotel will likely get adverse reviews if people were to comment that there is a primary street used to tuner West on 89A (and some will also turn East) which basically bisects the hotel property. This is basically the equivalent of driving through a parking lot to get from point A to B and we know that parking lots use speed bumps to control speed and flow of traffic.

The proposed road bypass should have the same features s the current road and should not be encumbered with speed bumps or an extreme amount of stop signs whose purpose would be listed as "protecting pedestrians" but, which is likely a way to keep the small SRC traffic away from he Hotel property.

I did a preliminary evaluation of the comparison between leaving SRC alone, and not have it connected at all to the South end of Soldier's Pass road, but, it is clear that the addition of the Hotel/housing traffic, even if treated as a "dead headed traffic flow" with no physical connection to the Saddlerock Subdivision, will not be practical, as that flow still has to access 89A. Based on that, I concluded that the proposed re routing is a better solution, but, as I have described here, I have concerns for the impact to the East /West Flow on 89A, which should perhaps be modeled with a more comprehensive traffic flow model (I have used simulated fluid flow models but it is very difficult to calibrate to traffic flow, as my parameters are compressibility, viscosity, etc.. The models are have is code I have written for my career, and it is not meant to make traffic simulations, although I can see trends which I have tried to relate anecdotally). I strongly suggest a licensed Engineer use a more established flow models s I see impacts (pressure buildup in the 89A main flow channel in my model equating to traffic slowdown and traffic stacking) when increasing the amount of time the light changes. In addition, getting down to the brass tacks detail, I also encourage the City Engineering staff to inquire (details were not given on the presentation) as to the internal traffic flow control plans which the developer will be using (stop signs, speed bumps, etc) as it is apparent to me that the true intent of the developer is to "advertise" a connector to Soldier's Pass Road, but, in reality would be forcing the entire Saddlerock Neighborhood to use Airport Road and avoid going through the Hotel area. As such, I would strongly encourage detailed discussion and the requirement for these limits to be defined and "locked in place" so the Engineeering team has a chance to see if the Southern Pardt of the Soldier's Pass road is really a street made for both vehicle and pedestrian traffic, or perhaps intended to be a "dead headed" access point to Hotel and housing parking.

3. Your contact information

Name:	Bernardo Higuera
Mailing Address:	220 Rockridge Dr, Sedona, 86336
E-mail:	bhiguera@yahoo.com

4. Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Thank you,
City of Sedona

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Megan Yates

From: donotreply@sedonaaz.gov
Sent: Wednesday, January 24, 2024 6:50 PM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	01/24/2024 6:49 p.m.
Response #:	447
Submitter ID:	6329
IP address:	47.215.240.16
Time to complete:	7 min. , 10 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village of Saddlerock Crossing

2. What are your comments, concerns, ideas, and suggestions about this project?

Concerns: Why is there a sidewalk needed from "Solider Pass Corridor" going to Valley View Drive. We are trying to DISCOURAGE tourist and non-residents of the subdivision from going into the subdivision, so why put the sidewalk in?

-why do you need an exit from Solider Pass Corridor onto the Saddlerock Circle road (near Junebug). There is a potential of 110 visitor cars and 40 family ++ cars to turn into the Saddlerock subdivision. They also will block the access onto 89A. You already have two exits from the site, The one onto Solider Pass and the other one on that commercial Elks Road. Why make a third exit into the residential area?

If the above is going to happen, what benefit will the local subdivision residents have? Access to the pool? Discounts??

3. Your contact information

Name:	Nancy Hashim
Mailing Address:	500 Saddlerock Circle, Sedona AZ 86336
E-mail:	nancyjsa7@yahoo.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) Yes

Thank you,
City of Sedona

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Saddlerock Homes Concerns - PZ19-00005 (ZC, DEV) Village at Saddlerock Crossing

Mitch Laurich <mitchlaurich@yahoo.com>

Tue 1/30/2024 11:57 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>

Dear Planning & Zoning:

As a property owner in the Saddlerock Homes neighborhood directly adjacent to the proposed Village at Saddlerock Crossing project, I have grave concerns. I was disappointed in the Planning and Zoning Commission's November decision to move the project along, against city staff's recommendation, in effect giving trust to a developer who has not earned any; who has in fact consistently and blatantly ignored staff guidance and recommendations and legal requirements while taking years to move forward with each review. The new application and changes in city codes adversely impacting the developer at this stage are the responsibility of the developer themselves for taking so long to move forward. In fact, so many iterations seemed like completely new projects that should have required the developer to start the approal process and required evaluations and notifications anew instead of from where they left off at their prior meeting however many years prior.

Indeed, everyone I have spoken with about this development believes it was canceled and has long ago stopped paying attention. In this time, our neighborhood has lost our HOA and become beseiged by short-term rentals. By my calculations approximately 34% of the properties in Saddlerock Homes have changed ownership since 2020 when the developer last reached out to the neighborhood -- and three more homes are or will be for sale shortly, representing a 36% change. Many other property owners are very elderly and/or absent. The city sent notices recently, but I only received mine last week. Most importantly, it appears that the current proposed development is very much a new project since outreach to our neighborhood was undertaken in a serious way and since other stakeholders were consulted regarding infrastructure and other important factors. Also note that the participants who came forward at the last meeting to comment positively are all businesses who stand to financially profit from this development, and one who directly rents parking for events across the street. At the very least, the developer should be required to do more neighborhood outreach to mitigate neighborhood impacts before any further decisions are made.

Some initial thoughts - one big example of a seriously adverse impact is the plan for an 1,800sf lounge - outdoors and upstairs. The noise and light pollution alone will sustantially harm the quality of life in our neighborhood and should not be allowed. Our neighborhood is impacted by Posse Grounds lighting and events - I can only imagine how we would be impacted by this proposed outdoor upstair lounge right at the end of our street. Another example are the height restriction violations, with the developer designing the highest buildings right in the viewshed of our neighborhood where it will have the most adverse impact. Roof mounted equipment will likley have further adverse effects. The entrance to the hotel off of Saddlerock Circle is undesirably at the farthest point into our neighborhood and I have concerns about the impact of the proposed bus zone closest to the neighborhood in terms of noise and pollution and that will likely also become a loading zone. Also importantly, this development will likley create a new traffic bottleneck on 89A at Soldier's Pass. Compared to other uses that bring existing traffic to the neighborhood, lodging will bring new traffic to the city overall, thereby exacerbating the horrific traffic congestion that is already such a problem.

I respectfully urge the commisison to slow down and fully engage more due diligence in evaluating the impact of this development on the Saddlerock Homes and surrounding neighborhoods, as well as on the

city. The timeframe since the last meeting were holidays when residents and citizens were even further disengaged due to the holidays. At the very least, please require the outdoor, upstairs lounge to be changed to an enclosed, indoors only room... require strict compliance with all height restrictions and placement... require the developer to do more neighborhood outreach to identify and mitigate neighborhood impacts as the project stands now, before any further decisions are made... require the developer to plan and submit everything spelled out in writing and fully enforceable.

Thank you for your time and consideration.

Mitch Laurich
160 Saddlrock Ln
Sedona AZ 86336

Notice of public hearing

Steven Dallas <stevedallas51@gmail.com>
Wed 1/31/2024 10:07 AM
To:Cari Meyer <CMeyer@sedonaaz.gov>

Dear Ms. Meyer,

I am in receipt of your notice for a public meeting regarding the proposed Village at Saddlerock Crossing. Sedona has some of the worst congestion, and it is right in the area of this proposed construction. As residents of Saddlerock we feel that this proposed construction project will bring more unnecessary traffic and pollution to our area. Sedona does not need another hotel, we need more open spaces. We need to invest in the future. Sedona would be better served to buy this property and turn it into a park, or just leave it as open space. From the vicinity map that we received it looks like the proposed hotel and other buildings are smaller than the houses in Saddlerock how is that possible?
I understand that this developer is from Oregon so he won't be around to see what a mess this project will cause. Please let common sense prevail and do not approve any construction for this site!
I am unable to attend the meeting so this will serve as my input on the subject.

Thank you.

Steven Dallas
For the Berry Living Trust
415 Rockridge
Sedona AZ

--

Megan Yates

From: donotreply@sedonaaz.gov
Sent: Thursday, February 1, 2024 9:23 AM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	02/01/2024 9:23 a.m.
Response #:	449
Submitter ID:	6353
IP address:	47.215.228.171
Time to complete:	5 min. , 21 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

Village at Saddlerock

2. What are your comments, concerns, ideas, and suggestions about this project?

Still too high. The South buildings havbe a second story with balconies up in the air behind our propety. Light and sound will impact us. Trading the parking lot for the south buildings would greatly reduce the impact on the Saddlerock neighborhood. Having building reaching heights beyond 27 fee, I thought was a major code violation that was supposed to be addressed with the new plans and again seems to have not changed.These plans look like the November plans.

3. Your contact information

Name:	Allan Sirotkin
Mailing Address:	115 VALLEY VIEW DR
E-mail:	allan@grchocolates.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) Yes

Megan Yates

From: donotreply@sedonaaz.gov
Sent: Saturday, February 3, 2024 3:37 PM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	02/03/2024 3:37 p.m.
Response #:	454
Submitter ID:	6358
IP address:	47.215.244.45
Time to complete:	2 min. , 44 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing (Oxford Hotel)

2. What are your comments, concerns, ideas, and suggestions about this project?

NO zoning change!

What's the point of having zoning in the first place if developers can just get it changed?

Same goes for the proposed homeless car camping.

3. Your contact information

Name:	Warren Woodward
Mailing Address:	200 Sierra Road
E-mail:	w6345789@yahoo.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) No

Thank you,
City of Sedona

Zone Change for Village of Sadlerock Crossing

al comellomedia.com <al@comellomedia.com>
Mon 2/5/2024 9:43 AM
To:Cari Meyer <CMeyer@sedonaaz.gov>

I've tried to stay abreast of the development of the old Biddles property these past seven years since the first proposed development was presented to the city. It moved from a hotel and retail development to a smaller hotel and long-term rental proposal. That seems to be the direction that the city was encouraging the developer to go over these past seven years. I'm sure the developer has invested hundreds of hours if not more and substantial investment in planning and engineering to get to the proposal being discussed on February 6, 2023

State Route 89A is a commercial corridor. I always thought that the concept of zoning was the highest and best use. The best use for valuable commercial land on SR89 seems to be what this proposal indicates - lodging and affordable rental apartments. If the city tells the developer that they changed their mind and they don't want any lodging at all but it must be 100% residential, I doubt that that will be easily accepted after all these years of working with city staff where lodging was part of the design concept.

In addition, to be anti-traditional lodging, which is the preferred choice of overnight lodging in Sedona instead of renting somebody's house in the middle of a residential neighborhood does not make sense. Why give short-term houses turned into hotels a more competitive advantage by not allowing traditional lodging to be built? Shouldn't we support and encourage high resort quality lodging as the logical preference for our visitors who want to stay overnight in Sedona? Have we given up and decided that we don't care that residential neighborhoods are being turned into hotel communities? In the end, if there is demand for lodging in the Sedona area, if not built in Sedona, it'll be built in the county or a neighboring city. And somebody else will receive the revenue of that business. And the traffic of visitors from outside of Sedona will become "day trippers" to Sedona.

Thank you for the opportunity to express my thoughts.

Al Comello
Resident of Sedona and Sedona area since 1998
al@comello.net
835 Dustry Rose Dr
Sedona, AZ 86336
928-862-0210

Megan Yates

From: donotreply@sedonaaz.gov
Sent: Monday, February 5, 2024 3:15 PM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	02/05/2024 3:14 p.m.
Response #:	467
Submitter ID:	6374
IP address:	2600:1011:b164:c863:20eb:f978:6fa5:80e8
Time to complete:	5 min. , 25 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing (Oxford Hotel)

2. What are your comments, concerns, ideas, and suggestions about this project?

I support this project because they are paying attention to the needs of our community. Providing open air design and public space. By incorporating the natural landscapes and the priceless views of Sedona.

3. Your contact information

Name:	Evan Pieser
Mailing Address:	470 last wagon
E-mail:	epieser@gmail.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) Yes

Thank you,
City of Sedona

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Kyle Sandidge

From: donotreply@sedonaaz.gov
Sent: Monday, February 5, 2024 5:22 PM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	02/05/2024 5:21 p.m.
Response #:	468
Submitter ID:	6375
IP address:	2600:1011:b164:c863:7973:4c21:fc99:fde4
Time to complete:	12 min. , 4 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

Village at Saddlerock Crossing

2. What are your comments, concerns, ideas, and suggestions about this project?

I support the Village at Saddlerock Crossing. The plans will be good for surrounding businesses and seem to be environmentally conscience. They are doing a lot to encourage walking instead of adding more traffic to the road. I think it will contribute positively to the area

3. Your contact information

Name:	Erick Escalante
Mailing Address:	Cottonwood, AZ 86326
E-mail:	Not answered

4. Would you like to receive notices about this project, such as public meeting dates?

(○) No

Thank you,
City of Sedona

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Kyle Sandidge

From: donotreply@sedonaaz.gov
Sent: Monday, February 5, 2024 5:47 PM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	02/05/2024 5:46 p.m.
Response #:	469
Submitter ID:	6376
IP address:	2600:1011:b164:c863:a8b5:b388:6280:6bf4
Time to complete:	12 min. , 31 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing

2. What are your comments, concerns, ideas, and suggestions about this project?

This project should be approved because it provides affordable housing and will have a positive impact on surrounding businesses. The design is thoughtful and will be the best development option for the lot that mitigates potential for traffic. The Baney's seem like good people who care about the Sedona community and they should be able to develop their land however they see fit.

3. Your contact information

Name:	cassie deichman
Mailing Address:	95 jones lane sedona AZ 86336
E-mail:	cassiepaiged@gmail.com

4. Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Thank you,
City of Sedona

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Saddlerock Crossing Project

Lil Roo <lilrootoo@hotmail.com>

Mon 2/5/2024 5:57 PM

To:Cari Meyer <CMeyer@sedonaaz.gov>

Hello:
As a long-time resident of Sedona, I am opposed to the Crossing at Saddlerock project. In a town overcrowded with tourists, the last thing we need is more hotel/motel rooms. This project will only add to the traffic congestion and visual/audible noise that continues to get worse in this town.

I support housing that people who work within the city can afford. However, the 40 units suggested for the Saddlerock Crossing project are simply too many for the given location. The added traffic and parking congestion this many units can cause (on top of the already heavy traffic and parking congestion caused by the hotel) will have a very negative effect on the surrounding area.

Having lived in the inner city of several metro areas, I know firsthand how concentrated low-income housing projects can bring a host of added problems ranging from increased crime to neighborhood blight if standards are not strictly monitored and enforced. The last thing you want to see is this good intention turn into a section 8 mess.

Please consider reducing the number of units and putting restrictions in place to keep this aspect of the project from turning into a liability down the road.

The vast majority of my neighbors and colleagues feel the same about this as I do. Thank you very much for your consideration.

Joey James

Village at Saddlerock Crossing

debbieobradovich@gmail.com <debbie.obradovich@gmail.com>
on behalf of
Quail Run <debbieobradovich@gmail.com>
Mon 2/5/2024 6:04 PM

To:Cari Meyer <CMeyer@sedonaaz.gov>

Dear Mr. Meyer,

I own a home at 95 Valley View Dr. in The Saddlerock Subdivision in West Sedona. I am writing to you to express my extremely deep concern for the proposed Village at Saddlerock Crossing project. I purchased my home ten years ago to eventually become my retirement home. My home directly backs up to the proposed rear of the project. After reviewing the project I feel that the impact will adversely effect the entire subdivision and impact my quality of life in what I thought would remain a quiet community. I realize that things never stay the same, but the density along with the amount of traffic, lights, and overall party atmosphere on the rooftops that this project will bring will be extremely disruptive to our normal serenity in the neighborhood. I feel there is total disregard of the residents in wanting to approve the project as it stands. Is the revenue more important than maintaining the integrity of the neighborhood and adversely affecting lives?

I strongly urge you to please not approve this project as it stands…in fact, I pray that you do not. please let me know that you have received this correspondence.

Thank you for your consideration and humanity,

Debbie Obradovich

630-935-8106

RESIDENCES
by Debbie Obradovich

Kyle Sandidge

From: donotreply@sedonaaz.gov
Sent: Tuesday, February 6, 2024 4:35 AM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	02/06/2024 4:35 a.m.
Response #:	475
Submitter ID:	6382
IP address:	47.215.236.29
Time to complete:	26 min. , 15 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV)

2. What are your comments, concerns, ideas, and suggestions about this project?

Dear Planning & Zoning Commissioners:

We live in Sedona full time and are fortunate to own a home in the Saddlerock neighborhood adjoining the proposed development of The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV), I strongly urge you to vote no on the zoning change application for several substantive reasons that warrant grave concerns. The project was not designed within the context of our neighborhood and will cause substantially negative and high impacts to its character, quality of life, quiet enjoyment, dark skies, privacy, wildlife and safety - including excessive noise levels and light pollution, increased traffic, obscured views, reduced property values, overuse of utilities and infrastructure and even environmental concerns - without any benefit and an overall detrimental impact. I do not believe the applicant has proven the project will provide community benefit either, and even more worrisome it has not proven it will not have a net negative impact. Lodging is no longer an appropriate use given existing lodging and traffic saturation and the substantial impact of bringing new traffic to the area, aging infrastructure, utilities and neighbors. The benefits of the multifamily housing included do not seem to outweigh the negative impacts to surrounding neighborhoods, traffic and the greater Sedona community. Indeed the applicant has failed to provide sufficient information for the city to determine whether the housing will be a net positive or negative to the city. Housing is the most important and attractive feature of the project, yet the applicant has failed to meet with the City's Housing Manager or clarify remaining discrepancies and unknowns. (It would be appreciated if the applicant would prioritize workforce housing for first responders, healthcare workers, teachers and city employees). It is disconcerting this very experienced and sophisticated applicant has continually failed, over 8 years, to: bring the project into compliance with the City's ordinance and LDC requirements (as promised at the last meeting); satisfy requirements and zone change findings for approval; or resolve inconsistencies and contradictions with the City Plan, Soldiers Pass CFA Plan, Transportation

Master Plan and others as detailed in the Community Development Department's Staff Reports for this and past meetings.

1. Citizen Outreach Process and Minimizing Impacts to Adjoining Property Owners Have Been Inadequate. It is reasonable and warranted to require more Citizen Outreach considering the high impacts to our adjoining neighborhood and the protracted period of time (years) that has elapsed since the last in-person meeting (or neighbor notifications) and the substantive changes in both the project itself and property ownership in our neighborhood. Almost 50% of the lots in our neighborhood have changed ownership since mid-2017; and almost 30% since 2021. I suspect many letters of support might be from owners who are since deceased or moved. The applicant allowed such excessive time between reviews that a significant number of neighbors either thought the project had been canceled or sold their property. With each major project iteration and extensive delay the applicant has been allowed to continue the review process where it left off with outreach related to prior plans as if it were the same project and little time had passed. The applicant mentioned Ongoing Outreach, but I have not been contacted. Also, the developer has not made any modifications in response to community feedback that I can tell, especially regarding building height, noise and lighting impacts, which remain unacceptable and totally out of character with our very quiet and very dark neighborhood, and this does not bode well for a good faith partnership.

2. The Application Does Not Appear To Have Met The Required Findings For A Rezoning. The city seldom recommends denial of zoning changes and does not do so lightly so the recommendation must be given due measure. The applicant has not demonstrated it will be a good city partner nor that it is worthy of the trust it is requesting of the City, starting when it broke its promise to the City and Sedona Historical Society to preserve the historical building on the property. They tore it down, then broke a subsequent commitment to preserve and use materials from the building that remained. The applicant has had eight years to comply and get the project done. It was given one last opportunity when the project was continued in November, rather than denied as the city recommended, yet has still apparently failed to adequately address and prove full compliance with the Land Development Code and other regulations as promised, or the goals and policies of important city plans. Discrepancies remain with proposed housing/restrictions, setbacks, lot coverage, density (110 vs 50 permitted lodging units in M3 zoning, less for lodging zoning), off-street parking (where will weekend Red Rose art fair vendors and patrons park?), site and building designs with inadequate massing and building articulation requirements, signage, community spaces, employee numbers, lighting plans and, most importantly, traffic flow improvements and height requirements and exception details even though the applicant has been repeatedly advised about the need for strict compliance.

3. Height Concerns and Noise/Lighting Impacts Must Be Further Defined and Mitigated. The building designs still all seem too tall, especially in use, with the pitched roofs of treehouse suites up to 32.3 feet and other buildings, taller elements and highest points located closest to neighbors rather than more internal to the site, which will likely block the coveted views we paid for. I foresee structural concrete, concrete backfill and other requirements for underground foundation and structures after extensive excavation raising the ground level and final elevation. Parapets, mechanical equipment, chimneys and rooftop trees in tall 5-6 foot planters are all exempt from height restrictions, but will in effect exceed heights and further destroy views. Hopefully second-story pitched roofs and solar panels will be installed in a way that prevents glare.

MOST DISTRESSING Are Plans For Extensive Rooftop Use of Lobby and Two-Story Buildings Already Maximized For Height, which will have the effect of a third-story (fourth-story if counting the underground level) and intrusion into the view shed. Importantly, these substantial rooftop and outdoor uses will cause very high impacts of noise and light pollution late into the night and other nuisances in our very quiet, very dark neighborhood, evidenced by current impacts of noise and light from Posse Grounds, Sky Ranch Lodge and Airport events that are much farther away. The applicant said it, "This is unlike anything in West Sedona," and it is totally unacceptable, out of character and unnecessary. The proposed rooftop and excessive outdoor uses would be a nightmare for our neighborhood. They seem to include:

~1) 1,800sf Rooftop terrace with bar (open until 2am?), pool and spa;
~2) Multiple gathering areas, rooftop fireplaces and chimneys further obscuring views with light and smoke; committing to all electric or natural gas fireplaces would be preferable.
~3) Rooftop Garden and multiple large 5-6 foot rooftop planters with trees
~4) Rooftop viewing decks and possibly second story too;
~5) Rooftop mechanical, AC and elevator equipment that are exempt from height requirements;
~6) Second story restaurant with outdoor dining areas;
~7) Multiple private suites with outdoor spas;
~8) Outdoor decks and balconies and windows that appear to open;
~9) Multiple pools and spas; and more!
~10) Lighting specifies LED, hopefully amber spectrum and no blue spectrum LED.

The rooftop terrace, bar, pool and spa seem to be placed in the open space at the end of my street where noise and light nuisances will have highest impact. Note there are no “adjoining neighborhood” privileges. In fact, we are subject to the restaurant’s and bar’s strict 0-50% reservation-only public use restrictions, justified by parking constraints, even though it is a very short walk from the neighborhood. Indeed, the public could be totally excluded from their use when demand from guests, for whom reservations are not required, warrants it. All other facilities are always closed to the public, except two so-called “community gathering areas” in the form of a bus stop and 10-foot Sundial-art sitting/waiting area. We would rather do without the bus stop, which would be better and more practically placed on the north side of 89A to minimize pedestrians crossing the highway to the Whole Foods retail plaza which will ultimately add further to increased traffic delays.

4. Undoubtedly Increased Traffic and Bottlenecks Will Result on 89A and other roads when the project and Soldiers Pass signal are in full operation, considering the increased signal usage and new traffic that additional lodging will bring to the area (as opposed to drawing traffic that is already here). The project, connector road and multimodal pathways will foreseeably bring a great deal of vehicular and pedestrian traffic into our quiet neighborhood, causing safety concerns and significantly increased traffic, backups and difficulties accessing and exiting our neighborhood that don’t currently exist. This won’t add substantial improvements to Sedona’s traffic circulation network. With or without the ‘porkchop’ median, the project will undoubtedly worsen the City’s existing horrific traffic problems. A broader and updated traffic analysis and modeling might be helpful. Has the width of Saddlerock Circle for the proposed use been addressed to ensure adequacy for proposed increased vehicle, bus and delivery truck uses?

5. I have further concerns about compliance with utility, service and improvement standards. Have all utility evaluations and reports been brought current? The requested sewer vent easement on Saddlerock Circle for off gassing and Public Works’ request to reduce the number of sewer connections to address flow and odor issues identified in the area are alarming considering our neighborhood is not on City sewer and the neighborhood stormwater runoff drains to that area with a proposed underground detention basin and storm drain system to be added there. Would a sewer vent on Saddlerock Circle interfere with the drainage strategy or potentially bring foul odor problems into our neighborhood that apparently plague other areas of the city? Also reports noted, “Drainage integrity is reliant upon proper maintenance activity… with frequent clearing of debris and sediment from storm drain inlets and detention areas…” etc. Who will perform this maintenance? Finally, Paul Matthews, the prior general manager of Oak Creek Water Company now a DWID, expressed concerns doubting adequate water capacity for planned development within the district with the applicant’s project at the time, sans housing, expected to use 3X the amount of water as the entire district was then using. The current president, Doug Bowen isn't worried and advised that if it turns out there is more infrastructure or another well required to service the project, the applicant would be required to absorb the cost. He also has tremendous faith in the project engineer who lives in our neighborhood. Considering the replacement of our ancient water infrastructure has recently begun and will take several years to complete, it seems this would be helpful to know if possible before the project breaks ground if approved. I am told there were substantial water pressure problems when CVS was developed.

6. The Geotechnical Report specified the project requires “asphalt paved parking and drive areas,” but we hope the applicant will consider using “cool pavement” technology. It also specified that the site was not evaluated for chemical or toxic exposure and the consultant should be notified if contamination was suspected. This seems prudent considering I am told prior owners and operators of the site under Biddles allowed dumping of toxic materials.

I respectfully urge the commission to vote against this application. If not, please postpone all decisions until the applicant and public can be provided the opportunity to become more fully engaged in a citizen outreach process, and the applicant can bring the project into full and transparent compliance. As it stands there are still too many unknowns that prevent the project from being fully evaluated, and under no circumstances should it be approved with contingencies. The potential impacts are too high. I respectfully request that the process be slowed to allow all stakeholders the opportunity to engage full due diligence in evaluating the impact of this development on Saddlerock Homes and surrounding neighborhoods, as well as on the City and its traffic corridors, especially in relation to housing and what if any benefit the project may provide. But I strongly feel it should be denied.

Thank you for your time and service.

3. Your contact information

Name: Brigitte McBride

Mailing Address:	PO Box 1252 Sedona AZ 86339
E-mail:	bemalt@yahoo.com

4. Would you like to receive notices about this project, such as public meeting dates?

(o) Yes

Thank you,
City of Sedona

This is an automated message generated by Granicus. Please do not reply directly to this email.

Kyle Sandidge

From: donotreply@sedonaaz.gov
Sent: Tuesday, February 6, 2024 6:41 AM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	02/06/2024 6:41 a.m.
Response #:	476
Submitter ID:	6383
IP address:	174.198.0.21
Time to complete:	8 min. , 34 sec.

Survey Details

Page 1

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Village at Saddlerock Crossing

2. What are your comments, concerns, ideas, and suggestions about this project?

Dear City of Sedona,
It just came to my attention through an Urgent Next Door notice that this hotel plan, next to our subdivision is planned as three to four stories in height. This is not what we have been told in the past. Why has the developer not reached out until now? I oppose this project based on height. It will block the red rock views of our neighborhood. We were informed that the hotel would be a tasteful one story project. Why do we not have zoning limits for neighboring commercial plans. Our neighborhood has a one story limit and I support doing the same for this developer.
Ellyn Hilliard-McLeod
720-329-3379

3. Your contact information

Name:	Ellyn Hilliard-McLeod
Mailing Address:	90 Valley View Drive
E-mail:	ellynhilliard@yahoo.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) Yes

Village at Saddlerock Project Comments

S Nowak <annamar@suddenlink.net>

Mon 2/5/2024 6:45 PM

To:Cari Meyer <CMeyer@sedonaaz.gov>

We'd like to make a few comments about the Village at Saddlerock Crossing project. We live in Saddlerock and travel in and out on Saddlerock Circle multiple times every day.

The proposed Crossing at Saddlerock project will have a very negative impact on our quiet little neighborhood. We certainly don't need more hotels/lodging units and the congestion and noise they bring.

In addition, a large portion of the project parking lot (including the area where large buses will be parking) is highly visible to anyone walking or driving on Saddlerock Circle. This eyesore needs to be shielded from view with a landscaped berm, wall, fence, and/or vegetation *high enough and thick enough* to block views of these cars and buses.

Forty (40) multi-family units could easily add 80-100 cars to parking and local street congestion. What limits will be placed on the number of cars and people allowed per unit? Will pets be allowed? I would strongly suggest reducing the total number of units.

How many of the forty (40) multi-family units will be at market price rents and how many will be at reduced rents? How far below market? How many will be exclusively set aside for employees of the hotel?

Also, who is ultimately responsible for ensuring that the multi-family housing is maintained, kept neat and tidy, and tenanted with individuals who participate in this community by actually working here? What legal limits are there on such oversight? We don't want this to turn into a Section 8 housing, do we?

Cordially, - Stewart Nowak

I am Michael Vitek and I reside at 550 Saddlerock Circle. I have lived in Sedona since October, 2003. I am opposed to the rezoning that has been proposed by the Baney Corporation at the Village at Saddlerock Crossing for the following reasons.

1. This project as proposed will result in the Subdivision of Saddlerock having only one public exit for its residents. This will be the intersection of Valley View Rd. and Airport Rd. In the winter with snow on the ground, this intersection is unusable because it is too slippery. The developer says that we can use his **private road**. This permission can be taken away whenever he wants, and the city would have no say. If there is an accident, the City Police would respond to take an unofficial report since this is private property. Will the owner of the property then be liable for any incidents that occur on his property? If parking is allowed on the road, it will be too narrow for traffic to use safely.

2. The noise and light from the roof top beer gardens will have a negative impact on our subdivision. When the Cultural Park was in operation, the city would not allow a performance past 10 PM due to the effect on the neighborhood to the East. Will this be a requirement for this development? If the city holds to the past standards, it should be.

3. The city currently has a Community Plan that was voted on by the residents and approved by the Council. Any development should follow the Community Plan. **If it is going to be changed, why have one?**

4. Sedona is supposed to be a Dark Sky City. Having roof top bars, etc. will have a negative effect on this important designation.

This developer has not been a good neighbor. He has allowed the property to become overgrown with weeds, many of which are invasive species. In the years the property has been vacant, he has never made any attempt to make it presentable.

Michael Vitek
928-282-1076

Against the Village at Saddlerock Crossing/Oxford Hotel development

Linda Bonder <runwalkhike@gmail.com>

Mon 2/5/2024 10:04 PM

To:Cari Meyer <CMeyer@sedonaaz.gov>

Hello,
Please accept this comment against the proposed Village at Saddlerock Crossing. This development will significantly negatively impact the quality of life for Sedona residents. It will also negatively impact the tourist experience and related businesses in the area, casting a pall on the whole enterprise.

For residents, this development will make the traffic and congestion issues even more unbearable than they are today. Today, traffic from the Y already backs up into West Sedona, sometimes all the way to Airport Road. The development will make that backup a sure thing, at all times of day and days of the week. Businesses in Uptown are already frustrated because the tourists who get to them have had to sit in traffic and suffer to find parking. With this development, those businesses will suffer even more because the traffic will be so much worse.

Our infrastructure can clearly not handle the tourists who are already here. Our neighborhoods are already suffering because tourists come with a short-term perspective, without regard to noise or trash or auto-pollution. We are a city of a certain size. Let's stop pretending that we have more capacity.

In addition to the traffic and congestion issues that any development at Saddlerock will bring, this particular development includes many outdoor and rooftop "features" that are certain to destroy the hard fought quiet, dark-sky, view-protected character of Sedona.

PLEASE do not allow this development to go forward.

Why not create a park in the proposed area?

Thank you
Linda Bonder & David Garten
60 Forest Circle (Saddlerock neighborhood)
Sedona
503-753-4325

Proposed Village at Saddlerock Concerns

jeanine shackleford <jeanine85259@yahoo.com>

Tue 2/6/2024 2:34 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>

Dear Ms. Meyer,

I had planned to attend the meeting tonight but unfortunately I was delayed in Phoenix. I am therefore submitting this email to oppose the Village at Saddlerock project as it is currently requested. My father and I have commuted to his home in Saddlerock Estates for over twelve years. During that time the information provided regarding the various proposals for approval of the project has raised concerns about the impact the development will have on the quality of life and quiet enjoyment of our community.

As you know, the newest plan includes the following: an underground parking structure, several two-level buildings with rooftop use that will act as a third story, 110 units, a convention center, a restaurant with al fresco dining, rooftop bars/fireplaces/viewing decks and gathering spaces, multiple pools and spas also located on rooftops and second story levels, a forty unit multifamily housing structure, a parking garage, bus parking and a deluxe covered Lynx bus stop with watering station and bike racks. Most units appear to have outdoor decks, balconies and/or rooftops that will face Saddlerock Estates including the multifamily housing. As you can probably imagine, such amenities will create substantial noise and light pollution nuisances in our quiet, dark neighborhood.

Some of the rooftop and outdoor uses requested in the proposal are:

~1) An 1,800 square feet rooftop terrace with a pool, spa and bar that will operate until 2 AM
~2) Multiple rooftop fireplaces and gathering areas
~3) A rooftop garden
~4) Rooftop viewing areas with the possibility of being two stories in height
~5) Large five to six feet rooftop planters with trees
~6) Rooftop mechanical, AC and elevator equipment that are exempt from height requirements
~7) A second story restaurant with outdoor dining areas
~8) Multiple private suites with outdoor spas
~9) Several outdoor decks and balconies as well as windows that appear to open and close

Can you imagine living in Saddlerock Estates and trying to sleep with lights, music and noise from people partying on the rooftop terrace at one in the morning? In addition, the facilities are all closed to the public except: the ten feet outdoor sundial lounging area, the deluxe covered bus stop with water, and the reservation only restaurant/bar which is restricted to a 50% capacity. The capacity restriction is for hotel guests only who don't require reservations. They can feasibly account for 100% capacity to the exclusion of the public when demand warrants it. The proposal also requests pitched roofs on the treehouse suites up to 32.3 feet along with other buildings that stand at a substantial height. These structures will impact our views with smoke from multiple wood burning chimneys and outdoor fireplaces.

A connector road and multi-modal pathway will connect Saddlerock Circle to Soldier's Pass, Elk Road and Airport Road with a sidewalk leading up to Valley View. The increased use of the Soldier's Pass traffic signal will likely cause a bottleneck making Saddlerock Estates a viable detour for drivers. Homeowners will be left to deal with heavier vehicular and pedestrian traffic. Guests will be directed to the Airport Loop trail access located in our community. We will have guests riding one of the forty complimentary bikes held in the proposed basement storage

riding through the neighborhood. Will the equipment offered include Ebikes, scooters or other noise making methods of transportation? I foresee weekend patrons attending the Red Rose Art Fairs in the Stagecoach parking lot using our Saddlerock Estates to park their cars. I am concerned that the owners of Saddlerock Estates may even be impacted by foul odors considering a commissioner said they plan to install a sewer vent easement at the end of Saddlerock Circle for off gassing the city sewer. Paul Matthews also stated the development would use three times the amount of water Oak Creek Water Company was providing at the time of his statement and that was before the housing component was added.

The Village at Saddlerock will inevitably bring adverse safety impacts and increased crime to our neighborhood. I fail to see the benefit of the proposed project to the owners in Saddlerock Estates. As far as we know, the developer has not made any changes or mitigation efforts in response to our community feedback. For the past eight years the developer has even stonewalled city Land Development Codes and other requirements, especially with regard to height restrictions. My concerns of loss of privacy, increased noise, increased traffic, safety issues, loss of view, congestion and loss of home value are just a few consequences of what I believe the owners of Saddlerock Estates will experience if this project is approved. Thank you for your time in reading this response.

Best,

Jeanine Shackleford

Comment on Development Proposal

donotreply@sedonaaz.gov <donotreply@sedonaaz.gov>

Tue 2/6/2024 6:41 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>;Kyle Sandidge <KSandidge@sedonaaz.gov>;Megan Yates <MYates@sedonaaz.gov>

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   720-329-3379

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Name:	Ellyn Hilliard-McLeod
Mailing Address:	90 Valley View Drive
E-mail:	ellynhilliard@yahoo.com

4. **Would you like to receive notices about this project, such as public meeting dates?**

   (o) Yes

Thank you,
City of Sedona

SADDLEROCK CROSSING

sonya carter <sonya_crtr@yahoo.com>
Tue 2/6/2024 8:15 AM
To:Cari Meyer <CMeyer@sedonaaz.gov>

Dear Planning & Zoning Commissioners:

RE: The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV)

As a property owner in the Saddlerock neighborhood adjoining the proposed development of The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV), I strongly urge you to vote no on the zoning change application for several substantive reasons that warrant grave concerns. The project was not designed within the context of our neighborhood and will cause substantially negative and high impacts to its character, quality of life, quiet enjoyment, dark skies, wildlife, privacy and safety - including excessive noise levels and light pollution, increased traffic, obscured views, reduced property values, overuse of utilities and infrastructure and even environmental concerns - without any benefit and an overall detrimental impact. I do not believe the applicant has proven the project will provide community benefit either, and even more worrisome it has not proven it will not have a net negative impact. Lodging is no longer an appropriate use given existing lodging and traffic saturation and the substantial impact of bringing new traffic to the area, aging infrastructure, utilities and neighbors. The benefits of the multifamily housing included do not seem to outweigh the negative impacts to surrounding neighborhoods, traffic and the greater Sedona community. Indeed the applicant has failed to provide sufficient information for the city to determine whether the housing will be a net positive or negative to the city. Housing is the most important and attractive feature of the project, yet the applicant has failed to meet with the City's Housing Manager or clarify remaining discrepancies and unknowns. (It would be appreciated if the applicant would prioritize workforce housing for first responders, healthcare workers, teachers and city employees). It is disconcerting this very experienced and sophisticated applicant has continually failed, over 8 years, to: bring the project into compliance with the City's ordinance and LDC requirements (as promised at the last meeting); satisfy requirements and zone change findings for approval; or resolve inconsistencies and contradictions with the City Plan, Soldiers Pass CFA Plan, Transportation Master Plan and others as detailed in the Community Development Department's Staff Reports for this and past meetings.

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elements and highest points located closest to neighbors rather than more internal to the site, which will likely block the coveted views we paid for. I foresee structural concrete, concrete backfill and other requirements for underground foundation and structures after extensive excavation raising the ground level and final elevation. Parapets, mechanical equipment, chimneys and rooftop trees in tall 5-6 foot planters are all exempt from height restrictions, but will in effect exceed heights and further destroy views. Hopefully second-story pitched roofs and solar panels will be installed in a way that prevents glare.

MOST DISTRESSING Are Plans For Extensive Rooftop Use of Lobby and Two-Story Buildings Already Maximized For Height, which will have the effect of a third-story (fourth-story if counting the underground level) and intrusion into the view shed. Importantly, these substantial rooftop and outdoor uses will cause very high impacts of noise and light pollution late into the night and other nuisances in our very quiet, very dark neighborhood, evidenced by current impacts of noise and light from Posse Grounds, Sky Ranch Lodge and Airport events that are much farther away. The applicant said it, “This is unlike anything in West Sedona,” and it is totally unacceptable, out of character and unnecessary. The proposed rooftop and excessive outdoor uses would be a nightmare for our neighborhood. They seem to include:

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Note there are no “adjoining neighborhood” special use privileges. In fact, we are subject to the restaurant’s and bar’s strict 0-50% reservation-only public use restrictions justified by parking constraints even though it is a very short walk from the neighborhood. Indeed, the public could be totally excluded from use when demand from guests, for whom reservations are not required, warrants it. All other facilities are always closed to the public, except two so-called “community gathering areas” in the form of a bus stop and 10-foot Sundial-art sitting/waiting area. It seems the bus stop would be better placed on the north side of 89A to minimize pedestrians crossing the highway to the Whole Foods retail plaza which will add to increased traffic delays.

4. Undoubtedly Increased Traffic and Bottlenecks Will Result on 89A and other roads when the project and Soldiers Pass signal are in full operation, considering the increased signal usage and new traffic that additional lodging will bring to the area (as opposed to drawing traffic that is already here). The project, connector road and multimodal pathways will foreseeably bring a great deal of vehicular and pedestrian traffic into our quiet neighborhood, causing safety concerns and significantly increased traffic, backups and difficulties accessing and exiting our neighborhood that don’t currently exist. This won’t add substantial improvements to Sedona’s traffic circulation network. With or without the ‘porkchop’ median, the project will undoubtedly worsen the City’s existing horrific traffic problems. A broader and updated traffic analysis and modeling might be helpful. Has the width of Saddlerock Circle for the proposed use been addressed to ensure adequacy for proposed increased vehicle, bus and delivery truck uses? What about adding a signal at Valley View and Airport Road for when the resulting increased traffic backups make ingress and egress from our neighborhood difficult and even dangerous?

5. I have further concerns about compliance with utility, service and improvement standards. Have all utility evaluations and reports been brought current? The requested sewer vent easement on Saddlerock Circle for off gassing and Public Works’ request to reduce the number of sewer connections to address flow and odor issues identified in the area are alarming considering our neighborhood is not on City sewer and the neighborhood stormwater runoff drains to that area with a proposed underground detention basin and storm drain system to be added there. Would a sewer vent on Saddlerock Circle interfere with the drainage strategy or potentially bring foul odor problems into our neighborhood that apparently plague other areas of the city? Also reports noted, “Drainage integrity is reliant upon proper maintenance activity… with frequent clearing of debris and sediment from storm drain inlets and detention areas…” etc. Who will perform this maintenance? Will there be adequate water supply and infrastructure? Shouldn't the developer be required to dig a new well considering a former water company general manager years ago, before housing was added, stated the planned development was expected to use 3X the amount of water as the entire district was then using?

6. The Geotechnical Report specified the project requires “asphalt paved parking and drive areas,” but we hope the applicant will consider using “cool pavement” technology.

I respectfully urge the commission to vote against this application. If not please postpone all decisions until the applicant and public can be more fully engaged in a citizen outreach process, and the applicant can bring the project into full and transparent compliance. As it stands there are still too many unknowns that prevent the project from being fully evaluated and under no circumstances should it be approved with contingencies, the potential impacts are too high. I respectfully request that the process be slowed to allow all stakeholders to engage in full due diligence in evaluating the impact of this development on Saddlerock Homes and surrounding neighborhoods, as well as on the City and its traffic corridors, especially in relation to housing and what if any benefit the project may provide. But ultimately I hope you will oppose this project.

Thank you for your time and service.

Sonya M. Carter
10 June bug circle
sonya_crtr@yahoo.com

The Oxford Hotel Plan/Village of Saddle rock Crossing. PZ19*0005 (ZC, DEV)

Bernie Higuera <bhiguera@yahoo.com>

Tue 2/6/2024 8:33 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>

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After reviewing some of the material sent to me and attending the Nov, 2023 meeting, I have reached the following conclusions:

1- The project is NOT designed to fit within the context of the neighborhood, the size of the lot and the corresponding population density which is appropriate for the size of the lot. Again, given the lot size, a 40 -unit residential unit or a ~ 100 person hotel may well fit the task, BUT, a combination of the two will place a significant strain on parking, traffic, and overall cause significant impact to the current residents of Saddlerock. We are talking noise level, light pollution extreme traffic….
2- I sent an earlier analysis of the traffic flow disruptions and the impacts of having Soldier Pass Road light now become a 4 way flow, with increased traffic in all directions, and specifically, with a longer stop for the 89A East-West flow traffic. The concern is very real, yet I received no acknowledgement of even having received the letter which, to be honest, is troubling. The traffic restriction will cause the Saddlerock left/west turning traffic to flow into Airport Road, as it will be simpler than to try to navigate through a completely full parking lot which also has pedestrians crossing at multiple points. The proposed "pork chop" at the Saddlerock/89A will drive this situation.
3- Once of the council members comments about "hoping the full time residents not drive their car" showed me that the council may not be interested in touch with the reality and are idealizing a behavior which is not credible. Any family in the US, no matter how rich or poor or in between, will have a need for transportation and likely have 2 vehicles, and no "idealization" can change that.
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5- Lodging is no longer an appropriate use given existing lodging and traffic saturation and the substantial impact of bringing new traffic to the area, aging infrastructure, utilities and neighbors. For example, the amount of Airbnb in the Saddlerock residential area, if you consider up to 3 rooms available per airbnb house, will Cleary match or exceed the adding of 110 hotel rooms/
6- The benefits of the multifamily housing included do not outweigh the negative impacts to surrounding neighborhoods, traffic and the greater Sedona community. Indeed the applicant has failed to provide sufficient information for the city to determine whether the housing will be a net positive or negative to the city. Take into consideration the amount of employees needed for the operation of the hotel, in terms of management, reception, room cleaning, maintenance, restaurant staff, etc which again,

is not mentioned, or if questioned, severely conservatives estimates are provided. While the housing is the most important and attractive feature of the project, the applicant has failed to meet with the City's Housing Manager or clarify remaining discrepancies and unknowns. (It would be appreciated if the applicant would prioritize workforce housing for first responders, healthcare workers, teachers and city employees). Once again, the area of the lot, location and access makes for a very reasonable permanent housing project, which may even be expanded from he current 40-50 units, where these units are essentially a glorified hotel room….. This makes a lot more sense as a multi family dwelling by itself, without the hotel and the restaurant, which will flow far better, impact the neighborhood far less and meet the intent/desire of the City's Housing Manager, and, to some extent offset the exodus to Airbnb within Saddlerock.
7- The attached information below may be repetitive, as it is the work and coordination of neighbors who have taken their time to specify in more detail the negatives of this project. As I write this email myself, I can feel the anger and frustration that very little, if anything is being done to really flush out these issues which affect those who have chosen to live in Sedona. I realize that this becomes somewhat of a game of attrition, with some issues being discussed, a "lightweight proposal" or modification is provided by the developer to allow a specific comment, and the underlying inertia of 110 units, 40-50 small permanent housing, a restaurant, 3 stories construction and a lot of noise and traffic disruption remains in the scope off the plan.
8- For the reasons highlighted above, and more generally, for the reasons stated below, I respectfully urge the commission to vote against this application. If this were not to happen, as a minimum, please postpone any and all decisions until the applicant and public can be more fully engaged in a citizen outreach process, with proper documentations and results for the record, and perhaps achieve a goal where the applicant can bring the project into full and transparent compliance vs. a "point change here and there " to address the issues of the previous meeting. At this point, there are still too many unknowns that prevent an accurate and objective evaluation of the project by those who would be more affected by "unforeseen conditions" which even if currently discussed in passing at a meeting, do not provide high confidence that this project will be as "beautiful" as suggested. Furthermore, under no circumstances should this project be approved with contingencies, the potential impacts are too high, and let's keep in mind that the objective of the lawyers at this point is to get the project approved Contingencies will not work in favor of Sedona or the residents. Any changes should be specifically documented and approved as written or rejected,
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B The Application Does Not Appear To Have Met The Required Findings For A Rezoning. The city seldom recommends denial of zoning changes and does not do so lightly so the recommendation must be given due measure. The applicant has not demonstrated it will be a good city partner nor that it is worthy of the trust it is requesting of the City, starting when it broke its promise to the City and Sedona Historical Society to preserve the historical building on the property. They tore it down, then broke a subsequent commitment to preserve and use materials from the building that remained. The applicant has had eight years to comply and get the project done. It was given one last opportunity when the project was continued in November, rather than denied as the city recommended, yet has still apparently failed to adequately address and prove full compliance with the Land Development Code and other regulations as promised, or the goals and policies of important city plans. Discrepancies remain with proposed housing/restrictions, setbacks, lot coverage, density (110 vs 50 permitted lodging units in M3 zoning, less for lodging zoning), off-street parking (where will weekend Red Rose art fair vendors and patrons park?), site and building designs with inadequate massing and building articulation requirements, signage, community spaces, employee numbers, lighting plans and, most importantly, traffic flow improvements and height requirements and exception details even though the applicant has been repeatedly advised about the need for strict compliance.

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F. Undoubtedly Increased Traffic and Bottlenecks Will Result on 89A and other roads when the project and Soldiers Pass signal are in full operation, considering the increased signal usage and new traffic that additional lodging will bring to the area (as opposed to drawing traffic that is already here). The project, connector road and multimodal pathways will foreseeably bring a great deal of vehicular and pedestrian traffic into our quiet neighborhood, causing safety concerns and significantly increased traffic, backups and difficulties accessing and exiting our neighborhood that don't currently exist. This won't add substantial improvements to Sedona's traffic circulation network. With or without the 'porkchop' median, the project will undoubtedly worsen the City's existing horrific traffic problems. A broader and updated traffic analysis and modeling might be helpful. Has the width of Saddlerock Circle for the proposed use been addressed to ensure adequacy for proposed increased vehicle, bus and delivery truck uses? What about adding a signal at Valley View and Airport Road for when the resulting increased traffic backups make ingress and egress from our neighborhood difficult and even dangerous?

G Further concerns about compliance with utility, service and improvement standards. Have all utility evaluations and reports been brought current? The requested sewer vent easement on Saddlerock Circle for off gassing and Public Works' request to reduce the number of sewer connections to address flow

and odor issues identified in the area are alarming considering our neighborhood is not on City sewer and the neighborhood stormwater runoff drains to that area with a proposed underground detention basin and storm drain system to be added there. Would a sewer vent on Saddlerock Circle interfere with the drainage strategy or potentially bring foul odor problems into our neighborhood that apparently plague other areas of the city? Also reports noted, “Drainage integrity is reliant upon proper maintenance activity… with frequent clearing of debris and sediment from storm drain inlets and detention areas…” etc. Who will perform this maintenance? Will there be adequate water supply and infrastructure? Shouldn't the developer be required to dig a new well considering a former water company general manager years ago, before housing was added, stated the planned development was expected to use 3X the amount of water as the entire district was then using?

H. The Geotechnical Report specified the project requires “asphalt paved parking and drive areas,” but we hope the applicant will consider using “cool pavement” technology.

Kyle Sandidge

From: donotreply@sedonaaz.gov
Sent: Tuesday, February 6, 2024 10:00 AM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	02/06/2024 10:00 a.m.
Response #:	489
Submitter ID:	6396
IP address:	165.199.181.11
Time to complete:	4 min. , 50 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV)

2. What are your comments, concerns, ideas, and suggestions about this project?

Dear Planning & Zoning Commissioners,

As a property owner in the Saddlerock neighborhood adjoining the proposed development of The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV), I strongly urge you to vote no on the zoning change application for several substantive reasons that warrant grave concerns. The project was not designed within the context of our neighborhood and will cause substantially negative and high impacts to its character, quality of life, quiet enjoyment, dark skies, wildlife, privacy and safety - including excessive noise levels and light pollution, increased traffic, obscured views, reduced property values, overuse of utilities and infrastructure and even environmental concerns - without any benefit and an overall detrimental impact. I do not believe the applicant has proven the project will provide community benefit either, and even more worrisome it has not proven it will not have a net negative impact. Lodging is no longer an appropriate use given existing lodging available in the area and traffic saturation and the substantial impact of bringing new traffic to the area, aging infrastructure, utilities and neighbors. The benefits of the multifamily housing included do not seem to outweigh the negative impacts to surrounding neighborhoods, traffic and the greater Sedona community. Indeed the applicant has failed to provide sufficient information for the city to determine whether the housing will be a net positive or negative to the city. Housing is the most important and attractive feature of the project, yet the applicant has failed to meet with the City's Housing Manager or clarify remaining discrepancies and unknowns. (It would be appreciated if the applicant would prioritize workforce housing for first responders, healthcare workers, teachers and city employees). It is disconcerting this very experienced and sophisticated applicant has continually failed, over 8 years, to: bring the project into compliance with the City's ordinance and LDC requirements (as promised at the last meeting); satisfy requirements and zone change findings for approval; or resolve inconsistencies and contradictions with the City Plan, Soldiers Pass CFA Plan, Transportation Master

Plan and others as detailed in the Community Development Department's Staff Reports for this and past meetings.

I hope you consider my request to vote no on this request. Appreciate your consideration,
Miguel Ortiz

3. Your contact information

Name:	Miguel Ortiz
Mailing Address:	515 Stillmeadow Dr., Richardson, TX 75081
E-mail:	nak45z@aol.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) No

Thank you,
City of Sedona

This is an automated message generated by Granicus. Please do not reply directly to this email.

Kyle Sandidge

From: donotreply@sedonaaz.gov
Sent: Tuesday, February 6, 2024 10:05 AM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	02/06/2024 10:04 a.m.
Response #:	490
Submitter ID:	6397
IP address:	216.24.212.225
Time to complete:	37 min. , 57 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV)

2. What are your comments, concerns, ideas, and suggestions about this project?

I am a psychiatrist, retired and residing full-time in Sedona. I own my home in the Saddlerock neighborhood adjoining the proposed development of The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV), I strongly urge you to vote no on the zoning change application for several substantive reasons that warrant grave concerns.

The project is too dense and was not designed within the context of our neighborhood. It will cause substantially negative and high impacts to its character, quality of life, quiet enjoyment, dark skies, wildlife, privacy and safety - including excessive noise levels and light pollution, extreme traffic, obscured views, reduced property values, overuse of utilities and infrastructure and even environmental concerns - without any benefit and an overall detrimental impact. I do not believe the applicant has proven the project will provide community benefit either, and even more worrisome it has not proven it will not have a net negative impact. Lodging is no longer an appropriate use given existing lodging and traffic saturation and the substantial impact of bringing new traffic to the area, aging infrastructure, utilities and neighbors. The benefits of the multifamily housing included do not seem to outweigh the negative impacts to surrounding neighborhoods, traffic and the greater Sedona community. Indeed the applicant has failed to provide sufficient information for the city to determine whether the housing will be a net positive or negative to the city. Housing is the most important and attractive feature of the project, yet the applicant has failed to meet with the City's Housing Manager or clarify remaining discrepancies and unknowns. It is disconcerting this very experienced and sophisticated applicant has continually failed, over 8 years, to: bring the project into compliance with the City's ordinance and LDC requirements (as promised at the last meeting); satisfy requirements and zone change findings for approval; or resolve inconsistencies and contradictions with the City Plan, Soldiers Pass CFA Plan, Transportation Master Plan and others as detailed in the Community Development Department's Staff Reports for this and past meetings.

1. Citizen Outreach Process and Minimizing Impacts to Adjoining Property Owners Have Been Inadequate. It is reasonable and warranted to require more Citizen Outreach considering the high impacts to our adjoining neighborhood and the protracted period of time (years) that has elapsed since the last in-person meeting (or neighbor notifications) and the substantive changes in both the project itself and property ownership in our neighborhood. Almost 50% of the lots in our neighborhood have changed ownership since mid-2017; and almost 30% since 2021. I suspect many letters of support might be from owners who are since deceased or moved. The applicant allowed such excessive time between reviews that a significant number of neighbors either thought the project had been canceled or sold their property. With each major project iteration and extensive delay the applicant has been allowed to continue the review process where it left off with outreach related to prior plans as if it were the same project and little time had passed. The applicant mentioned Ongoing Outreach, but I have not been contacted. Also, the developer has not made any modifications in response to community feedback that I can tell, especially regarding building height, noise and lighting impacts, which remain unacceptable and totally out of character with our very quiet and very dark neighborhood, and this does not bode well for a good faith partnership.

2. The Application Does Not Appear To Have Met The Required Findings For A Rezoning. The city seldom recommends denial of zoning changes and does not do so lightly so the recommendation must be given due measure. The applicant has not demonstrated it will be a good city partner nor that it is worthy of the trust it is requesting of the City, starting when it broke its promise to the City and Sedona Historical Society to preserve the historical building on the property. They tore it down, then broke a subsequent commitment to preserve and use materials from the building that remained. The applicant has had eight years to comply and get the project done. It was given one last opportunity when the project was continued in November, rather than denied as the city recommended, yet has still apparently failed to adequately address and prove full compliance with the Land Development Code and other regulations as promised, or the goals and policies of important city plans. Discrepancies remain with proposed housing/restrictions, setbacks, lot coverage, density (110 vs 50 permitted lodging units in M3 zoning, less for lodging zoning), off-street parking (where will weekend Red Rose art fair vendors and patrons park?), site and building designs with inadequate massing and building articulation requirements, signage, community spaces, employee numbers, lighting plans and, most importantly, traffic flow improvements and height requirements and exception details even though the applicant has been repeatedly advised about the need for strict compliance.

3. Height Concerns and Noise/Lighting Impacts Must Be Further Defined and Mitigated. The building designs still all seem too tall, especially in use, with the pitched roofs of treehouse suites up to 32.3 feet and other buildings, taller elements and highest points located closest to neighbors rather than more internal to the site, which will likely block the coveted views we paid for. I foresee structural concrete, concrete backfill and other requirements for underground foundation and structures after extensive excavation raising the ground level and final elevation. Parapets, mechanical equipment, chimneys and rooftop trees in tall 5-6 foot planters are all exempt from height restrictions, but will in effect exceed heights and further destroy views. Hopefully second-story pitched roofs and solar panels will be installed in a way that prevents glare.

MOST DISTRESSING Are Plans For Extensive Rooftop Use of Lobby and Two-Story Buildings Already Maximized For Height, which will have the effect of a third-story (fourth-story if counting the underground level) and intrusion into the view shed. Importantly, these substantial rooftop and outdoor uses will cause very high impacts of noise and light pollution late into the night and other nuisances in our very quiet, very dark neighborhood, evidenced by current impacts of noise and light from Posse Grounds, Sky Ranch Lodge and Airport events that are much farther away. The applicant said it, “This is unlike anything in West Sedona,” and it is totally unacceptable, out of character and unnecessary. The proposed rooftop and excessive outdoor uses would be a nightmare for our neighborhood. They seem to include:

~1) 1,800sf Rooftop terrace with bar (open until 2am?), pool and spa;
~2) Multiple gathering areas, rooftop fireplaces and chimneys further obscuring views with light and smoke; committing to all electric or natural gas fireplaces would be preferable.
~3) Rooftop Garden and multiple large 5-6 foot rooftop planters with trees
~4) Rooftop viewing decks and possibly second story too;
~5) Rooftop mechanical, AC and elevator equipment that are exempt from height requirements;
~6) Second story restaurant with outdoor dining areas;
~7) Multiple private suites with outdoor spas;
~8) Outdoor decks and balconies and windows that appear to open;
~9) Multiple pools and spas; and more!
~10) Lighting specifies LED, hopefully amber spectrum and no blue spectrum LED.

Note there are no “adjoining neighborhood” special use privileges. In fact, we are subject to the restaurant’s and bar’s strict 0-50% reservation-only public use restrictions justified by parking constraints even though it is a very short walk from the neighborhood. Indeed, the public could be totally excluded from use when demand from guests, for whom reservations are not required, warrants it. All other facilities are always closed to the public, except two so-called “community gathering areas” in the form of a bus stop and 10-foot Sundial-art sitting/waiting area. It seems the bus stop would be better placed on the north side of 89A to minimize pedestrians crossing the highway to the Whole Foods retail plaza which will add to increased traffic delays.

4. Undoubtedly Increased Traffic and Bottlenecks Will Result on 89A and other roads when the project and Soldiers Pass signal are in full operation, considering the increased signal usage and new traffic that additional lodging will bring to the area (as opposed to drawing traffic that is already here). The project, connector road and multimodal pathways will foreseeably bring a great deal of vehicular and pedestrian traffic into our quiet neighborhood, causing safety concerns and significantly increased traffic, backups and difficulties accessing and exiting our neighborhood that don’t currently exist. This won’t add substantial improvements to Sedona’s traffic circulation network. With or without the ‘porkchop’ median, the project will undoubtedly worsen the City’s existing extreme traffic problems. A broader and updated traffic analysis with realistic modeling is necessary. Has the width of Saddlerock Circle for the proposed use been addressed to ensure adequacy for proposed increased vehicle, bus and delivery truck uses? What about adding a signal at Valley View and Airport Road for when the resulting increased traffic backups make ingress and egress from our neighborhood difficult and even dangerous?

5. I have further concerns about compliance with utility, service and improvement standards. Have all utility evaluations and reports been brought current? The requested sewer vent easement on Saddlerock Circle for off gassing and Public Works’ request to reduce the number of sewer connections to address flow and odor issues identified in the area are alarming considering our neighborhood is not on City sewer and the neighborhood stormwater runoff drains to that area with a proposed underground detention basin and storm drain system to be added there. Would a sewer vent on Saddlerock Circle interfere with the drainage strategy or potentially bring foul odor problems into our neighborhood that apparently plague other areas of the city? Also reports noted, “Drainage integrity is reliant upon proper maintenance activity… with frequent clearing of debris and sediment from storm drain inlets and detention areas…” etc. Who will perform this maintenance? Will there be adequate water supply and infrastructure? Shouldn't the developer be required to dig a new well considering a former water company general manager years ago, before housing was added, stated the planned development was expected to use 3X the amount of water as the entire district was then using?

6. The Geotechnical Report specified the project requires “asphalt paved parking and drive areas,” but we hope the applicant will consider using “cool pavement” technology.

I respectfully urge the commission to vote against this application. If not please postpone all decisions until the applicant and public can be more fully engaged in a citizen outreach process, and the applicant can bring the project into full and transparent compliance. As it stands there are still too many unknowns that prevent the project from being fully evaluated and under no circumstances should it be approved with contingencies, the potential impacts are too high. I respectfully request that the process be slowed to allow all stakeholders to engage in full due diligence in evaluating the impact of this development on Saddlerock Homes and surrounding neighborhoods, as well as on the City and its traffic corridors, especially in relation to housing and what if any benefit the project may provide. But ultimately I hope you will oppose this project.

Thank you for your time and service.

3. Your contact information

Name: Dr Patricia Fields
Mailing Address: 30 Sunset Cir Sedona AZ 86336
E-mail: pgruszka9@yahoo.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) Yes

Feb 6 P&Z Meeting for Saddlerock Hotel & Multi-Family Housing (Zoning Change to Lodging)

Karen Yoder <kdmlyoder@yahoo.com>

Tue 2/6/2024 10:02 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>

Hello Cari Meyer,

Thank you for your conscientious work for Sedona's remarkable natural beauty and quality of life. We own a home in Saddlerock and are concerned about substantial negative impacts to our neighborhood from the proposed Village at Saddlerock Crossing/Oxford Hotel development that will completely change the quality of life, quiet enjoyment, and character of our neighborhood.

We are very worried about the newest plan which includes an underground level, two-story above ground buildings and rooftop use of many buildings which in effect becomes a third story. There will be 110-units, convention center, restaurant with al fresco dining, rooftop bar, rooftop fireplaces, rooftop viewing decks, rooftop gathering spaces, multiple pools and spas including on the roof and second stories, 40-units multifamily housing, parking garage, bus parking and a deluxe covered Lynx bus stop with watering station and bike racks that will likely attact use by unhoused persons. Most units appear to have outdoor decks or balconies (facing the neighborhood) and/or rooftop use, including the multifamily housing.

Most disressing are the rooftop and second-story outdoor uses that will create substantial noise and light pollution nuisances in our quiet, dark neighborhood, given that we are already impacted noise and light from Posse Ground, Sky Ranch Lodge and Airport events that are much farther away. The rooftop and outdoor uses include:

~1) 1,800sf Rooftop terrace with bar (open until 2am?), pool and spa;
~2) Multiple rooftop fireplaces and gathering areas;
~3) Rooftop Garden;
~4) Rooftop viewing areas and possibly second story too;
~5) Large 5-6 foot rooftop planters with trees;
~6) Rooftop mechanical, AC and elevator equipment that are exempt from height requirements;
~7) Second story restaurant with outdoor dining areas;
~8) Multiple private suites with outdoor spas;
~9) Outdoor decks and balconies and windows that appear to open; and more!

Note the facilities are all closed to the public, except the 10-foot outdoor sundial lounging area, deluxe covered bus stop with water, and reservation only stricted limited restaurant and bar 'up to' but never to exceed 50% capacity. Minimum 50% capacity of restaurant and bar is for hotel guests only, who don't require reservations, and can feasibly account for 100% capacity to the exclusion of the public when demand warrants it.

Pitched roofs of treehouse suites up to 32.3 feet and other buildings will likely block our views with smoke from multiple wood burning chimneys and outdoor fireplaces further potentially obscuring views.

A connector road and multimodal pathway will connect Saddlerock Circle to Soldier's Pass, Elk Road and Airport Road with a sidewalk up to Valley View likely bringing a great deal of vehicular and pedestrian traffic into our quiet neighborhood. Substantially increased use of the Soldier's Pass signal is likely to cause a new traffic bottleneck that may cause vehicles to try to bypass traffic through our neighborhood. It is likely the hotel will direct guests to the Airport Loop trail access in our neighborhood as well as guests riding our neighborhood on their complementary bikes (there is basement storage for 40 bikes, foreseeably ebikes and possibly escooters?). I foresee patrons for the weekend Red Rose Art Fairs in the Stagecoach parking lot parking in our neighborhood. We may even be impacted by foul odors considering a commissioner requested they plan to install an sewer vent easement at the end of Saddlerock Circle for off gassing the city sewer. What about Paul Matthews asserting the development would use three times amount of water Oak Creek Water Co was providing at the time - and that was before the housing component was added.

This development will inevitably bring adverse safety impacts and increased crime in our neighborhood - without any benefit that we can see.

We sincerely appreciate your advocacy to preserve Sedona's natural beauty and serene quality of life.

Very best regards,

Karen Yoder
320 Rockridge Drive

Dear Planning & Zoning Commissioners:

RE: The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV)

As a property owner in the Saddlerock neighborhood adjoining the proposed development of The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV), I strongly urge you to vote no on the zoning change application for several substantive reasons that warrant grave concerns. The project was not designed within the context of our neighborhood and will cause substantially negative and high impacts to its character, quality of life, quiet enjoyment, dark skies, wildlife, privacy and safety - including excessive noise levels and light pollution, increased traffic, obscured views, reduced property values, overuse of utilities and infrastructure and even environmental concerns - without any benefit and an overall detrimental impact. I do not believe the applicant has proven the project will provide community benefit either, and even more worrisome it has not proven it will not have a net negative impact. Lodging is no longer an appropriate use given existing lodging and traffic saturation and the substantial impact of bringing new traffic to the area, aging infrastructure, utilities and neighbors. The benefits of the multifamily housing included do not seem to outweigh the negative impacts to surrounding neighborhoods, traffic and the greater Sedona community. Indeed the applicant has failed to provide sufficient information for the city to determine whether the housing will be a net positive or negative to the city. Housing is the most important and attractive feature of the project, yet the applicant has failed to meet with the City's Housing Manager or clarify remaining discrepancies and unknowns. (It would be appreciated if the applicant would prioritize workforce housing for first responders, healthcare workers, teachers and city employees). It is disconcerting this very experienced and sophisticated applicant has continually failed, over 8 years, to: bring the project into compliance with the City's ordinance and LDC requirements (as promised at the last meeting); satisfy requirements and zone change findings for approval; or resolve inconsistencies and contradictions with the City Plan, Soldiers Pass CFA Plan, Transportation Master Plan and others as detailed in the Community Development Department's Staff Reports for this and past meetings.

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2. The Application Does Not Appear To Have Met The Required Findings For A Rezoning. The city seldom recommends denial of zoning changes and does not do so lightly so the recommendation must be given due measure. The applicant has not demonstrated it will be a good city partner nor that it is worthy of the trust it is requesting of the City, starting when it broke its promise to the City and Sedona Historical Society to preserve the historical building on the property. They tore it down, then broke a subsequent commitment to preserve and use materials from the building that remained. The applicant has had eight years to comply and get the project done. It was given one last opportunity when the project was continued in November, rather than

denied as the city recommended, yet has still apparently failed to adequately address and prove full compliance with the Land Development Code and other regulations as promised, or the goals and policies of important city plans. Discrepancies remain with proposed housing/restrictions, setbacks, lot coverage, density (110 vs 50 permitted lodging units in M3 zoning, less for lodging zoning), off-street parking (where will weekend Red Rose art fair vendors and patrons park?), site and building designs with inadequate massing and building articulation requirements, signage, community spaces, employee numbers, lighting plans and, most importantly, traffic flow improvements and height requirements and exception details even though the applicant has been repeatedly advised about the need for strict compliance.

3. Height Concerns and Noise/Lighting Impacts Must Be Further Defined and Mitigated. The building designs still all seem too tall, especially in use, with the pitched roofs of treehouse suites up to 32.3 feet and other buildings, taller elements and highest points located closest to neighbors rather than more internal to the site, which will likely block the coveted views we paid for. I foresee structural concrete, concrete backfill and other requirements for underground foundation and structures after extensive excavation raising the ground level and final elevation. Parapets, mechanical equipment, chimneys and rooftop trees in tall 5-6 foot planters are all exempt from height restrictions, but will in effect exceed heights and further destroy views. Hopefully second-story pitched roofs and solar panels will be installed in a way that prevents glare.

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Note there are no “adjoining neighborhood” special use privileges. In fact, we are subject to the restaurant’s and bar’s strict 0-50% reservation-only public use restrictions justified by parking constraints even though it is a very short walk from the neighborhood. Indeed, the public could be totally excluded from use when demand from guests, for whom reservations are not required, warrants it. All other facilities are always closed to the public, except two so-called “community gathering areas” in the form of a bus stop and 10-foot Sundial-art sitting/waiting area. It seems the bus stop would be better placed on the north side of 89A to minimize pedestrians crossing the highway to the Whole Foods retail plaza which will add to increased traffic delays.

4. Undoubtedly Increased Traffic and Bottlenecks Will Result on 89A and other roads when the project and Soldiers Pass signal are in full operation, considering the increased signal usage and new traffic that additional lodging will bring to the area (as opposed to drawing traffic that is already here). The project, connector road and multimodal pathways will foreseeably bring a great deal of vehicular and pedestrian traffic into our quiet neighborhood, causing safety concerns and significantly increased traffic, backups and difficulties accessing and exiting our neighborhood that don't currently exist. This won't add substantial improvements to Sedona's traffic circulation network. With or without the 'porkchop' median, the project will undoubtedly worsen the City's existing horrific traffic problems. A broader and updated traffic analysis and modeling might be helpful. Has the width of Saddlerock Circle for the proposed use been addressed to ensure adequacy for proposed increased vehicle, bus and delivery truck uses? What about adding a signal at Valley View and Airport Road for when the resulting increased traffic backups make ingress and egress from our neighborhood difficult and even dangerous?

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6. The Geotechnical Report specified the project requires "asphalt paved parking and drive areas," but we hope the applicant will consider using "cool pavement" technology.

I respectfully urge the commission to vote against this application. If not please postpone all decisions until the applicant and public can be more fully engaged in a citizen outreach process, and the applicant can bring the project into full and transparent compliance. As it stands there are still too many unknowns that prevent the project from being fully evaluated and under no circumstances should it be approved with contingencies, the potential impacts are too high. I respectfully request that the process be slowed to allow all stakeholders to engage in full due diligence in evaluating the impact of this development on Saddlerock Homes and surrounding neighborhoods, as well as on the City and its traffic corridors, especially in relation to housing and what if any benefit the project may provide. But ultimately I hope you will oppose this project.

Thank you for your time and service.

Gina Ortiz
gvortiz@sbcglobal.net
Physical Address:
110 Valley View Dr.
Sedona, AZ 86336

Mailing Address: 515
Stillmeadow Dr.
Richardson, TX 75081

The Village at Saddlerock Crossing

rizz@npgcable.com <rizz@npgcable.com>

Tue 2/6/2024 10:13 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>

We have owned our home in the Saddlerock Community since 1994 and have lived here since 1999. We are strongly opposed to many aspects of this development. We have been to many of the meetings in the past but have not been able to attend the most recent meetings held in 2023. In the past we appreciated how the owners of this property were interested in our feedback and concerns. They wanted to be a part of the Saddlerock Community and the City; they were very inclusive. However, we now feel there is a different attitude in this new version of the original plan. We have reviewed the documents you have on the City website and listed here are some of our concerns:

1) Traffic design in/out of Saddlerock Circle. Only right turns when exiting onto 89A?

2) Possible backup of traffic into the Saddlerock development from the Village at Saddlerock Crossing. Possible detouring into Sadderock Community to drive to Airport Road. No connector road to Elk Road (only saw it on one plan)?

3) Substantial water usage and not enough sewer capacity. Water pressure issues and water waste (fountains, spas, pools, landscaping). Impact of foul odors should a sewer vent easement be placed at the end of Sadderock Circle for off gassing!!!!

What about Paul Matthews, former Oak Creek Water Board member and manager asserting the development would use three times the amount of water Oak Creek Water Company was providing at the time and that was before the housing component was added.

4) Dark sky impact. Between street lamps, roof top restuarants & bars and rooftop fireplaces there will be an excess of light emitted on a nightly basis.

5) Noise pollution. Restuarants and bars on rooftops playing music, people partying. Music events in the past, outside have had to be shut down due to noise issues at 10 pm. Noise from rooftop mechanicals such as AC, elevator equipment, etc., not to mention the eyesore. Are they exempt from height requirements?

6) Are building height requirements being waived to include a third story due to the rooftop designs?

7) The sidewalk intended to go to Valley View should stop at the Village at Saddlerock Crossing, not go further into the Saddlerock Community.

8) Not enough consideration has been given to the parking situation. Multifamily dwellings have multiple cars. Is there enough parking for residents, guests and locals? When fairs currently are held in the parking lot at the Stagecoach Restaurant this planned development has been their parking lot - where will they park in the future? Have you considered parking for those events? People coming to those events would end up parking on the streets within our Community.

9) Negatively changing our neighborhood and the views we enjoy, as well as the small-town feel that was part of the Community Plan. This is changing our property values in the negative.

We understand this project has been in the works for a long time and because of that is going to aim for the most "bang for the buck" by perhaps trying to incorporate too much into this project. The Saddlerock Community is our home not a business so we hope the owners as well as the P&Z Commision understand our issues with this project. We are not trying to be adversarial but are truly concerned with the effect a development like this will have on our Community and home. We feel this development as planned will dramatically bring negative safety, lifestyle impacts and possibly increased crime into our neighborhood. We sincerely urge you to consider all the issues we have listed above. It is our understanding even the city is objecting to the zoning change. Again, please take our concerns into consideration. Thank you.

Carol and John Rizzi

85 Saddlerock Lane

Sedona,AZ 86336

rizz@npgcable.com

Kyle Sandidge

From: donotreply@sedonaaz.gov
Sent: Tuesday, February 6, 2024 10:18 AM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	02/06/2024 10:18 a.m.
Response #:	491
Submitter ID:	6398
IP address:	47.215.233.76
Time to complete:	1 min. , 52 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing

2. What are your comments, concerns, ideas, and suggestions about this project?

We have owned our home in the Saddlerock Community since 1994 and have lived here since 1999. We are strongly opposed to many aspects of this development. We have been to many of the meetings in the past but have not been able to attend the most recent meetings held in 2023. In the past we appreciated how the owners of this property were interested in our feedback and concerns. They wanted to be a part of the Saddlerock Community and the City; they were very inclusive. However, we now feel there is a different attitude in this new version of the original plan. We have reviewed the documents you have on the City website and listed here are some of our concerns:

1) Traffic design in/out of Saddlerock Circle. Only right turns when exiting onto 89A?
2) Possible backup of traffic into the Saddlerock development from the Village at Saddlerock Crossing. Possible detouring into Sadderock Community to drive to Airport Road. No connector road to Elk Road (only saw it on one plan)?
3) Substantial water usage and not enough sewer capacity. Water pressure issues and water waste (fountains, spas, pools, landscaping). Impact of foul odors should a sewer vent easement be placed at the end of Sadderock Circle for off gassing!!!! What about Paul Matthews, former Oak Creek Water Board member and manager asserting the development would use three times the amount of water Oak Creek Water Company was providing at the time and that was before the housing component was added.
4) Dark sky impact. Between street lamps, roof top restuarants & bars and rooftop fireplaces there will be an excess of light emitted on a nightly basis.
5) Noise pollution. Restuarants and bars on rooftops playing music, people partying. Music events in the past, outside have had to be shut down due to noise issues at 10 pm. Noise from rooftop mechanicals such as AC, elevator equipment, etc., not to mention the eyesore. Are they exempt from height requirements?

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Carol and John Rizzi
85 Saddlerock Lane
Sedona,AZ 86336
rizz@npgcable.com

3. Your contact information

Name:	Carol Rizzi
Mailing Address:	85 Saddlerock Lane
E-mail:	rizz@npgcable.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) Yes

Thank you,
City of Sedona

This is an automated message generated by Granicus. Please do not reply directly to this email.

Elaine Rankin
205 Saddlerock Circle Lot 45
Sedona, AZ 86336
rankinator14@gmail.com

February 5, 2024

RE: The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV)

Dear Planning & Zoning Commissioners:

I have owned and lived at my property at 205 Saddlerock Circle since 1994. I chose to raise my family here, to own a small business here, and to work for the Sedona Oak Creek Unified School District for 26 years. During that time, I have seen and experienced many changes in Sedona, but this is the first time in 30 years I am experiencing profound concerns about a proposed project that will have a life-altering impact on the quality of my life and that of my fellow West Sedona residents, expecially those in the Saddlerock subdivision.

As a long-time property owner in the Saddlerock neighborhood adjoining the proposed development of The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV), I strongly urge you to vote no on the zoning change application for several substantive reasons that warrant grave concerns. The project was not designed within the context of our neighborhood and will cause substantially negative and high impacts to its character, quality of life, quiet enjoyment, dark skies, wildlife, privacy and safety - including excessive noise levels and light pollution, increased traffic, obscured views, reduced property values, overuse of utilities and infrastructure and even environmental concerns - without any benefit and an overall detrimental impact. I do not believe the applicant has proven the project will provide community benefit either, and even more worrisome it has not proven it will not have a net negative impact. Lodging is no longer an appropriate use given existing lodging and traffic saturation and the substantial impact of bringing new traffic to the area, aging infrastructure, utilities and neighbors. The benefits of the multifamily housing included do not seem to outweigh the negative impacts to surrounding neighborhoods, traffic and the greater Sedona community. Indeed the applicant has failed to provide sufficient information for the city to determine whether the housing will be a net positive or negative to the city. Housing is the most important and attractive feature of the project, yet the applicant has failed to meet with the City's Housing Manager or clarify remaining discrepancies and unknowns. (It would be appreciated if the applicant would prioritize workforce housing for first responders, healthcare workers, teachers and city employees). It is disconcerting this very experienced and sophisticated applicant has continually failed, over 8 years, to: bring the project into compliance with the City's ordinance and LDC requirements (as promised at the last meeting); satisfy requirements and zone change findings for approval; or resolve inconsistencies and contradictions with the City Plan, Soldiers Pass CFA Plan, Transportation Master Plan and others as detailed in the Community Development Department's Staff Reports for this and past meetings.

1. Citizen Outreach Process and Minimizing Impacts to Adjoining Property Owners Have Been Inadequate. It is reasonable and warranted to require more Citizen Outreach considering the high impacts to our adjoining neighborhood and the protracted period of time (years) that has elapsed since the last in-person meeting (or neighbor notifications) and the substantive changes in both the project itself and property ownership in our neighborhood. Almost 50% of the lots in our neighborhood have changed ownership since mid-2017; and almost 30% since 2021. I suspect many letters of support might be from owners who are since deceased or moved. The applicant allowed such excessive time between reviews that a significant number of neighbors either thought the project had been canceled or sold their property. With each major project iteration and extensive delay the applicant has been allowed to continue the review process where it left off with outreach related to prior plans as if it were the same project and little time had passed. The applicant mentioned Ongoing Outreach, but I have not been contacted. Also, the developer has not made any modifications in response to community feedback that I can tell, especially regarding building height, noise and lighting impacts, which remain unacceptable and totally out of character with our very quiet and very dark neighborhood, and this does not bode well for a good faith partnership.

2. The Application Does Not Appear To Have Met The Required Findings For A Rezoning. The city seldom recommends denial of zoning changes and does not do so lightly so the recommendation must be given due measure. The applicant has not demonstrated it will be a good city partner nor that it is worthy of the trust it is requesting of the City, starting when it broke its promise to the City and Sedona Historical Society to preserve the historical building on the property. They tore it down, then broke a subsequent commitment to preserve and use materials from the building that remained. The applicant has had eight years to comply and get the project done. It was given one last opportunity when the project was continued in November, rather than denied as the city recommended, yet has still apparently failed to adequately address and prove full compliance with the Land Development Code and other regulations as promised, or the goals and policies of important city plans. Discrepancies remain with proposed housing/restrictions, setbacks, lot coverage, density (110 vs 50 permitted lodging units in M3 zoning, less for lodging zoning), off-street parking (where will weekend Red Rose art fair vendors and patrons park?), site and building designs with inadequate massing and building articulation requirements, signage, community spaces, employee numbers, lighting plans and, most importantly, traffic flow improvements and height requirements and exception details even though the applicant has been repeatedly advised about the need for strict compliance.

3. Height Concerns and Noise/Lighting Impacts Must Be Further Defined and Mitigated. The building designs still all seem too tall, especially in use, with the pitched roofs of treehouse suites up to 32.3 feet and other buildings, taller elements and highest points located closest to neighbors rather than more internal to the site, which will likely block the coveted views we paid for. I foresee structural concrete, concrete backfill and other requirements for underground foundation and structures after extensive excavation

raising the ground level and final elevation. Parapets, mechanical equipment, chimneys and rooftop trees in tall 5-6 foot planters are all exempt from height restrictions, but will in effect exceed heights and further destroy views. Hopefully second-story pitched roofs and solar panels will be installed in a way that prevents glare.

MOST DISTRESSING Are Plans For Extensive Rooftop Use of Lobby and Two-Story Buildings Already Maximized For Height, which will have the effect of a third-story (fourth-story if counting the underground level) and intrusion into the view shed. Importantly, these substantial rooftop and outdoor uses will cause very high impacts of noise and light pollution late into the night and other nuisances in our very quiet, very dark neighborhood, evidenced by current impacts of noise and light from Posse Grounds, Sky Ranch Lodge and Airport events that are much farther away. The applicant said it, “This is unlike anything in West Sedona,” and it is totally unacceptable, out of character and unnecessary. The proposed rooftop and excessive outdoor uses would be a nightmare for our neighborhood. They seem to include:

~1) 1,800sf Rooftop terrace with bar (open until 2am?), pool and spa;
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~10) Lighting specifies LED, hopefully amber spectrum and no blue spectrum LED.

Note there are no “adjoining neighborhood” special use privileges. In fact, we are subject to the restaurant’s and bar’s strict 0-50% reservation-only public use restrictions justified by parking constraints even though it is a very short walk from the neighborhood. Indeed, the public could be totally excluded from use when demand from guests, for whom reservations are not required, warrants it. All other facilities are always closed to the public, except two so-called “community gathering areas” in the form of a bus stop and 10-foot Sundial-art sitting/waiting area. It seems the bus stop would be better placed on the north side of 89A to minimize pedestrians crossing the highway to the Whole Foods retail plaza which will add to increased traffic delays.

4. Undoubtedly Increased Traffic and Bottlenecks Will Result on 89A and other roads when the project and Soldiers Pass signal are in full operation, considering the increased signal usage and new traffic that additional lodging will bring to the area (as opposed to drawing traffic that is already here). The project, connector road and multimodal pathways will foreseeably bring a great deal of vehicular and pedestrian traffic into our quiet neighborhood, causing safety concerns and significantly increased

traffic, backups and difficulties accessing and exiting our neighborhood that don't currently exist. This won't add substantial improvements to Sedona's traffic circulation network. With or without the 'porkchop' median, the project will undoubtedly worsen the City's existing horrific traffic problems. A broader and updated traffic analysis and modeling might be helpful. Has the width of Saddlerock Circle for the proposed use been addressed to ensure adequacy for proposed increased vehicle, bus and delivery truck uses? What about adding a signal at Valley View and Airport Road for when the resulting increased traffic backups make ingress and egress from our neighborhood difficult and even dangerous?

5. I have further concerns about compliance with utility, service and improvement standards. Have all utility evaluations and reports been brought current? The requested sewer vent easement on Saddlerock Circle for off gassing and Public Works' request to reduce the number of sewer connections to address flow and odor issues identified in the area are alarming considering our neighborhood is not on City sewer and the neighborhood stormwater runoff drains to that area with a proposed underground detention basin and storm drain system to be added there. Would a sewer vent on Saddlerock Circle interfere with the drainage strategy or potentially bring foul odor problems into our neighborhood that apparently plague other areas of the city? Also reports noted, "Drainage integrity is reliant upon proper maintenance activity… with frequent clearing of debris and sediment from storm drain inlets and detention areas…" etc. Who will perform this maintenance? Will there be adequate water supply and infrastructure? Shouldn't the developer be required to dig a new well considering a former water company general manager years ago, before housing was added, stated the planned development was expected to use 3X the amount of water as the entire district was then using?

6. The Geotechnical Report specified the project requires "asphalt paved parking and drive areas," but we hope the applicant will consider using "cool pavement" technology.

I respectfully urge the commission to vote against this application. If not please postpone all decisions until the applicant and public can be more fully engaged in a citizen outreach process, and the applicant can bring the project into full and transparent compliance. As it stands there are still too many unknowns that prevent the project from being fully evaluated and under no circumstances should it be approved with contingencies, the potential impacts are too high. I respectfully request that the process be slowed to allow all stakeholders to engage in full due diligence in evaluating the impact of this development on Saddlerock Homes and surrounding neighborhoods, as well as on the City and its traffic corridors, especially in relation to housing and what if any benefit the project may provide. But ultimately I hope you will oppose this project, and consider its broad and life-altering ramifications.
Thank you for your time and service.

Respectfully submitted,

Elaine Rankin

The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV)

Aubrey <aubrey_bonnett@yahoo.com>

Tue 2/6/2024 10:23 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>

> Dear Planning & Zoning Commissioners:
>
> RE: The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV)
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> Thank you for your time and service.

Aubrey Bonnett
65 Saddlerock lane

SADDLEROCK CROSSING

Jakob Carter <jakobcarter4@yahoo.com>

Tue 2/6/2024 10:28 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>

Dear Planning & Zoning Commissioners:

RE: The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV)

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3. Height Concerns and Noise/Lighting Impacts Must Be Further Defined and Mitigated. The building designs still all seem too tall, especially in use, with the pitched roofs of treehouse suites up to 32.3 feet and other buildings, taller

elements and highest points located closest to neighbors rather than more internal to the site, which will likely block the coveted views we paid for. I foresee structural concrete, concrete backfill and other requirements for underground foundation and structures after extensive excavation raising the ground level and final elevation. Parapets, mechanical equipment, chimneys and rooftop trees in tall 5-6 foot planters are all exempt from height restrictions, but will in effect exceed heights and further destroy views. Hopefully second-story pitched roofs and solar panels will be installed in a way that prevents glare.

MOST DISTRESSING Are Plans For Extensive Rooftop Use of Lobby and Two-Story Buildings Already Maximized For Height, which will have the effect of a third-story (fourth-story if counting the underground level) and intrusion into the view shed. Importantly, these substantial rooftop and outdoor uses will cause very high impacts of noise and light pollution late into the night and other nuisances in our very quiet, very dark neighborhood, evidenced by current impacts of noise and light from Posse Grounds, Sky Ranch Lodge and Airport events that are much farther away. The applicant said it, “This is unlike anything in West Sedona,” and it is totally unacceptable, out of character and unnecessary. The proposed rooftop and excessive outdoor uses would be a nightmare for our neighborhood. They seem to include:

~1) 1,800sf Rooftop terrace with bar (open until 2am?), pool and spa;
~2) Multiple gathering areas, rooftop fireplaces and chimneys further obscuring views with light and smoke; committing to all electric or natural gas fireplaces would be preferable.
~3) Rooftop Garden and multiple large 5-6 foot rooftop planters with trees
~4) Rooftop viewing decks and possibly second story too;
~5) Rooftop mechanical, AC and elevator equipment that are exempt from height requirements;
~6) Second story restaurant with outdoor dining areas;
~7) Multiple private suites with outdoor spas;
~8) Outdoor decks and balconies and windows that appear to open;
~9) Multiple pools and spas; and more!
~10) Lighting specifies LED, hopefully amber spectrum and no blue spectrum LED.

Note there are no “adjoining neighborhood” special use privileges. In fact, we are subject to the restaurant’s and bar’s strict 0-50% reservation-only public use restrictions justified by parking constraints even though it is a very short walk from the neighborhood. Indeed, the public could be totally excluded from use when demand from guests, for whom reservations are not required, warrants it. All other facilities are always closed to the public, except two so-called “community gathering areas” in the form of a bus stop and 10-foot Sundial-art sitting/waiting area. It seems the bus stop would be better placed on the north side of 89A to minimize pedestrians crossing the highway to the Whole Foods retail plaza which will add to increased traffic delays.

4. Undoubtedly Increased Traffic and Bottlenecks Will Result on 89A and other roads when the project and Soldiers Pass signal are in full operation, considering the increased signal usage and new traffic that additional lodging will bring to the area (as opposed to drawing traffic that is already here). The project, connector road and multimodal pathways will foreseeably bring a great deal of vehicular and pedestrian traffic into our quiet neighborhood, causing safety concerns and significantly increased traffic, backups and difficulties accessing and exiting our neighborhood that don’t currently exist. This won’t add substantial improvements to Sedona’s traffic circulation network. With or without the ‘porkchop’ median, the project will undoubtedly worsen the City’s existing horrific traffic problems. A broader and updated traffic analysis and modeling might be helpful. Has the width of Saddlerock Circle for the proposed use been addressed to ensure adequacy for proposed increased vehicle, bus and delivery truck uses? What about adding a signal at Valley View and Airport Road for when the resulting increased traffic backups make ingress and egress from our neighborhood difficult and even dangerous?

5. I have further concerns about compliance with utility, service and improvement standards. Have all utility evaluations and reports been brought current? The requested sewer vent easement on Saddlerock Circle for off gassing and Public Works’ request to reduce the number of sewer connections to address flow and odor issues identified in the area are alarming considering our neighborhood is not on City sewer and the neighborhood stormwater runoff drains to that area with a proposed underground detention basin and storm drain system to be added there. Would a sewer vent on Saddlerock Circle interfere with the drainage strategy or potentially bring foul odor problems into our neighborhood that apparently plague other areas of the city? Also reports noted, “Drainage integrity is reliant upon proper maintenance activity… with frequent clearing of debris and sediment from storm drain inlets and detention areas…” etc. Who will perform this maintenance? Will there be adequate water supply and infrastructure? Shouldn't the developer be required to dig a new well considering a former water company general manager years ago, before housing was added, stated the planned development was expected to use 3X the amount of water as the entire district was then using?

6. The Geotechnical Report specified the project requires “asphalt paved parking and drive areas,” but we hope the applicant will consider using “cool pavement” technology.

I respectfully urge the commission to vote against this application. If not please postpone all decisions until the applicant and public can be more fully engaged in a citizen outreach process, and the applicant can bring the project into full and transparent compliance. As it stands there are still too many unknowns that prevent the project from being fully evaluated and under no circumstances should it be approved with contingencies, the potential impacts are too high. I respectfully request that the process be slowed to allow all stakeholders to engage in full due diligence in evaluating the impact of this development on Saddlerock Homes and surrounding neighborhoods, as well as on the City and its traffic corridors, especially in relation to housing and what if any benefit the project may provide. But ultimately I hope you will oppose this project.

Thank you for your time and service.

Jakob T. Carter
10 June bug circle
jakobcarter4@yahoo.com

The Village at Saddlerock Crossing (Oxford Hotel)

Paul Slevin <ipaul@npgcable.com>
Tue 2/6/2024 10:35 AM
To:Cari Meyer <CMeyer@sedonaaz.gov>

We built our home in the Saddlerock Community and have lived here since 1998. We are strongly opposed to many aspects of this development. We have been to many of the meetings in the past but have not been able to attend the most recent meetings held in 2023. In the past we appreciated how the owners of this property were interested in our feedback and concerns. They wanted to be a part of the Saddlerock Community and the City; they were very inclusive. However, we now feel there is a different attitude in this new version of the original plan. We have reviewed the documents you have on the City website and listed here are some of our concerns:

1) Traffic design in/out of Saddlerock Circle. Only right turns when exiting onto 89A? The projects connector road will bring a substantial increase in vehicles and pedestrians into our quiet neighborhood particularly from Airport Road in both directions through our subdivision.

2). Substantial water usage and not enough sewer capacity. Water pressure issues and water waste (fountains, spas, pools, landscaping). Impact of foul odors should a sewer vent easement be placed at the end of Sadderock Circle for off gassing!!!!

3). Dark sky impact. Between street lamps, roof top restuarants & bars and rooftop fireplaces there will be an excess of light emitted on a nightly basis.

4). Noise pollution. Restuarants and bars on rooftops playing music, people partying. Music events in the past outside have had to be shut down due to noise issues at 10 pm. Noise from rooftop mechanical - AC, elevator equipment, etc., not to mention the eyesore. Are they exempt from height requirements?

5) Are building height requirements being waived to include a third story due to the rooftop designs?

6). The sidewalk intended to go to Valley View should not be permitted. Why include this ? stop at the Village at Saddlerock Crossing, do not go further into the Saddlerock Community. No resident wants sidewalks !

7). Not enough consideration has been given to the parking situation. Multifamily dwellings have multiple cars. Is there enough parking for residents, guests and locals? When fairs are held in the parking lot at the Stagecoach Restaurant this planned development has been their parking lot - where will they park in the future? Have you considered parking for those events? People coming to those events would end up parking on the streets within our Community.

8). Negatively changing our neighborhood and the views we enjoy, as well as the small-town feel that was part of the Community Plan. This will change our property

values negatively.

We feel this development as planned will dramatically bring negative safety, lifestyle impacts and increased crime in our neighborhood. We urge you to consider all the issues we have listed above. Even the city is objecting to the zoning change.

Paul Slevin - 70 Saddlerock Ln

Juju Shin
940 E Saddlehorn Road
Sedona, AZ 86351
juju@harperpiercedesign.com
949-395-0024

January 26, 2024

Planning & Zoning Commission and City Council
City of Sedona
Planning Department
102 Roadrunner Drive
Sedona AZ, 86336

Re: My support for the Village at Saddlerock Crossing Project

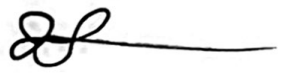
Dear Members of the Planning and Zoning Commission of Sedona, and Sedona City Council,

I am writing as a local homeowner and businesswoman in the Sedona Community in support of the Village at Saddlerock Crossing Project. I believe that this development is the type of responsible, community-focused project that we need in Sedona for several reasons:

1. It is green. In reviewing the plans, I see that they have taken great care for the environment into account when planning the development, whether it is the solar power, the EV charging stations, the cold water laundry, or simply the fact that they're going to build to LEED standards.
2. It will have a positive effect on traffic compared to what it is currently zoned for. The current zoning would allow a developer to build, by right, a much more traffic-intense development. The developers of this project have chosen something with a much smaller impact. Additionally, their complimentary bike rental program and their complimentary shuttle will remove more cars from the road.
3. Most importantly, it will provide much needed affordable housing. Too many of our workers, teachers, and families have been priced out of Sedona, which has had a massive negative impact on our community. The 28 affordable housing units and the 12 market price units will help fill this need, and help us rebuild the community that was lost.

Thank you for taking the time to read my letter of support, and to carefully weigh and consider the pros and cons of this project. I, for one, believe that the former massively outweighs the latter.

Respectfully submitted,



Juju Shin, Resident

Business Owner

Dear Committee,

As a long-time Sedona resident, I'm urging the Planning and Zoning Commission to give their approval to the Village at Saddlerock Crossing. The proposed design is a great fit for our community, and I'm confident it will bring significant benefits to all of us.

Regards,

Bryan Pandya

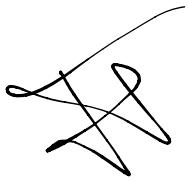
50 Sombart Lane Sedona AZ 86339

To Whom It May Concern,

As a longtime resident of Sedona, I've seen a lot of developments over the years and none of them have seemed to be as community conscious as this one. Considering all the other short-term options for lodging throughout Sedona, this one brings the perfect combination of style and sensibility. It takes practical concerns into account like traffic, community integration, and functionality. This is the kind of lodging development that would benefit visitors and residents alike and contribute positively to both of our experiences in Sedona.

Thanks,

JAKE Henry



50 Sombart Lane Sedona AZ 86339

To the Planning and Zoning Committee and Sedona City Council,

As part of Sedona's workforce, I support the Oxford Hotel for Village at Saddlerock Crossing in West Sedona. They are including over two times the amount of housing that is required of them and working hard to take local perspectives into account. The rooftop bar will be a great gathering place for visitors and locals alike. It will be a great addition to the city!

Please vote in favor of this project. This will take Sedona's development in the right direction.

Respectfully,

DAVID BANDALA SANTIAGO

Cottonwood, AZ 86326

To Whom It May Concern,

Just wanted to drop you a quick note expressing my support for the Saddlerock hotel project. As someone who's been in Sedona for a while now, I believe this project will do wonders for West Sedona.

The proposed design is exactly what we need to centralize tourism in the area. And I'm all for anything that manages the folks visiting our beautiful town.

I'm particularly excited about the park and walk model in the Village at Saddlerock crossing. The free bike rentals and shuttle services? Genius. They'll really encourage visitors to explore and support our local businesses without clogging up the streets.
Can't wait to see this project get the green light. Here's to a brighter, more collaborative Sedona!

Thank you for your consideration,

Jordyn Bayens

4995 E Somerest Dr
Cornville, AZ 86336

Dear Planning and Zoning Commission,

I'm fully behind the proposed development project outlined in the provided document. It's a perfect fit for Sedona, with its impressive design and focus on mixed-use spaces that will benefit both residents and visitors. The inclusion of affordable housing options is essential for our community's inclusivity, and the project's commitment to sustainability aligns with our values. I urge you to approve this project, as it presents a significant opportunity for Sedona to thrive while preserving its unique charm.

Sincerely,

Joel Hernandez

To: Planning and Zoning

Re: The Village at Saddlerock Crossing

I am writing to express my enthusiastic support for the proposed development project – The Village at Saddlerock Crossing. As a long-time resident of Sedona, I believe that this project has the potential to bring significant benefits to our community.

The proposed design and concept align perfectly with the unique character of Sedona, and I am particularly excited about the addition of mixed-use spaces that will enrich our local amenities. Furthermore, the incorporation of affordable housing options is commendable and will address the pressing need for workforce housing in our area.

The project's emphasis on sustainable development practices, including water conservation and green building standards, reflects a commitment to preserving the natural beauty of our surroundings—a value that is deeply cherished by Sedona residents.

I am confident that this project will contribute positively to our community's economic growth, while also enhancing our quality of life. I urge the Planning and Zoning Commission to approve this development, and I look forward to witnessing its successful implementation in the near future.

Thank you for your consideration.

Sincerely,

Martin Padilla

1227 E Graham St, Cottonwood AZ 86326

Hello, I'm writing this letter in full support of the Village at Saddlerock Crossing project. It's going to be a great asset to our community, and I am looking forward to seeing it all come together. This lot is the perfect location for a project like this, and the design plans will fit right in with our surroundings.

Best,

Jose Ricardo Ortiz

The Village at Saddlerock Crossing (Oxford Hotel)
To the City of Sedona Planning Department:

Planning and Zoning Committee,

The project materials for the Village at Saddlerock Crossing tell a story of shared community spaces, opportunities for collaboration, pedestrian connectivity across properties, and one-of-a-kind amenities. The architectural plans are innovative and well thought out. It is clear from the application that this project is taking into everything in careful consideration throughout the planning process.

I support this development and all the positive impacts I believe it will have on the neighborhood.

Thank you,

Roland Moody

I support the Village at Saddlerock Crossing. I'm particularly excited about the concept of having workforce housing on premise. This will help declutter the roads and mitigate traffic more than anything that would go in a commercial retail center. Free bike rentals and shuttle services will encourage people to stick around the area or use the hotel's transit, which is exactly what we need. The added roads will also improve mobility to the neighborhood and surrounding businesses.

Felix Miranda

Kyle Sandidge

From: donotreply@sedonaaz.gov
Sent: Tuesday, February 6, 2024 10:50 AM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	02/06/2024 10:49 a.m.
Response #:	492
Submitter ID:	6399
IP address:	216.24.212.181
Time to complete:	26 min. , 22 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV)

2. What are your comments, concerns, ideas, and suggestions about this project?

My wife and I are retired, have lived in Sedona and owned our home for over decades in the Saddlerock neighborhood adjoining the proposed development of The Village at Saddlerock Crossing (Oxford Hotel), PZ19-0005 (ZC, DEV). It's been so long since we've heard anything about this project, my wife and I thought it had been canceled! My neighbors too. I strongly urge you to vote no on the zoning change application for several substantive reasons that warrant grave concerns.

The project is too dense and was not designed with any context or consideration of our neighborhood. It will cause substantially negative and high impacts to its character, quality of life, quiet enjoyment, dark skies, wildlife, privacy and safety - including excessive noise levels and light pollution, extreme traffic, obscured views, reduced property values, overuse of utilities and infrastructure and even environmental concerns - without any benefit and an overall detrimental impact.

I do not believe the applicant has proven the project will provide community benefit either, and it has not proven it will not have a net negative impact. Lodging is no longer an appropriate use given all the existing hotel and short-term rental and traffic saturation and the substantial impacts of bringing new traffic to the area, aging infrastructure, utilities and neighbors. The benefits of the multifamily housing included do not seem to outweigh the negative impacts to surrounding neighborhoods, traffic and the greater Sedona community. Indeed the applicant has failed to provide sufficient information for the city to determine whether the housing will be a net positive or negative to the city. Housing is most important, yet the applicant has failed to meet with the City's Housing Manager or clarify remaining discrepancies and unknowns. It is disconcerting this very experienced and sophisticated applicant has continually failed, over 8 years, to: bring the project into compliance with the City's ordinance and LDC requirements; satisfy requirements and zone change findings for approval; or

resolve inconsistencies and contradictions with the City, Soldiers Pass CFA and Transportation Master Plan and others as detailed in the CDD's Staff Reports for this meeting.

1. Citizen Outreach Process and Minimizing Impacts to Adjoining Property Owners Have Been Inadequate. It is reasonable and warranted to require more Citizen Outreach considering the high impacts to our adjoining neighborhood and the protracted period of time (years) that has elapsed since the last in-person meeting (or neighbor notifications) and the substantive changes in both the project itself and property ownership in our neighborhood. With each major project iteration and extensive delay the applicant has been allowed to continue the review process where it left off with outreach related to prior plans as if it were the same project and little time had passed. I have not received Ongoing Outreach.. Also, the developer has not made any modifications in response to community feedback that I can tell, especially regarding building height, noise and lighting impacts, which remain unacceptable and totally out of character with our very quiet and very dark neighborhood.

2. The Application Does Not Appear To Have Met The Required Findings For A Rezoning. I am told the city seldom recommends project denial so today's meeting recommendation must be taken very seriously. The applicant has not demonstrated it will be a good city partner, worthy of the trust it is requesting of the City, starting when it broke its promise to preserve the historical building on the property and tore it down. Then another commitment to preserve and use materials from the building that remained went unmet. The applicant has had eight years to comply and get the project done. It was given one last opportunity when the project was continued in November, rather than denied as the city recommended, yet has still apparently failed to adequately address and prove full compliance with the LDC and other regulations as promised, or the goals and policies of important city plans. Discrepancies remain with proposed housing/restrictions, setbacks, lot coverage, density (110 vs 50 permitted lodging units in M3 zoning, less for lodging zoning), off-street parking (where will weekend Red Rose art fair vendors and patrons park?), site and building designs with inadequate massing and building articulation requirements, signage, community spaces, employee numbers, lighting plans and, most importantly, traffic flow improvements and height requirements and exception details even though the applicant has been repeatedly advised about the need for strict compliance.

3. Height Concerns and Noise/Lighting Impacts Must Be Further Defined and Mitigated. The building designs still all seem too tall, especially in use, with the pitched roofs of treehouse suites up to 32.3 feet and other buildings, taller elements and highest points located closest to neighbors rather than more internal to the site, which will likely block the coveted views we paid for. Parapets, mechanical equipment, chimneys and rooftop trees in tall 5-6 foot planters are all exempt from height restrictions, but will in effect exceed heights and further destroy views. Hopefully second-story pitched roofs and solar panels will be installed in a way that prevents glare.

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Note there are no “adjoining neighborhood” special use privileges. In fact, we are subject to the restaurant’s and bar’s strict 0-50% reservation-only public use restrictions justified by parking constraints even though it is a very short walk from the neighborhood. Indeed, the public could be totally excluded from use when demand from guests, for whom reservations are

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4. Undoubtedly Increased Traffic and Bottlenecks Will Result on 89A and other roads when the project and Soldiers Pass signal are in full operation, considering the increased signal usage and new traffic that additional lodging will bring to the area (as opposed to drawing traffic that is already here). The project, connector road and multimodal pathways will foreseeably bring a great deal of vehicular and pedestrian traffic into our quiet neighborhood, causing safety concerns and significantly increased traffic, backups and difficulties accessing and exiting our neighborhood that don’t currently exist. I worry we won't be safe to walk in our neighborhood and won't be able leave by car without waiting in long lines. All these changes will not add any substantial improvements to Sedona’s traffic circulation network. With or without the Saddlerock Circle median, the project will undoubtedly worsen the City’s existing extreme traffic problems. A broader and updated traffic analysis with realistic modeling is necessary. Has the width of Saddlerock Circle for the proposed use been addressed to ensure adequacy for proposed increased vehicle, bus and delivery truck uses? What about adding a signal at Valley View and Airport Road for when the resulting increased traffic backups make ingress and egress from our neighborhood difficult and even dangerous?

5. Utility, service and improvement standards: Have all utility evaluations and reports been brought current? The requested sewer vent easement on Saddlerock Circle for off gassing and Public Works’ request to reduce the number of sewer connections to address flow and odor issues identified in the area are alarming considering our neighborhood is not on City sewer and the neighborhood stormwater runoff drains to that area with a proposed underground detention basin and storm drain system to be added there. Would a sewer vent on Saddlerock Circle interfere with the drainage strategy or potentially bring foul odor problems into our neighborhood that apparently plague other areas of the city? Also reports noted, “Drainage integrity is reliant upon proper maintenance activity… with frequent clearing of debris and sediment from storm drain inlets and detention areas…” etc. Who will perform this maintenance? Will there be adequate water supply and infrastructure? Shouldn't the developer be required to dig a new well considering a former water company general manager years ago, before housing was added, stated the planned development was expected to use 3X the amount of water as the entire district was then using?

6. The Geotechnical Report specified the project requires “asphalt paved parking and drive areas,” but we hope the applicant will consider using “cool pavement” technology.

I respectfully urge the commission to vote against this application. If not please postpone all decisions until the applicant and public can be more fully engaged in a citizen outreach process, and the applicant can bring the project into full and transparent compliance. As it stands there are still too many unknowns that prevent the project from being fully evaluated and under no circumstances should it be approved with contingencies, the potential impacts are too high. I respectfully request that the process be slowed to allow ALL stakeholders to engage in full due diligence in evaluating the impact of this development on Saddlerock Homes and surrounding neighborhoods, as well as on the City and its traffic corridors, especially in relation to housing and what if any benefit the project may provide. But ultimately I hope you will oppose this project.

Thank you for your time and service.

3. Your contact information

Name:	Casimir Gruszka
Mailing Address:	30 Sunset Circle Sedona AZ 86336
E-mail:	kcg153@yahoo.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) Yes

Thank you,
City of Sedona

Planning and zoning Case number PZ19-00005(ZC,DEV)

H <hla86351@gmail.com>

Tue 2/6/2024 10:59 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>

The purpose of this email is to express a strong objection to rezoning and the proposed development in the above-mentioned project.

My name is Hooman Laali and I reside in the Saddlerock Subdivision. The proposed rezoning and proposed development will impact the current community in significant ways. The proposal will::

- negatively impact traffic problems already an issue in this location and SR 89A
- negatively impact current low crime issues. It will bring higher crime to our neighborhood
- negatively impact peace and serenity enjoyed now by the residents
- negatively impact our property values which we have worked so hard to attain

This proposal makes no sense when assessed against the most basic city development practices. The concentric model practice dictates that new developments occur in concentric zones progressively away from the city center. Multifamily housing is lauded but needs to move out to the outskirts of the city.

Please ensure my objection is heard and considered in the hearing today.

regards,
Hooman Laali

The Village at Saddlerock Crossing (Oxford Hotel)

Paul Slevin <ipaul@npgcable.com>
Tue 2/6/2024 11:10 AM
To:Cari Meyer <CMeyer@sedonaaz.gov>

We built our home in the Saddlerock Community and have lived here since 1998. We are strongly opposed to many aspects of this development. We have been to many of the meetings in the past but have not been able to attend the most recent meetings held in 2023. In the past we appreciated how the owners of this property were interested in our feedback and concerns. They wanted to be a part of the Saddlerock Community and the City; they were very inclusive. However, we now feel there is a different attitude in this new version of the original plan. We have reviewed the documents you have on the City website and listed here are some of our concerns:

1) Traffic design in/out of Saddlerock Circle. Only right turns when exiting onto 89A? The projects connector road will bring a substantial increase in vehicles and pedestrians into our quiet neighborhood particularly from Airport Road in both directions through our subdivision.

2). Substantial water usage and not enough sewer capacity. Water pressure issues and water waste (fountains, spas, pools, landscaping). Impact of foul odors should a sewer vent easement be placed at the end of Sadderock Circle for off gassing!!!!

3). Dark sky impact. Between street lamps, roof top restuarants & bars and rooftop fireplaces there will be an excess of light emitted on a nightly basis.

4). Noise pollution. Restuarants and bars on rooftops playing music, people partying. Music events in the past outside have had to be shut down due to noise issues at 10 pm. Noise from rooftop mechanical - AC, elevator equipment, etc., not to mention the eyesore. Are they exempt from height requirements?

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6). The sidewalk intended to go to Valley View should not be permitted. Why include this ? stop at the Village at Saddlerock Crossing, do not go further into the Saddlerock Community. No resident wants sidewalks !

7). Not enough consideration has been given to the parking situation. Multifamily dwellings have multiple cars. Is there enough parking for

residents, guests and locals? When fairs are held in the parking lot at the Stagecoach Restaurant this planned development has been their parking lot - where will they park in the future? Have you considered parking for those events? People coming to those events would end up parking on the streets within our Community.

8). Negatively changing our neighborhood and the views we enjoy, as well as the small-town feel that was part of the Community Plan. This will change our property values negatively.

We feel this development as planned will dramatically bring negative safety, lifestyle impacts and increased crime in our neighborhood. We urge you to consider all the issues we have listed above. Even the city is objecting to the zoning change.

Doreen Slevin , 70 Saddlerock Lane

Action Minutes
City of Sedona
Planning & Zoning Commission Meeting
City Council Chambers, 102 Roadrunner Drive, Sedona, AZ
Tuesday, February 6, 2024 - 4:30 p.m.

1. CALL TO ORDER, PLEDGE OF ALLEGIENCE, ROLL CALL

Chair Levin called the meeting to order at 4:30 p.m., led the Pledge of Allegiance and requested roll call.

Planning & Zoning Commission Participants: Chair Kathy Levin, Vice Chair Charlotte Hosseini, and Commissioners, Kali Gajewski (via Microsoft Teams), Will Hirst, Jo Martin, and Sarah Wiehl. Commissioners George Braam was excused.

Staff Member(s) Present: Karen Osburn, Andy Dickey, Kurt Christianson, Monique Coady, Kurt Harris, Bryce Beck, Steve Mertes, Cari Meyer, Shannon Boone, Jeanne Frieder, Donna Puckett, Hanako Ueda, and Megan Yates.

Historic Preservation Commissioners Present: Nate Meyers

City Council Members Present: Mayor Scott Jablow, Vice Mayor Ploog, Councilor Kinsella, and Councilor Dunn

2. ANNOUNCEMENTS & SUMMARY OF CURRENT EVENTS BY COMMISSIONERS & STAFF

No announcements or updates of current events.

3. APPROVAL OF THE FOLLOWING MINUTES:

a. January 16, 2024 (R)

Chair Levin asked if there were any corrections to these minutes and, hearing none, stated that they are approved.

No corrections were identified; therefore, minutes were approved as written.

4. PUBLIC FORUM: (This is the time for the public to comment on matters not listed on the agenda. The Commission may not discuss items that are not specifically identified on the agenda. Pursuant to A.R.S. § 38-431.01(H), action taken as a result of public comment will be limited to directing staff to study the matter, responding to criticism, or scheduling the matter for further consideration and decision at a later date.)

Opened the public forum at 4:31 p.m. and, having no requests to speak, closed the public forum at 4:32p.m.

5. Update/discussion regarding the Community Plan Update.

Cari Meyer informed the Commission that the Community Plan is still on schedule to be brought back to the Commission at the February 20th meeting for recommendation of the amended draft to City Council.

No action was taken.

6. CONSIDERATION OF THE FOLLOWING ITEM:

a. Discussion/possible direction regarding a request for approval of a Zone Change (ZC) to amend an existing PD (Planned Development) to add the "Safe Place to Park" Program as a permitted use at 75 Cultural Park Place (northwest corner of former Cultural Park). The property is within the Western Gateway Community Focus Area, is ±6 acres, and is located northwest corner of the intersection of W State Route 89A and Cultural Park Place. APN: 408-47-009A. The requested Zone Change an amendment to the permitted uses in the existing PD (Planned Development). Case Number: PZ24-00002 (ZC). Owner/Applicant: City of Sedona (Shannon Boone).

Introduction by Chair Levin

Presentation by Cari Meyer

Presentation by Applicant's Representatives Jeanne Frieder, City of Sedona Housing Coordinator, and Housing Manager Shannon Boone.

Commission's questions of staff and applicant's representatives

Opened the public hearing at 5:43 p.m. and the following people spoke: Stephen Thompson, Sedona; George Ault, Sedona; Samantha Draper, Sedona; Sarah Watts, Sedona; Derek Pfaf, Sedona; Marc Jacobson, Sedona; Susan Price, Sedona; William Esposito, Sedona; Jesse Martin, Sedona; Mark TenBroek, Sedona; Michael Wright, Sedona; Mickey Reynolds, Sedona; Arlene Purghbaugh, Sedona; James McCabe, Sedona; Randy Shams, Sedona; Chip Norton, Verde Valley Homeless Coalition; Karen Schuhmann, Sedona; Carol Kurimsky, Sedona; Tracy Randall, Sedona and Verde Vally Cyclist Coalition; Sean Smith, Sedona; Anthony Johnson, Cornville; Heather Malloy, Sedona; Harry Danilevics, Sedona and William Noonan, Sedona. Elaine Ellis, Sedona was not present when called to speak and Suzanne DeSutter, Sedona declined the opportunity to speak. Zoe Vidgoff, Sedona was not present when called to speak but wanted to register her support.

Having no more requests to speak, closed the public hearing at 6:52 p.m.

Commission's questions of staff and applicant's representatives

MOTION: Vice Chair Hosseini moved to recommend to the Sedona City Council approval of the proposed zoning request as set forth in case number PZ24-00002 (ZC), Safe Place to Park, amending the existing PD (Planned Development) on APN 408-47-009A, adding the Safe Place to Park Program, as outlined in the application materials, as a permitted use, based on consistency and conformance with the Community Plan, compliance with all ordinance requirements of LDC Section 8.3 and 8.6, and satisfaction of the Zone Change findings and applicable Land Development Code requirements as outlined in the staff report, which staff report is hereby adopted as the findings of the Planning and Zoning Commission. Commissioner Hirst seconded the motion.

VOTE: Motion carried four (4) for and one (1) opposed. (Levin, Hosseini, Hirst, and Wiehl in favor. Martin opposed. Gajewski temporarily left the meeting at 6:39 p.m. prior to voting. Braam was excused.)

Martin opposed because it does not apply to the CFA.

Chair Levin recessed the meeting at 7:05 p.m. and reconvened the meeting at 7:25 p.m.

b. Continued public hearing/discussion/possible direction regarding a request for approval of a Zone Change (ZC) and Development Review (DEV) to allow for development of a 110-room hotel and 40-unit multifamily housing project (Village at Saddlerock Crossing) at 1259 & 1335 W State Route 89A; 82 & 86 Saddlerock Circle; and 105 Elk Road. The property is within the Soldiers Pass Community Focus Area, is ±6.3 acres, and is located south of the intersection of W State Route 89A and Soldiers Pass Road between Saddlerock Circle and Elk Road. APN: 408-26-004B, 408-26-004C, 408-26-009C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088. The requested Zone Change is from CO (Commercial) and RM-2 (Medium-High Density Multifamily) to L (Lodging). Case Number: PZ19-00005 (ZC, DEV). Owner/Applicant: The Baney Corporation (Curt Baney). Authorized Representative: Withey Morris Baugh, PLC (Jason Morris and Benjamin Tate).

Introduction by Chair Levin

Presentation by Cari Meyer

Note: Commissioner Gajewski rejoined the meeting at 7:37 p.m.

Presentation by Applicant's Representative Benjamin Tate with Withey Morris Baugh, PLC., with additional comments by Hayden Baney

Chair Levin disclosed to the Commission and audience that she is a member and officer of the Sedona Historical Society and the Sedona Heritage Museum and is aware of the discussions between the applicant and the Sedona Historical Society.

Commission's questions of staff and applicant's representatives

Opened the public hearing at 8:39 p.m. and the following people spoke: Greg Biddle, Sedona; Nate Meyers, Sedona Historical Society, Sedona; Allan Sirotkin, Sedona; Bill Meunch, Sedona; Patrick Schweiss, Sedona; Teresa Zaun, Sedona; Mark TenBroek, Sedona; Steve Kaiser, Phoenix; Jackie Cruikshank, Sedona; Bernardo Higuera, Sedona; Al Comello, Sedona AZ; Sean Smith, Sedona AZ; and PJ Malani, Sedona. Eline Rankin, Sedona. Martin Krepcho, Sedona; Noreen Slevin, Sedona; Tina Allegrezza, Sedona, were not present when called to speak. Zoe Vidgoff, Sedona was not present when called to speak but wanted to register her support. Having no more requests to speak, closed the public hearing at 9:16 p.m.

MOTION: Chair Levin moved to recommend to the Sedona City Council denial of the proposed zoning request as set forth in case number PZ19-00005 (ZC), Village at Saddlerock Crossing, based on lack of compliance with ordinance requirements, inconsistency with the Sedona Community Plan, Soldiers Pass CFA Plan, Transportation Master Plan, GO! Sedona Pathways Plan, Climate Action Plan, the Land Development

Code, and the requirements for approval, as specified in LDC Sections 8.3 and 8.6, and failure to satisfy the Zone Change findings and applicable Land Development Code requirements as outlined in the staff report and accompanying exhibits, which staff report and exhibits are hereby adopted as the findings of the Planning and Zoning Commission. Commissioner Heist seconded.

VOTE: Motion failed two (2) for and four (4) opposed. (Levin, Hirst, in favor. Martin, Hosseini, Gajewski, and Wiehl opposed. Braam was excused.)

MOTION: Vice Chair Hosseini moved to recommend to the Sedona City Council approval of case number PZ19-00005 (ZC), Village at Saddlerock Crossing, based on the following findings substantial compliance with the Community Plan and adjustable measures and subject to the conditions of approval as proposed by Staff in the supplemental memo to the Staff Report. Commissioner Martin seconded the motion.

VOTE: Motion carried four (4) for and two (2) opposed. (Hosseini, Martin, Gajewski, and Wiehl in favor. Levin and Hirst opposed. Braam was excused.)

Vice Chair Hosseini moved for approval of case number PZ19-00005 (DEV), Village at Saddlerock Crossing, based on the following findings compliance with the Sedona Community Plan, Land Development Code and Community Focus Area and subject to the conditions of approval as proposed by Staff in the supplemental memo to the Staff Report. Commissioner Martin seconded the motion.

VOTE: Motion carried four (4) for and two (2) opposed. (Hosseini, Martin, Gajewski, and Wiehl in favor. Levin and Hirst opposed. Braam was excused.)

.

7. FUTURE MEETING DATES AND AGENDA ITEMS

a. Tuesday, February 20, 2024

b. Tuesday, Mach 5, 2024

Cari Meyers informed the Commission that the February 20th meeting will include the draft Community Plan and the March 5th meeting does not have anything scheduled yet but may include some development review projects.

8. EXECUTIVE SESSION

Upon a public majority vote of the members constituting a quorum, the Planning and Zoning Commission may hold an Executive Session that is not open to the public for the following purposes:

a. To consult with legal counsel for advice on matters listed on this agenda per A.R.S. § 38-431.03(A)(3).

b. Return to open session. Discussion/possible action on executive session items.

No Executive Session was held.

9. ADJOURNMENT

Chair Levin adjourned the meeting at 9:35 p.m. without objection.

I certify that the above is a true and correct summary of the actions of the Planning & Zoning Commission in the meeting held on February 6, 2024.

_____ _____

Megan Yates, *Assistant Planner* Date

City of Sedona
Community Development Department
102 Roadrunner Drive Sedona, AZ 86336
(928) 282-1154 · www.sedonaaz.gov/cd

As recommended by Planning and Zoning Commission, February 6, 2024

PZ19-00005 (ZC)

1. Development of the subject property shall be in substantial conformance with the applicant's representations of the project, including the site plan, letter of intent, and all other supporting documents submitted, as reviewed, modified, and approved by the Planning and Zoning Commission and City Council.
2. The zoning for this property shall allow for a maximum of 110 lodging units. No further splits or subdivision of the property is permitted.
3. Prior to the issuance of grading and building permits, the applicant shall enter into a Development Agreement with the City of Sedona that covers, at a minimum, the following items:
    a. Availability of all of the multifamily units for long term rental.
    b. Availability of a minimum of 28 of the multifamily units to those working within the City limits of Sedona and making no more than 80% of the Area Median Income.
    c. Management of parking areas, including non-guest use of hotel amenities (restaurant, bar, meeting facility), and measures to be taken if parking becomes an issue for the project.
    d. Development and ongoing management of the property in compliance with the commitments made in the Letter of Intent, specifically the Sustainability/Green Building Section of the LOI.
4. The zoning for the subject property shall be considered vested when the Development Agreement is approved, executed, and recorded, all other conditions are met, and construction of the project as approved under PZ19-00005 (DEV) is complete. If the applicant does not complete construction of the approved project, the City may initiate proceedings to revoke the zoning, subject to the provisions of Sedona Land Development Code Section 8.6.A(3)g.2 and applicable State statutes.
5. Within thirty days of approval of the zone change, the property owner of record of the subject property voluntarily agrees to sign and record a waiver acknowledging their waiver of any right to claim just compensation for diminution in value under A.R.S. §12-1134 related to the granting of this Zoning Change approval.

PZ19-00005 (DEV)

1. If the City Council does not approve PZ19-00005 (ZC), this development review approval shall become null and void.
2. Development of the subject property shall be in substantial conformance with the applicant's representations of the project, including the letter of intent, site plan, building plans and elevations, landscape plan, and all other supporting documents, as reviewed, modified, and approved by the Planning & Zoning Commission. Proposed changes determined to be substantial by the Community Development Director shall require reconsideration by the Planning & Zoning Commission at a public meeting.
3. The project shall be constructed in a single phase.

a. Construction of all of the multifamily housing units shall be completed and certificates of occupancy issued before a certificate of occupancy is issued for any portion of the lodging use.

4. The exterior colors and materials shall be in compliance with the submitted color and materials board. Alternate colors proposed by the applicant may be approved by the Director if the colors are darker than the approved colors and meet all other Land Development Code requirements.

    a. Based on the application of alternate standards and the colors presented at the public hearing, all buildings shall be limited to a maximum Light Reflectance Value (LRV) of 21%

5. The plans submitted for building permits shall comply with all applicable Land Development Code requirements and incorporate the following changes from the plans reviewed by the Planning and Zoning Commission:

    a. Site plan shall be coordinated with the most up-to-date survey and all structures shall meet all required setbacks, measured from the ROW line or the roadway easement.

    b. Plans shall include a detailed breakdown of building and lot coverage, showing a maximum of 60% building coverage and 80% lot coverage, and ensuring all site elements are accounted for.

    c. Largest unrelieved building planes on Lobby Building, Treehouse Suites, West Wing, North Wing, and Multi-family North shall be limited to 400 square feet. The largest unrelieved building planes on East Wing shall be limited to 450 square feet.

        i. Windows and doors shall count towards the unrelieved building plane area unless they are recessed or project by a minimum of 1 foot.

    d. Areas applying the height exception for mechanical equipment shall be setback a minimum of 6’ from all roof edges.

    e. Loading areas shall be screened in compliance with LDC Section 5.6.D(3).

    f. Plans shall comply with massing requirements, including the following:

        i. All buildings shall have a minimum of 3 masses in both plan and elevation view. (LDC Section 5.7.F(2)) Building modifications to meet massing requirements shall not bring the building out of compliance with height requirements.

        ii. The ground-floor level of each façade facing a public street or other public area such as a plaza, park, or sidewalk shall contain a minimum of 30 percent windows or doorways. Upper floors of each façade facing a public street shall contain a minimum of 15 percent windows. (LDC Section 5.7.F(2)c.5). Areas of windows and doors behind a solid wall that is incorporated into the building design, making that portion of the window or door not visible from the public street/public area shall not count towards this calculation.

    g. Plans shall comply with lighting requirements, including the following:

        i. Lighting on the lower level of the parking structure shall be considered Class 2 lighting and limited to a maximum Correlated Color Temperature (CCT) of 2700K.

        ii. Sign lighting shall be added to the lighting plan and comply with all applicable requirements. Overall site lighting shall not exceed maximum lumen levels when sign lighting is added.

    h. A complete master sign plan shall be submitted, including the following:

        i. Detailed information for all proposed signs, to allow for review for compliance with sign types, sizes, locations, heights, etc. The master sign plan shall comply with all code requirements,

except those that may be modified by the Director. If a standard may be modified by the Director, the master sign plan shall include details for that request for review and potential approval by the Director. Any modification to a standard that requires approval by the Planning and Zoning Commission shall be applied for as an amendment to the Development Review approval and heard by the Commission at a public hearing.

i. The total number of sewer connections shall be reduced to a number acceptable to the Public Works Department.

6. All vents, down spouts, gutters, posts, etc. shall be painted to match the exterior wall or roof color or be in compliance with the color provisions of the Land Development Code.
7. All landscaping shall be maintained to ensure visibility triangle requirements are met at the driveway entrances and intersection.
8. All exterior mechanical equipment shall be screened and/or painted to the satisfaction of the Community Development Director.
9. The applicant shall obtain Right-of-Way Permits from the City of Sedona and/or the Arizona Department of Transportation for any work in the Right-of-Way.
10. Hours of work, for grading operations, shall be limited to 7 a.m. to 6 p.m., Monday through Friday and 9 a.m. to 5 p.m. on Saturday. No grading work shall occur on Sunday.
11. Prior to the issuance of grading and building permits, staff shall verify that all plans submitted for buildings permits are in substantial accordance with the plans as submitted, reviewed, and approved by the Planning and Zoning Commission and meet the following conditions, and the applicant shall provide written documentation of such compliance to staff:
    a. All plans shall comply with all applicable sections of the Land Development Code and the Development Review application as reviewed and approved by the Planning and Zoning Commission, subject to the following modifications/additional information:
    b. Provide Final Grading and Drainage Plans. The Site Plan shall meet the grading and drainage requirements of the Sedona Land Development Code and the Design Review, Engineering, and Administrative Manual. A trench drain is recommended at the bottom of slopes and driveways to prevent flooding buildings and roads.
    c. Provide Final Drainage Report.
    d. Per the geotechnical report, retaining wall or building foundations to be constructed in close proximity to retention basins (within 5.0 feet) should be embedded 1.0 feet deeper than the stated depths in the bearing capacity tables.
    e. Accessible sidewalks and parking areas will need to meet the current US Dept. of Justice ADA requirements.
    f. Accessible parking/signage shall meet the requirements of the City LDC and DREAM documents.
    g. For projects involving grading of more than 5,000 cubic yards, a haul plan, a dust control plan, a topsoil reutilization plan, a stormwater pollution prevention plan, and a traffic control plan shall be required. Each must be acceptable to and approved by the City Engineer. (Manual 3.1.H.6.i).
    h. For Projects involving grading of more than 5,000 cubic yards, an assurance bond is required per Manual Section 3.1.G.1.

i. Applicant shall provide a Storm Water Pollution Prevention Plan. SWPPP measures shall be in place prior to the start of construction (DREAM 3.1). Storm water quality measures shall also comply with City of Sedona Code requirements (City Code Chapter 13.5)

j. The plans shall delineate oil separators for all paved surfaces prior to its release into the City's storm sewer system. Manufacturer or engineer's specifications and a maintenance schedule shall be provided.

k. Construction details shall be provided for sewer construction/connection. Existing sewer laterals that are not utilized by the development shall be abandoned.

l. Provide utility construction details on plans.

m. A copy of the ADEQ Approval to Construct Water Facilities and Wastewater Facilities shall be provided prior to construction.

n. The applicant shall submit landscaping plans that comply with all applicable City codes and the approved landscaping plans.

o. The applicant shall submit outdoor lighting plans that comply with all applicable City codes and the approved lighting plan.

p. All requirements of the Sedona Fire District shall be satisfied.

q. All concrete within the City ROW shall be colored "Sedona Red" (Davis 160 color).

12. Prior to the issuance of a Certificate of Occupancy, staff shall verify that all construction is in substantial accordance with the plans as submitted, reviewed, and approved by the Planning and Zoning Commission, and meets the following conditions:

a. The property owner shall record a cross access easement and maintenance agreement with Yavapai County for the new connector road and the connection through the parking structure to Elk Road. The easement shall also include any areas where the proposed sidewalks along Saddlerock Circle, W State Route 89A, and Elk Road encroach onto private property. The easement shall be provided for vehicular, pedestrian, and bicycle access and the easement language shall be reviewed and approved by City Staff prior to recordation.

b. The property owner shall grant and record an easement for an underground odor control bio filter along Saddlerock Circle. The easement shall be reviewed and approved by City Staff prior to recordation.

c. All on-site improvements shall substantially conform to the plans on which grading and building permits were issued.

d. Wayfinding signs shall be installed in the locations described in the Letter of Intent. Information on the wayfinding signs shall be coordinated with and approved City Staff prior to installation.

e. Installation of all proposed landscaping shall be complete and in accordance with the approved landscape plan.

f. All outside lighting shall have been installed in accordance with the approved plans. All lighting sources shall be fully shielded so that the direct illumination is confined to the subject property boundaries and so no light is directed above the horizontal plane. Staff shall conduct a night inspection and if deemed necessary, additional shielding will be required.

g. The project shall meet the requirements of Sedona Land Development Code Section 5.9 (Public Art). If the applicant intends to do an on-site installation, a public artwork plan shall be submitted for review and approval by the Community Development Director prior to fabrication and installation of the proposed artwork.

h. All new utility lines shall be provided through underground installation.

i. All mechanical equipment and trash receptacles shall be completely screened from surrounding areas by use of a wall, fence, landscaping or shall be enclosed within a building. All electrical panels shall be located so as not to be visible from public rights-of-way.

j. All requirements of the Sedona Fire District shall be satisfied.

k. The applicant shall provide copies of all required testing to the Engineering Department.

l. As-built plans shall be provided to the City in digital and hard copy formats acceptable to the City Engineer.

m. An elevation Certificate from an Arizona Registered Land Surveyor is required for each building.

n. All areas of cut and fill shall be landscaped or dressed in such a manner as to reduce the potential for erosion.

o. The applicant shall provide a letter, sealed by the engineer of record, verifying that the work, as done, is in substantial accordance with the approved plans.

p. All construction shall comply with the Storm Water Regulations in Chapter 14 of the City of Sedona City Code. Storm water quantities and velocities shall not be greater than the historic values at the downstream property line.

13. Within thirty days of approval of the Development Review, the property owners of record of the subject properties shall sign and record a waiver acknowledging their waiver of any right to claim just compensation for diminution in value under A.R.S. §12-1134 related to the granting of this Development Review.

I was extremely disappointed in the Review decision to override the recommendation of their staff and approve the Saddlerock Crossing project. After years of design the Baneys could still not supply a plan that the staff approved. So instead they spent over an hour bludgeoning the board with lies, bribes and charm. They showed a screen with the $25,000 donation to the historical society numerous times. After their hour plus presentation with power point slides, I was given 3 minutes to talk. It was not possible in that time and setting give a proper response, so I am writing now.

First it was sworn by the Baney representative that there were no balconies that face the Saddlerock subdivision houses. See attached documents. The balconies on the south side of the south buildings all face directly into my back yard and those of my neighbors. This was a false statement. Approval seemed to hinge on the Baney's saying that what they were saying at the meeting would in fact be what will be built, not the plans. I hope that is true.

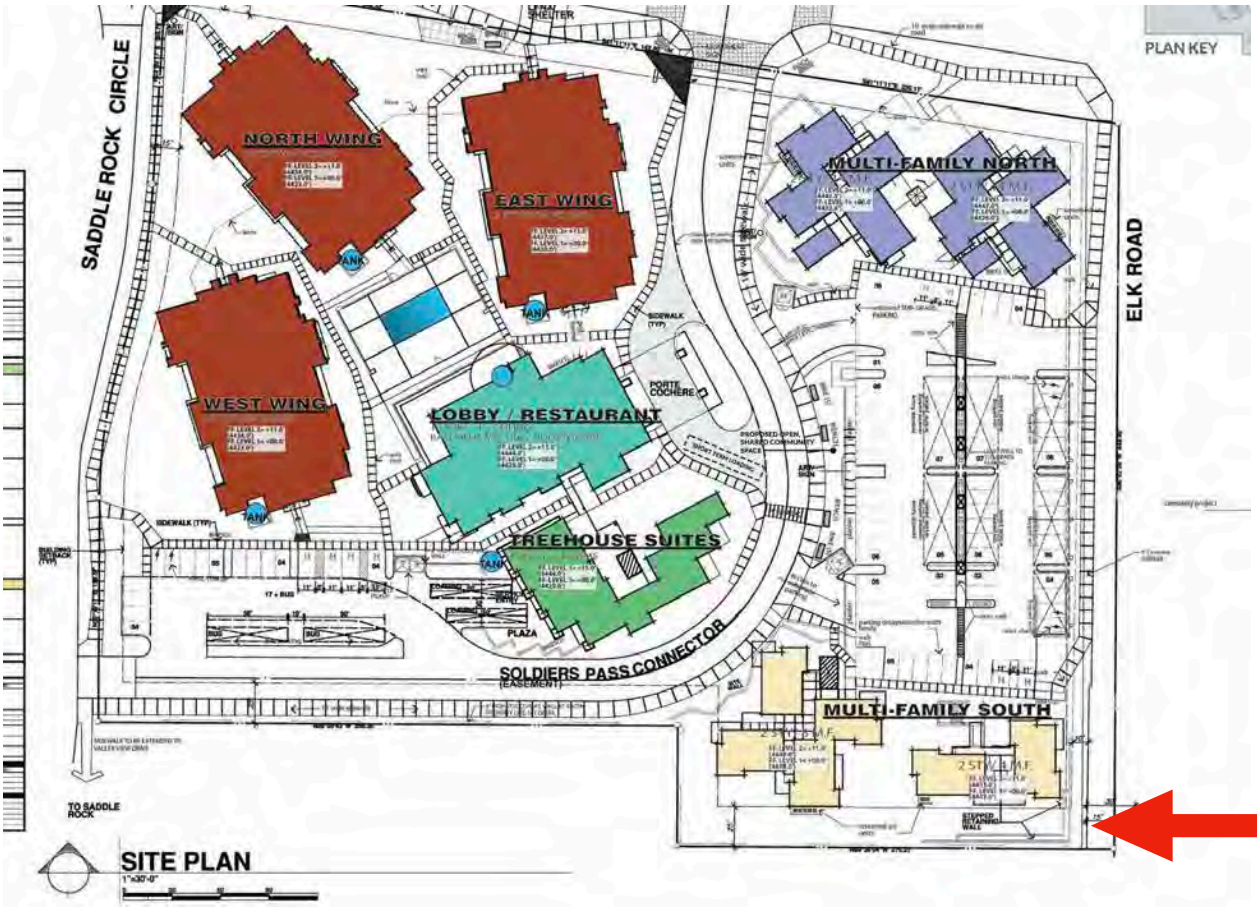
It was stated that the meeting rooms and event space would be for guests only. That is misleading. If a wedding or business books some rooms, will other people from offsite be allowed to attend, even if they book cheaper STR rooms?

Major flaws exist in the the logic of this proposal. There are 28 housing units for workers. If you take their number of 30 full time equal workers, let's say 20 full time and 20 half time. That is 40 workers that have first shot at 28 rentals. So the net gain/loss in affordable housing to Sedona is minus 12. That number of 40 employees seems low for the hotel, restaurant, event staff. landscape and security personnel. So the net housing need is probably far greater than minus 12. Having the hearing after a heart wrenching discussion of people living in cars and needing a home created a strong sense that any housing is a good idea. But as I show here this project is a net negative for the community. But it was hard to not look at 40 units of housing after the previous discussion and I feel it tainted the decision. The Baney rep feed this by repeatedly referencing the housing that was being added.

Another major flaw in this project is the effect of luxury hotel pricing on the STR market. The STR market is the major driving force of the housing crisis in Sedona. A hotel offering rooms in the $300-500/night rate which is the rate of the Oxford brand, means if 3 couples are coming to Sedona a STR renting at $400/ night would save $800 a night. Or looking at the other side, if a real estate investment firm is looking to buy a 3 bedroom house. Renting at $400/night creates a cash flow of $12,000 per month full occupancy or $8,000 at 66%. That math makes snapping up homes an easy decision. The only way to discourage this is to create affordable hotel rates and housing. Also this project will make more homes in the Saddlerock area go on the market and be turned into STR's. It will make the housing crisis worse not better.

The Baneys are wonderful and could be an asset to our community but that does not justify ignoring the flaws in the project. The staff got it correct this project as is must not be built.

Allan Sirotkin - 115 Valley View Dr.



This is the South building. It faces directly toward Valley View Dr.

Opposed to Village at Saddlerock Crossing/Oxford Hotel Development

Gayle Baingo <gmbaingo@gmail.com>
Tue 2/6/2024 1:17 PM
To:Cari Meyer <CMeyer@sedonaaz.gov>

Cari,

I am concerned about substantial negative impacts to my neighborhood from the proposed Village at Saddlerock Crossing/Oxford Hotel development that will completely change the quality of life, quiet enjoyment and character of our neighborhood. I am opposing the zoning change as the project is currently proposed.

The developer should be required to do more community outreach since the project is substantially different from prior outreach. The developer has not made any changes or mitigation in response to community feedback. More community outreach is a reasonable request.

I am 100% against this development that will create substantial increase in noise and traffic in my quiet neighborhood. This development will inevitably bring adverse safety impacts and increased crime in my neighborhood without any benefit to the residents that I can see. Your habit of ignoring not listening to residents is concerning.

Again I am 100% against this development.

Thank you,

Gayle Baingo

Megan Yates

From: donotreply@sedonaaz.gov
Sent: Tuesday, February 6, 2024 10:24 PM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	02/06/2024 10:24 p.m.
Response #:	505
Submitter ID:	6414
IP address:	47.215.228.171
Time to complete:	8 min. , 16 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

Villagen at Saddlerock

2. What are your comments, concerns, ideas, and suggestions about this project?

After the meeting I want the Development board to hold the project to it's statement that there are NO balconies facing the houses in Saddlerock. There are balconies in the current plan facing my house and my neighbors house on Valley View Dr (115 is my house) . Also the heights of the buildings should be held to at or under the current codes. Who will monitor compliance with this? If they hit rock or build higher who will monitor this? Anything to lower the height is positive. Also indoor lighting especially on the second floor is an issue. Maybe requiring curtains or some way to make sure light stays on the property. What is the c losing time for the rooftop terraace? Even during weddings and events.

3. Your contact information

Name:	Allan Sirotkin
Mailing Address:	115 VALLEY VIEW DR
E-mail:	allan@grchocolates.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) Yes

Thank you,
City of Sedona

Megan Yates

From: donotreply@sedonaaz.gov
Sent: Friday, February 23, 2024 3:51 PM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	02/23/2024 3:51 p.m.
Response #:	510
Submitter ID:	6570
IP address:	2607:fb91:8e90:c987:243d:8ef5:47b:ea6e
Time to complete:	3 min. , 32 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing (Oxford Hotel)

2. What are your comments, concerns, ideas, and suggestions about this project?

Sedona City Council should be concerned about this project and maintaining a balance between residents and tourists. Adding 110 hotels rooms is not maintaining a balance. Increasing hotel capacity is adding to the problem. This land is not zoned for lodging. DONT'T rezone.

3. Your contact information

Name:	Jim White
Mailing Address:	6 Rue de Lynn Ln
E-mail:	jimwhite25@gmail.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) Yes

Thank you,
City of Sedona

This is an automated message generated by Granicus. Please do not reply directly to this email.

Megan Yates

From: donotreply@sedonaaz.gov
Sent: Monday, March 18, 2024 1:43 PM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	03/18/2024 1:43 p.m.
Response #:	536
Submitter ID:	6639
IP address:	47.215.227.12
Time to complete:	11 min. , 51 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

Village at Saddlerock Crossing / Oxford Hotel

2. What are your comments, concerns, ideas, and suggestions about this project?

Businesses and residents in West Sedona will forever be negatively impacted by this development. There are so many reasons.

1. Everyone living in or shopping in or visiting West Sedona will be significantly negatively impacted. The traffic from West Sedona to the Y is already horrible, often backing up almost to Airport Road. This development - its guests, employees, and suppliers - will make traffic so much worse. No one will want to visit West Sedona, and folks who live in West Sedona near the development (on BOTH sides of 89A) will not be able to go anywhere for even more hours on more days.

2. The Saddlerock neighborhood will be significantly negatively impacted - its culture, viewshed, broader community, wildlife and environment with noise and light pollution from the 2nd-story rooftop bar, pool, spa and other extensive outdoor uses (plus other height excepted features and equipment), extreme traffic (bringing new traffic as opposed to recirculating existing traffic already here), safety, infrastructure, and other issues.

These are significant impacts without any community benefit. Bike racks, green building, sustainable features and a sidewalk from the development into our neighborhood, that most of us don't want, aren't worth it. All the excessive 2nd-story rooftop uses will tower over our single-story family homes, block our valuable viewsheds, and be out of character with our neighborhoods and the city.

For 7 years, the developer stonewalled the City, failed to comply with codes and regulations, such as building height requirements, and took years to return to Planning & Zoning in between reviews. During this time, Sedona's needs

drastically changed for traffic, housing and other considerations. The developer is now trying to blame, gaslight and guilt the city into approval for its own delays. Moreover, the developer has not communicated with adjacent neighborhoods for over two years and has failed to make meaningful modifications to reduce impacts, with the exception of the home of the developer's project engineer and the other 3 homes closest to the hotel. Indeed, the plan modifications that have been made have worsened the impacts on the neighborhood and city overall.

Our SoldiersPass CFA does not allow such a large hotel and the planned use does not provide sufficient benefit warranting the City giving up 6+ acres of multi-family zoning in the midst of a housing crisis - especially not for only 28 affordable studios that will be needed by the hotel's employees, if they can be found.

This space should be a natural area.

3. Your contact information

Name:	Linda Bonder
Mailing Address:	60 Forest Circle, Sedona, AZ 86336
E-mail:	runwalkhike@gmail.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) Yes

Thank you,
City of Sedona

This is an automated message generated by Granicus. Please do not reply directly to this email.

Megan Yates

From: donotreply@sedonaaz.gov
Sent: Monday, March 18, 2024 1:50 PM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	03/18/2024 1:49 p.m.
Response #:	537
Submitter ID:	6640
IP address:	47.215.227.12
Time to complete:	6 min. , 0 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

Saddlerock Crossing

2. What are your comments, concerns, ideas, and suggestions about this project?

Please do not allow this development to go forward. The traffic, noise, viewshed issues for Saddlerock will all seriously degrade Sedona - not only for residents but also for all the businesses in West Sedona. Traffic will get even worse - there will be more times of day that traffic will be too overwhelming for people from other parts of town to come to West Sedona. Traffic already often backs up almost to Airport road trying to get to the Y. Just to get to a real grocery store, people living near Uptown will have the horrible choice of fighting traffic either to & from West Sedona or to and from the Village. Please stop this development.

3. Your contact information

Name:	Alex Garten
Mailing Address:	60 Forest Circle Road
E-mail:	AlexG@beavertonliteracy.org

4. Would you like to receive notices about this project, such as public meeting dates?

(○) Yes

Thank you,
City of Sedona

Megan Yates

From: donotreply@sedonaaz.gov
Sent: Monday, March 18, 2024 8:27 AM
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	03/18/2024 8:27 a.m.
Response #:	534
Submitter ID:	6636
IP address:	47.215.240.16
Time to complete:	20 min. , 4 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

The Village at Saddlerock Crossing (Oxford Hotel)

2. What are your comments, concerns, ideas, and suggestions about this project?

I am a resident of Saddlerock subdivision and oppose the new zoning request. I attended a couple of the first mtg that the owners presented and then we heard NOTHING for ages. This small area (6 acres) and all that they want to build in that area is totally destroying this part of West Sedona. The increase in traffic alone will be horrendous. I understand they want family housing and studios....how many cars will the area take. Where will the extra cars park. Usually a household has 2 cars, so what about all this traffic, let alone the traffic of the hotel visitors, delivery trucks, jeep tour and vans to pick up visitors to take them to the Phx airport. An underground convention center?? How many cars and people will that bring into this small area? The photos show so much tight congested buildings, there is NOTHING attractive about that on those acres. It blocks the views of those residents who currently have views of the red rocks! This is so unfair...we already have so many short term vacation rentals in the area... those folks who have views, will sell and move out and can afford to turn their home into another short term rental. This is NOT what moving to Sedona was all about for me. Just look at all those cars parked at the Marriott near the high school....packed parking lot....but they have space the hold their cars...it is an eyesore there also. And the TRAFFIC pattern. Why would it be allowed that they build a street that exits (or enters) onto our Saddlerock entrance. We already have folks we don't know walking in the neighborhood (mostly the renters) but this will bring in more tourist to walk our neighborhood! Or drive through the neighborhood to get onto Airport Road to the signal or to go up to visit the Vortex. It seems more and more lots are purchased up our hills for the views and they look terrible...no more hills, so why would you allow this big project to be placed in a residential area! We have hotels, short term rentals, now the cultural park open for folks living out of their cars (which I do support), the traffic is already bad here, why would you allow this project to go forward and make an already congested West Sedona, even more congested! I can see the jeep tours taking shortcuts thru the neighborhood, tourists (with cars or walking around for exercise)... plus all the cars and more people....totally

destroying this peaceful and safe neighborhood. To all City Council members...if this project came to YOUR neighborhood, would you like all of the above that I listed? Would you really like it?? I don't think so.

3. Your contact information

Name:	Nancy HASHIM
Mailing Address:	500 SADDLEROCK CIRCLE
E-mail:	nancyjsa4@yahoo.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) Yes

Thank you,
City of Sedona

This is an automated message generated by Granicus. Please do not reply directly to this email.

From: donotreply@sedonaaz.gov
To: Cari Meyer; Kyle Sandidge; Megan Yates
Subject: Comment on Development Proposal
Date: Sunday, March 17, 2024 4:38:54 PM

A new entry to a form/survey has been submitted.

Form Name:	Comments on Development Proposals
Date & Time:	03/17/2024 4:38 p.m.
Response #:	533
Submitter ID:	6635
IP address:	2601:243:2381:200:f827:1724:cf74:dbf0
Time to complete:	34 min. , 7 sec.

Survey Details

Page 1

We want to hear what you think. Please share your thoughts below. If you have questions about the project, please enter your contact information so that we can respond. Please note that all information submitted (including name and addresses) will become part of the public record and will be available for public inspection.

1. Project Name:

Saddlerock Crossing

2. What are your comments, concerns, ideas, and suggestions about this project?

I have owned my home at 95 Valley View Dr. for 10 years. I purchased it as my eventual retirement home. With the proposed hotel to be built literally in my back yard (my lot backs to the site) my quiet, peaceful home will be adversely impacted by the 110 rooms, traffic, partying, bars and restaurants that will be way too close to our lovely serene neighborhood. My privacy will be non-existent with roof top living and bars and pools looking down upon my home! i feel that we are looked at as dispensable and not respected in any way for our concerns. I feel that the city council is being overly influenced by th developers interests and greed and caving to their demands that are often glossed over. The developer is also buying grace by giving the cemetery so much money to "grease the wheels" of the project. That is actually quite deplorable and so transparent.

Please do not sell out our peaceful, lovely subdivision to a group that is not considering our lives or concerns at all!!! It is all at the cost of so many of us who would just like to live in a quiet area free from impingement on our beautiful Sedona neighborhood.

Think of how you would all feel and please respect our lives and our homes and deny the approval of this project. Vote with your humanity.

Thank you for your consideration.

Respectfully,

Debbie Obradovich

3. Your contact information

Name:	Debbie Obradovich
Mailing Address:	95 Valley View Dr. Sedona, AZ 86336
E-mail:	debbieobradovich@gmail.com

4. Would you like to receive notices about this project, such as public meeting dates?

(○) Yes

Thank you,
City of Sedona

This is an automated message generated by Granicus. Please do not reply directly to this email.

Village of Saddlerock Crossing/Oxford Hotel

Aol Mail <elainestomel@aol.com>

Tue 3/19/2024 11:50 AM

To:Cari Meyer <CMeyer@sedonaaz.gov>

Good Morning

I am a Saddlerock owner, lot 24. We have lived here for 15 years after building our home in the beautiful area.

We would like the city of Sedona not to change the application for zoning change from commercial/multifamily housing to lodging and development.

This change would forever change the character of our beautiful neighborhood.

It would increase traffic on 89A and on our neighborhood streets. The traffic already gets backed up on 89A all the way to Airport Road. People would

be driving through our neighborhood to find ways to go around this traffic. The increase of traffic can cause increased accidents, property damage, crime, and harm

to the wild animals that live here. Also it would cause increased noise and danger to the people who like to walk daily.

People are drawn to Sedona to live because of the beautiful red rocks, hiking, biking, etc.

New home owners were not made of the potential changes that could be coming. This project has been trying to have this property rezoned for their own

profit and not for the benefit of Sedona. We do not need another hotel in this area.

Sedona would be allowing increased light pollution and water use. When we built our home the city had very strict rules on what was acceptable including the

color of our house. It seems that the city does not care about the citizens who elected them but only interested in big business.

Please put yourself in our neighborhood and what you would like if you lived here.

Sincerely,

Robert and Elaine Stomel

AGENDA 4:30 P.M.

CITY COUNCIL MEETING — Packet - 2 of 2 — TUESDAY, MARCH 26, 2024

NOTES:

- Public Forum:
  Comments are generally limited to **3 minutes**.
- Consent Items:
  Items listed under Consent Items have been distributed to Council Members in advance for study and will be enacted by one motion. Any member of the Council, staff or the public may remove an item from the Consent Items for discussion. For additional information on pulling a Consent Item, please contact the City Clerk's Office staff, preferably in advance of the Call to Order. Items removed from the Consent Items may be acted upon before proceeding to the next agenda item.
- Meeting room is wheelchair accessible. American Disabilities Act (ADA) accommodations are available upon request. Please phone 928-282-3113 at least two (2) business days in advance.
- City Council Meeting Agenda Packets are available on the City's website at:

www.SedonaAZ.gov

THE MEETING CAN BE VIEWED LIVE ON THE CITY'S WEBSITE AT WWW.SEDONAAZ.GOV OR ON CABLE CHANNEL 4.

GUIDELINES FOR PUBLIC COMMENT

PURPOSE:

- To allow the public to provide input to the City Council on a particular subject scheduled on the agenda.
- This is not a question/answer session.
- No disruptive behavior or profane language will be allowed.

PROCEDURES:

- Fill out a "Comment Card" and deliver it to the City Clerk.
- When recognized, use the podium/ microphone.
- State your:
  1. Name and
  2. City of Residence
- Limit comments to **3 MINUTES.**
- Submit written comments to the City Clerk.

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE/MOMENT OF SILENCE

2. ROLL CALL

3. CONSENT ITEMS - APPROVE

LINK TO DOCUMENT =

a. Minutes - March 12, 2024 City Council Special Meeting - Executive Session.
b. Minutes - March 12 & 13, 2024 City Council Regular Meeting.
c. AB 3040 Approval of 5-Year Lease Agreement with Xerox for the lease of 14 multifunction copiers.
d. AB 3041 Approval of the addition of nine (9) "timed pay parking" spaces along Jordan Road pursuant to Sedona City Code Section 10-20-030.G.

4. APPOINTMENTS - None.

5. SUMMARY OF CURRENT EVENTS BY MAYOR/COUNCILORS/CITY MANAGER & COUNCIL ASSIGNMENTS

6. PUBLIC FORUM

(This is the time for the public to comment on any issue within the jurisdiction of City Council not listed on the agenda. The City Council may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to A.R.S. § 38-431.01(H), action taken as a result of public comment will be limited to directing staff to study the matter, responding to any criticism, or scheduling the matter for further consideration and decision at a later date.)

7. PROCLAMATIONS, RECOGNITIONS & AWARDS - None.

8. REGULAR BUSINESS

a. AB 3035 **Public Hearing/discussion/possible action** regarding a request for approval of a Zone Change (ZC) to allow for development of a 110-room hotel and 40-unit multifamily housing project (Village at Saddlerock Crossing) at 1259 & 1335 W State Route 89A; 82 & 86 Saddlerock Circle; and 105 Elk Road. The property is within the Soldiers Pass Community Focus Area, is ±6.3 acres, and is located south of the intersection of W State Route 89A and Soldiers Pass Road between Saddlerock Circle and Elk Road. APN: 408-26-004B, 408-26-004C, 408-26-009C, 408-26-009C, 408-26-010, 408-26-011, 408-26-012, 408-26-013, 408-26-014, 408-26-086A, 408-26-088. The requested Zone Change is from CO (Commercial) and RM-2 (Medium-High Density Multifamily) to L (Lodging). Case Number: PZ19-00005 (ZC, DEV) Owner/Applicant: The Baney Corporation (Curt Baney) Authorized Representative: Withey Morris Baugh, PLC (Jason Morris and Benjamin Tate).
b. AB 2719 **Discussion/possible action** for the approval of a Resolution approving the Final Draft 2024 Sedona Community Plan.
c. AB 2952 **Discussion/possible action** regarding the approval of a contract for services with the Sedona Chamber of Commerce in the amount of $347,093 for the operations of the Visitor Center for fiscal year 2025, subject to approval of a written contract by the City Attorney.
d. AB 3042 **Discussion/possible action** regarding approval of a 25-year Franchise Agreement with Arizona Water Company to be referred to the voters at the July 30, 2024 Primary Election.

CITY COUNCIL CHAMBERS
102 ROADRUNNER DRIVE, SEDONA, AZ

The mission of the City of Sedona government is to provide exemplary municipal services that are consistent with our values, history, culture and unique beauty.

Page 2, City Council Meeting Agenda Continued

e. AB 3027 **Discussion/possible direction/action** regarding proposed State legislation, short-term rental legislation and State budget and their potential impact on the City of Sedona.

f. **Discussion/possible action** regarding future meeting/agenda items.

9. EXECUTIVE SESSION

Upon a public majority vote of the members constituting a quorum, the Council may hold an Executive Session that is not open to the public for the following purposes:

a. To consult with legal counsel for advice on matters listed on this agenda per A.R.S. § 38-431.03(A)(3).

b. Return to open session. Discussion/possible action on executive session items.

10. ADJOURNMENT

Posted: 03/21/2024

By: DJ

_____
JoAnne Cook, CMC, City Clerk

Note: Pursuant to A.R.S. § 38-431.02 notice is hereby given to the members of the City Council and to the general public that the Council will hold the above open meeting. Members of the City Council will attend either in person or by telephone, video, or internet communications. The Council may vote to go into executive session on any agenda item, pursuant to A.R.S. § 38-431.03(A)(3) and (4) for discussion and consultation for legal advice with the City Attorney. Because various other commissions, committees and/or boards may speak at Council meetings, notice is also given that four or more members of these other City commissions, boards, or committees may be in attendance.

A copy of the packet with materials relating to the agenda items is typically available for review by the public in the Clerk's office after 1:00 p.m. the Thursday prior to the Council meeting and on the City's website at www.SedonaAZ.gov. The Council Chambers is accessible to people with disabilities, in compliance with the Federal 504 and ADA laws. Those with needs for special typeface print, may request these at the Clerk's Office. All requests should be made **forty-eight hours** prior to the meeting.

NOTICE TO PARENTS AND LEGAL GUARDIANS: Parents and legal guardians have the right to consent before the City of Sedona makes a video or voice recording of a minor child, pursuant to A.R.S. § 1-602(A)(9). The Sedona City Council meetings are recorded and may be viewed on the City of Sedona website. If you permit your child to attend/participate in a televised City Council meeting, a recording will be made. You may exercise your right not to consent by not allowing your child to attend/participate in the meeting.

CITY COUNCIL CHAMBERS
102 ROADRUNNER DRIVE, SEDONA, AZ

The mission of the City of Sedona government is to provide exemplary municipal services that are consistent with our values, history, culture and unique beauty.

CITY COUNCIL AGENDA BILL

AB 2719
March 26, 2024
Regular Business

Agenda Item: 8b
Proposed Action & Subject: Discussion/possible action for the approval of a Resolution approving the Final Draft 2024 Sedona Community Plan.

Department	Community Development
Time to Present **Total Time for Item**	5 Minutes 55 Minutes
Other Council Meetings	3/13/24, 3/12/24, 2/28/24, 10/24/23, 1/18/23, 6/28/22, 2/8/22, 10/12/21
Exhibits	Exhibit A – Sedona Community Plan-Final Draft Exhibit B – Resolution to Adopt the Sedona Community Plan

Finance Approval	Reviewed 3/19/24 CRW			
City Attorney Approval	Reviewed 3/18/24 KWC		**Expenditure Required**	
			$	0
City Manager's Recommendation	Approve a Resolution to adopt the 2024 Sedona Community Plan.		**Amount Budgeted**	
			$	0
			Account No. (Description)	N/A

SUMMARY STATEMENT

The update to the Sedona Community Plan has reached the final step in the planning process following a 2 ½ year community engagement effort. The following summarizes the final stage of reviews and public hearings.

1. December 1, 2023 – February 1, 2024:
   The December Draft Plan is made available to the public for the 60-day review period as required by the State of Arizona.
2. February 20, 2024:
   The Planning and Zoning Commission public hearing on the Draft Plan, with a recommendation for adoption of the Draft to City Council.
3. March 12, 2024:
   City Council public hearing on the Draft Plan; Council heard public testimony
4. March 13, 2024:
   Continuation of City Council public hearing, with additional public testimony and Council discussion of the Draft Plan and requested revisions.

Background:

The Sedona Community Plan is the City's long-range, general land use plan required by state law (§9-461.05), which also requires general plans to be re-adopted or updated every 10 years.

The plan must consist of a statement of community goals, development policies, and at a minimum: a land use and circulation element. Sedona's Community Plan also includes elements (chapters) for: Community, Housing, Economy and Tourism, Environment, and Sustainability and Resiliency. The land use element includes a Future Land Use Map.

Community Outreach
Please go to www.plansedona.com for details.

Climate Action Plan/Sustainability Consistent: ☒**Yes -** ☐**No -** ☐**Not Applicable**

Board/Commission Recommendation: ☒**Applicable -** ☐**Not Applicable**

Planning and Zoning Commission recommendation to Council, February 20, 2024

Alternative(s): Council may choose not to adopt the plan.

MOTION

I move to: approve Resolution No. 2024-__ adopting the 2024 Sedona Community Plan.

EXHIBIT A

Note: This is the Final Draft Plan for City Council review 3/26/24. Once approved, the Final Plan will be adjusted accordingly (completed cover page, acknowledgments page, etc) with improved graphics and formatting.

Sedona Community Plan

Final Draft

PLAN *your* SEDONA

City Council March 26, 2024 Public Hearing

FINAL DRAFT 3/18/24

City of Sedona
Community Development

www.sedonaaz.gov

Acknowledgments

Details to be added in the final plan

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1. Introduction

Chapter Contents:

- Overview
- Community Profile
- Key Issues
- Traffic
- Housing
- Tourism
- Recreation Management
- Short-term Rentals
- Regional Planning

Overview

WHAT IS THE COMMUNITY PLAN?

Sedona's Community Plan is the City's "general plan" required by the State of Arizona (A.R.S. §9-461.05). It is intended to convey the community's shared vision, values, and priorities to all residents, property owners, businesses, developers, and City staff. It is a decision-making guide for City Council and the Planning and Zoning Commission, and serves as a tool for the evaluation and design of future projects and programs, whether proposed by the City or private developers.

The Community Plan is not regulatory, and does not include the following:

- It is not a City capital improvements plan or maintenance and operations plan.
- It is not a City budget or commitment for expenditures of public funds.
- It is not a city code, land development code, zoning, or ordinance.

However, these are all expected to align with the Plan, and are key implementation tools for bringing the community's vision and goals to reality.

HOW WAS THE PLAN DEVELOPED?

General plans must be updated every ten years and the previous plan was completed in 2013. Although updated every ten years, there is no end date but a recognition of changing circumstances. This Plan is built on the 2013 Plan, and is based on input from residents, stakeholders, partner agencies and organizations, and City staff. The input was gathered during a two-year community engagement process that had two primary goals: Listening and Learning. City staff listened to resident's concerns, answered questions, and relayed the Plan's purpose, authority, and scope. The outcome of this process is a plan that is intended to reflect the community's values, and address the priority issues and priorities over the next ten years.

Did You Know?

- The City of Sedona was incorporated in 1988
- The City straddles Coconino and Yavapai counties
- The total land area within the City limits is 11,755 acres
- 49% of land within City limits is National Forest
- 82% of the land in the City is developed (excluding National Forest)
- There is no City property tax
- The retail sales tax rate in 2023 was 9.85% in Yavapai County and 10.40% in Coconino County, both of which include a 3.5% City sales tax

COMPONENTS OF THE PLAN

Vision, Values, and Guiding Principles

The vision statement describes how the community sees itself in the future. The core values represent our shared ideals, and guiding principles represent our expectations. These are all intended to guide decisions, ultimately leading towards a future that is representative of the community's values and principles.

Goals

Goal statements are the desired outcomes that lead towards realizing the community vision. Goals are on the first page of each chapter.

Policies

Policies are intended to guide future decision making in order to accomplish the Plan's vision and goals. Following each policy, most chapters include a brief explanation or example.

- **Policy 1.1** Each policy is labeled "chapter number . Policy number"

Actions

Action items are specific tasks to be accomplished. They may address multiple policies, and can include projects, programs, or plans. Actions are listed at the end of each chapter.

Future Land Use Map

Located in the Land Use chapter, the Future Land Use Map designates preferred future land uses for properties. It is an important tool in implementing the Plan and guiding future development and redevelopment.

Tips for Using the Plan

Data and other information is from 2023 unless otherwise stated.

"City" vs "city"

In this document, "City" refers to the City of Sedona governmental agency. A lower-case "city" is referring to the geographical area or general community.

Ranking

The order of items in a list does not necessarily indicate priority.

What is Planning?

"The goal of planning is to maximize the health, safety, and economic well-being of residents in ways that reflect the unique needs, desires, and culture of those who live and work within the community".

"Planners take a broad viewpoint and look at how the pieces of a community — buildings, roads, and parks — fit together like pieces of a puzzle... imagine what can and should happen to a community: how it should grow and change, and what it should offer residents 10, 15, or even 20 years into the future".

- American Planning Association

Community Profile

The City of Sedona's 2022 year-round population was 9,844, whereas there is an estimated 3 million visitors annually*. Sedona's population has been declining since 2000. On the other hand, the surrounding Verde Valley region saw an 18.5% population growth during the same period.

* Population: City of Sedona estimate based on the 2020 U.S. Census Bureau
Visitors: City of Sedona Tourism Program

SEDONA POPULATION GROWTH

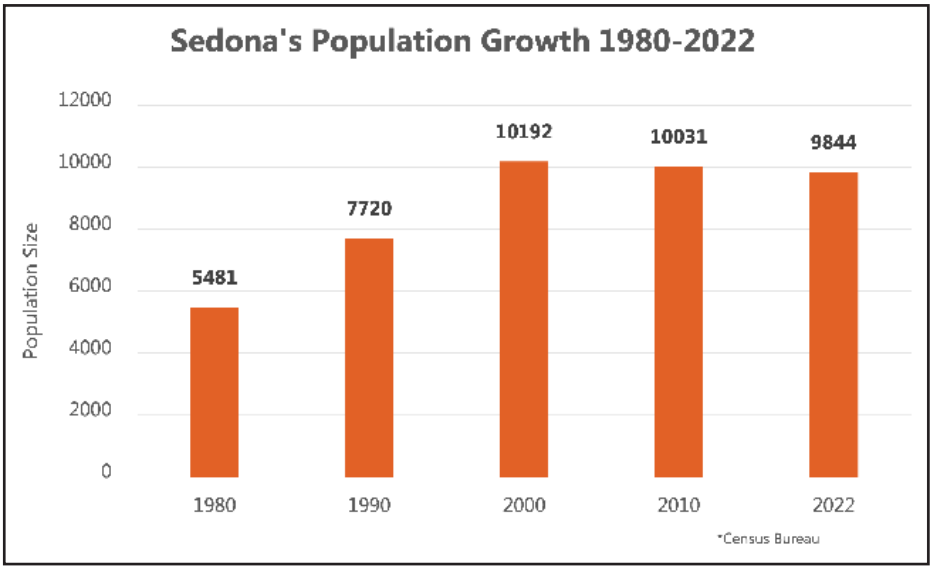


Figure 1.1. Sedona population growth from 1980-2022. Source: U.S. Census Bureau

POPULATION GROWTH OF COMMUNITIES IN THE VERDE VALLEY

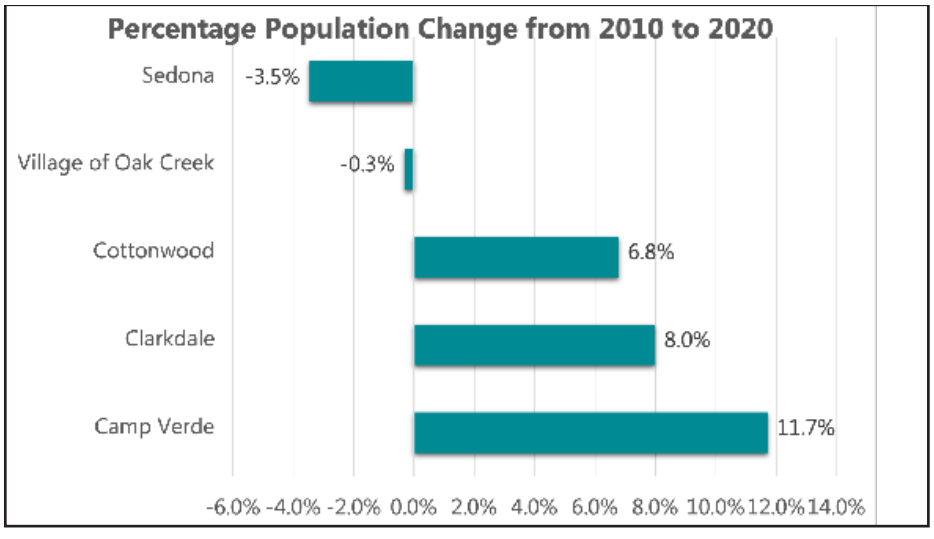


Figure 1.2. Verde Valley regional growth from 2010-2020. Source: U.S. Census Bureau

SEDONA'S YEAR-ROUND RESIDENTS AND AGE OF RESIDENTS OVER TIME

Sedona's year-round residential occupancy declined since 2000, from 86.7% to 74.9% in 2020. That is 4,997 out of 6,671 total housing units in 2020. Meanwhile, the median age of Sedona residents has been steadily increasing since 2000, reaching 58.5 in 2021, while Arizona's median age is 38.6.

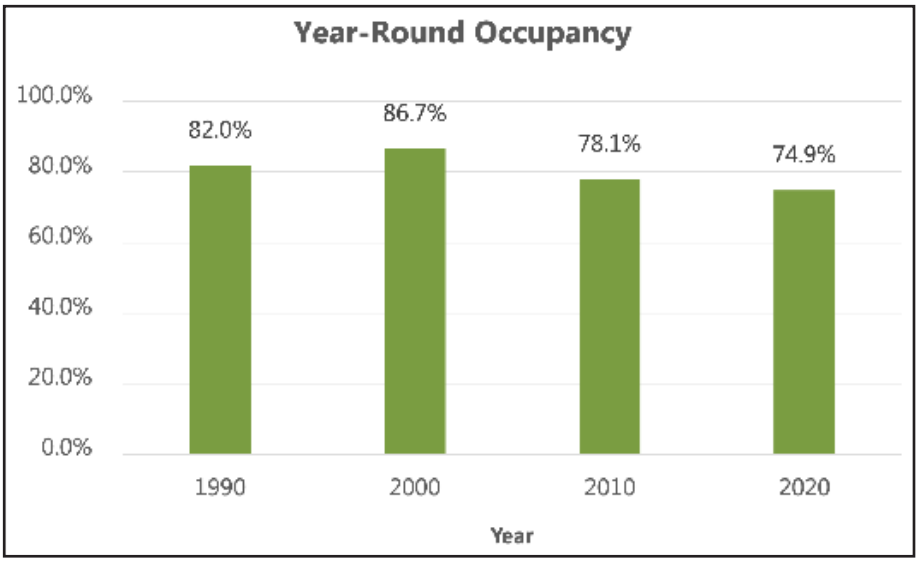


Figure 1.3 . Year-round occupancy from 1990-2020. Source: U.S. Census Bureau

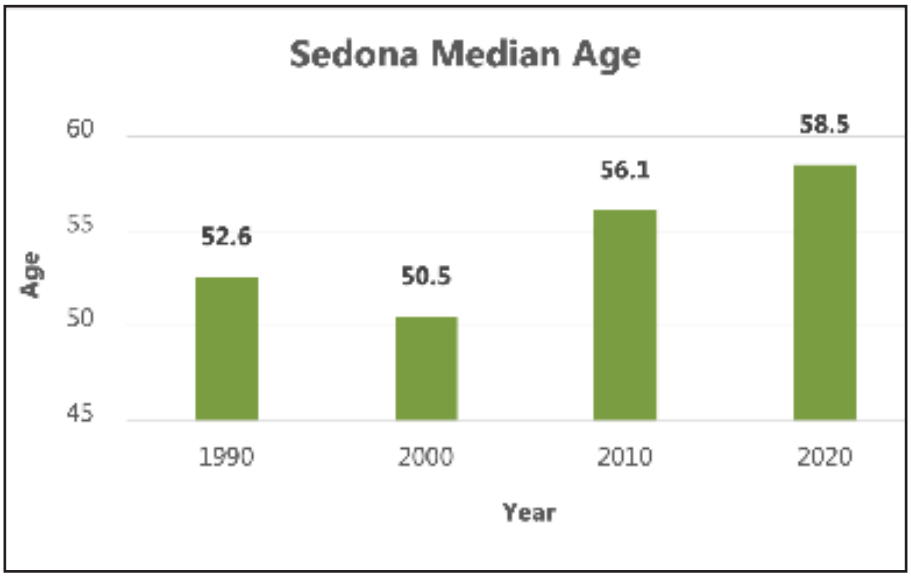


Figure 1.4. Median Age of Residents 1990-2020. Source: U.S. Census Bureau

LAND DEVELOPMENT

Despite the concerns voiced by many residents about growth, development has been relatively modest. There is also a significant limit to Sedona's growth - the amount of land and public land boundaries. The city was 82% built-out in 2022. Many of the vacant lots on the map below are undeveloped for a reason, as many have challenges and high costs associated with building (steep cliffs, floodplains, difficult to access, etc.).

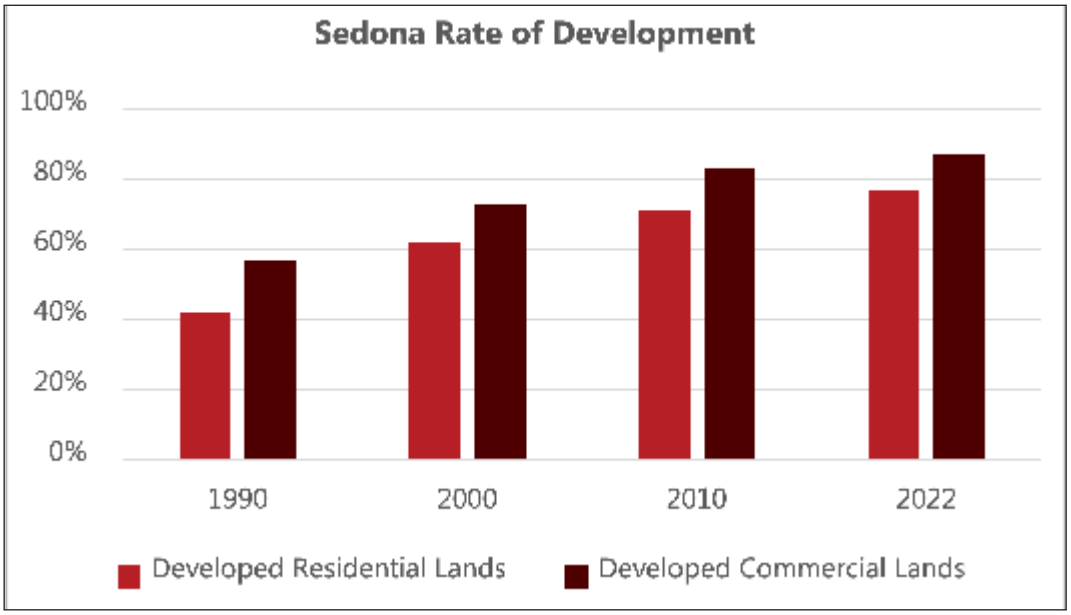


Figure 1.5. Rate of development acreage in Sedona from 1990-2022.
Source: U.S. Census Bureau

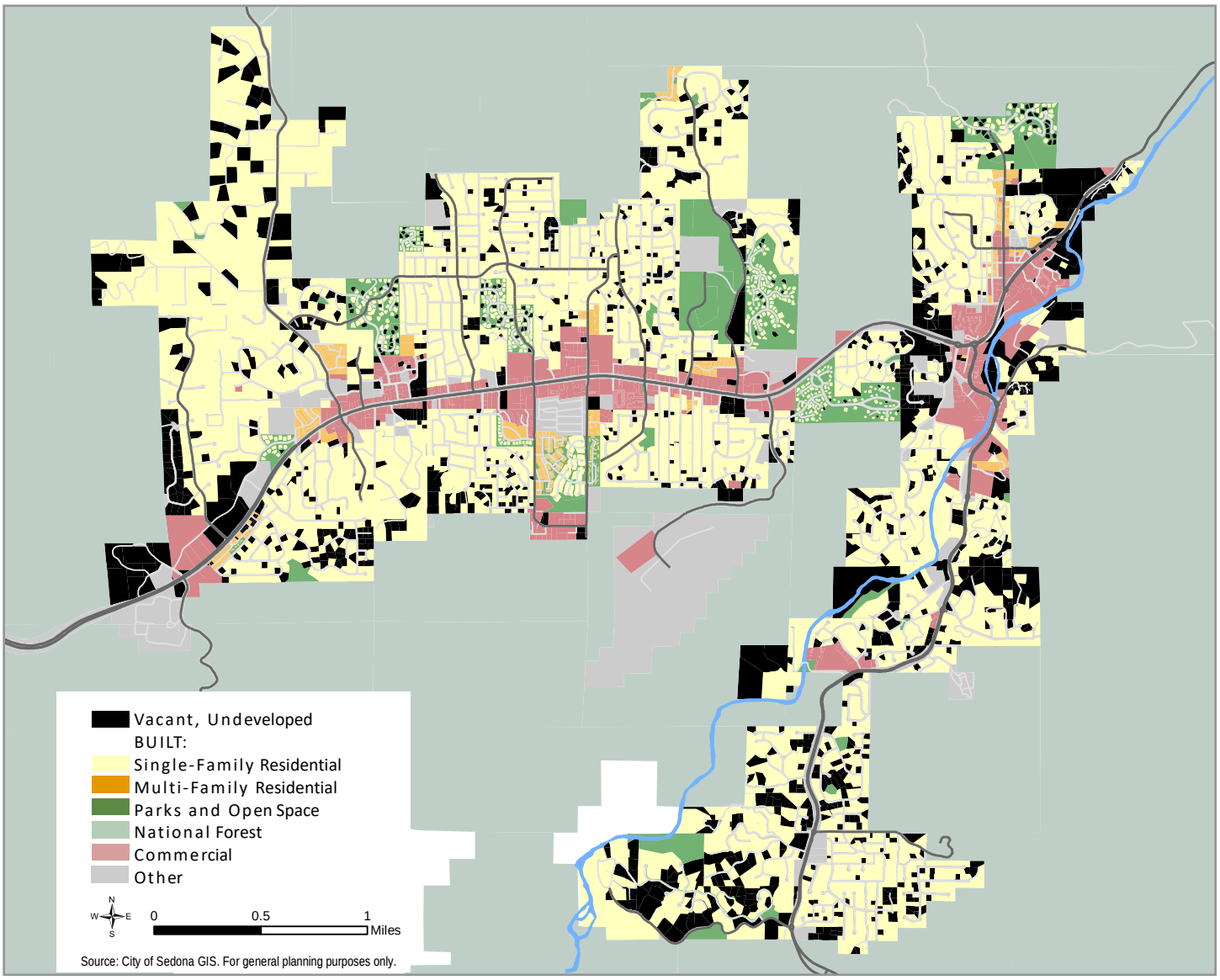


Figure 1.6. Vacant Land in the City of Sedona
Source: City of Sedona GIS

Key Issues

This is a summary of the key issues of concern raised by the community during the Plan's public outreach in 2022 and 2023. At the beginning of each element of the Plan is a list of key issues relevant to that chapter. The following is an overview of what the public considered key issues for the next 10 years. Most of these are cross-cutting topics that are intertwined, and influence many aspects of the community.

One major influence that must be recognized is the COVID-19 Pandemic of 2020. It influenced the economy, tourism industry, housing, and a sense of community. Sedona became a magnet for people seeking outdoor recreation during the pandemic. There was an increase in campers and RVs, short-term vacation rentals, crowded trailheads, and impacts on the environment. There was also an influx of people moving to Sedona, either permanently or temporary, enabled by opportunities for telecommuting and remote work.

KEY ISSUE - TRAFFIC

Traffic as a key issue of concern to Sedona residents has been a constant since incorporation. It was a high priority in the 2013 Community Plan which has resulted in numerous projects from several plans: Transportation Master Plan, Transit Implementation Plan, GO! Sedona Pathways Plan. The City's capital improvement plan for transportation projects is known as Sedona in Motion.

KEY ISSUE - HOUSING

Similar to traffic, housing has been an issue for years. It has become a more critical issue as the amount of buildable land in Sedona decreases, the cost of land increases, and the cost of building continues to go up. Other Verde Valley cities like Cottonwood, Clarkdale, and Camp Verde are experiencing many of the same issues, so commuting into Sedona is not necessarily the answer for people working in Sedona. Sedona has always been a community of single-family homes with very few apartments, condos, or townhomes. Starting out with such a deficit of these types of housing makes it far more challenging to provide the housing needed now and in the future.

Circulation chapter
Housing chapter

KEY ISSUE - TOURISM

Traditionally, physical visitor centers have been the go-to place for tourists to get information about where to go and what to see. Today most people turn to social media, such as Instagram, to find out where to go, the "must-see" selfie spots, top ten sites and scenic hotspots. This is essentially unintentional and unmanaged marketing and advertising; it may not include helpful or educational information (parking availability, responsible recreation practices).

Unfortunately, these scenic hotspots cannot handle the influx of traffic, parking, waste, litter, and foot/bike traffic. Adding to the impacts, quite a few sites in Sedona are sensitive areas (including cultural resources like petroglyphs) that do not have designated trails, signs, and, in some cases, parking. As such, social media's influence may lead to environmental damage, graffiti, litter, and an increase in search and rescue for lost or injured hikers.

What is "overtourism"?

The United Nations World Tourism Organization has defined overtourism as "the impact of tourism on a destination, or parts thereof, that excessively influences perceived quality of life of citizens and/or quality of visitors experiences in a negative way."

Economy & Tourism chapter
Environment & Sustainability chapter

Environment & Sustainability chapter

KEY ISSUE - RECREATION MANAGEMENT

Outdoor recreation is the number one activity for visitors to Sedona, and can include short walks for the scenic views, longer hikes, mountain biking, off-highway vehicles (OHVs) or horseback riding. It is also one reason many people live in Sedona, for the proximity to the stunning landscape and world-class trail system.

The experience for both residents and visitors has been affected by the increasing number of people on the trails and at scenic viewpoints. The volume of people and cars is also overwhelming trailheads and parking areas, especially during peak days and busy seasons. Unfortunately, the natural environment is being adversely affected by Sedona's popularity. It may be unintentional when there are too many visitors for the space, whether it is a trail, scenic spot, or trailhead. The impacts can also be attributed to a lack of awareness or knowledge of outdoor ethics. Then there are the impacts resulting from those that have a lack of respect for other people, plants, and animals. Efforts are underway to better address these issues, however far more can be done to mitigate further impacts to the natural environment, neighborhoods, and other trail users.

What are Outdoor Ethics?

"*Outdoor ethics is based on the idea that we are all stewards of the environment and should provide careful and responsible management of our great outdoors so that this generation and those to come can enjoy it*".

- "Outdoor Safety & Ethics," USDA Forest Service

Off-Highway Vehicles (OHVs)

Off-highway vehicles (OHVs) is a key issue for many residents, as OHV rental businesses have grown and the popularity of individually owned OHVs has been rising. Resident concerns with OHVs includes the noise and traffic as they pass through neighborhoods to access the National Forest. Once on the Forest, driving off roads and over previously undisturbed areas, as well as dust, noise and traffic are of grave concern to everyone. The greatest challenge to managing OHVs is that in Arizona and on the National Forest, it is legal to drive them on streets and Forest roads. Establishing more restrictive regulations will need to happen at the state and federal level. Meanwhile, collaborative stakeholder working groups are working towards improved management to mitigate the impact of OHVs on City streets and the National Forest.

Sedona Off-Highway Vehicle (OHV) Report, 2019 by City of Sedona

Recreate Responsibly

"In May of 2020, just a few months into the COVID-19 pandemic and weeks after most of the United States and world were under "shelter-in-place" mandates, people were craving outdoor experiences. Many public lands and natural spaces' facilities were closed, but remained accessible and people were heading outside during an unprecedented and unpredictable time. Representatives...convened outdoor industry, conservation, and land management experts to address concerns and opportunities that accompanied increased visitation to natural spaces and the Recreate Responsibly Coalition and Campaign was born".

- Recreate Responsibly Coalition

KEY ISSUE - SHORT-TERM RENTALS (STR)

The short-term rental of single-family houses became legal in Sedona in 2017 after the State of Arizona passed a law prohibiting cities from banning STRs (A.R.S. §9-500.39, often referred to as Senate Bill 1350). Prior to this (1995-2016), the City of Sedona did not allow rentals of single-family homes for less than 30 days. By 2023 there were 1,140 identified STRs in the city, which makes up 16.8% of Sedona's housing.

Arizona state law preempts local control, so the City cannot simply prohibit STRs as it has done in the past. However, there are specific actions the City can legally take:

- Protect the public's health and safety
- Adopt and enforce nuisance ordinances
- Require the owner to provide an emergency contact
- Limit/prohibit STR use for sex offenders or adult-oriented businesses
- Prohibit STRs from having events that would require a permit at a typical single-family residential property including weddings, receptions, parties, retreats, workshops, and large religious gatherings

The fact that 16.8% of Sedona's housing stock is now STR (as of October 2023) has resulted in a variety of community issues, including the following:

Real Estate Impacts

- Less long-term rental properties for residents
- Residents moving outside of Sedona
- Removal of existing long-term rental residents to make way for STRs
- Increased cost of housing
- Investors out-competing "home" buyers
- Houses and guest houses being built with the intention of being short-term rentals (example: houses with 5 rooms/5 bathrooms)

Neighborhood Impacts

- Loss of a sense of community
- Loss of neighborhood feel

Advantages

- Homeowners have an opportunity to make money
- Increased property values
- Economic ripple effect - jobs for property managers, home cleaning services, home renovation and repair services

CITY SHORT-TERM RENTAL PROGRAM

In 2022 cities were given the ability to require permits and regulate STR with limits. In 2023 there were 1,094 permitted STR with 95% compliance.

- New staff position "Short-term Rental Specialist"
- STR 24/7 Hotline
- STR Online Incident Report Form
- Rent Local Program: City pays STR owners within City limits to rent to a local worker for at least one year
- Deed Restriction Program: Homeowner may place a voluntary deed restriction on their property preventing its use as a STR
- Legislative Changes: Active in proposing bills to the legislature to return some local control to municipalities
- Publish and maintain a list of all permitted STRs with their emergency contact information on the City website
- Apply enforcement action to all STRs with code violations to ensure issues are addressed

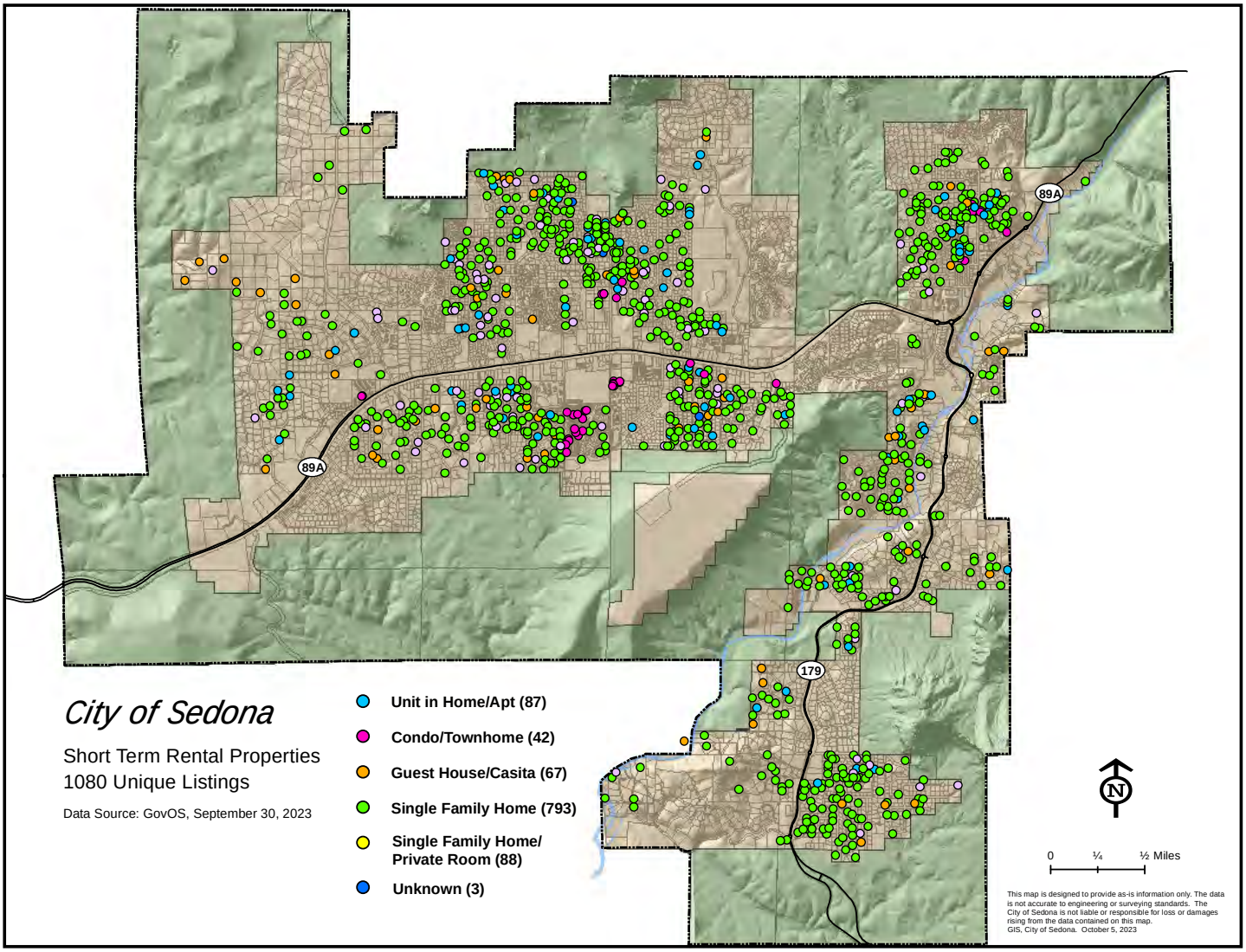


Figure 1.7. Map of Short Term Rental Properties, Source: GOVOS 9/30/23

Requirements of the City's STR Permit Program

- $200 annual permit
- Emergency contact who can respond to complaints quickly
- Written notice to neighbors and post notice on the property
- Property/liability insurance
- Background checks on all guests booking (done by STR operator)

What can be used as a STR?

- Single-family houses
- 1 to 4 unit houses (duplexes, etc.)
- Apartments with less than 5 units
- Condominiums, townhouses, cooperatives
- Individual rooms within any of above
- Guest houses, casitas, mother-in-law quarters

What cannot be used as a STR?

- Structures not approved as a dwelling unit (garage, shed, etc.)
- Unsafe structures that do not meet Building Codes
- Apartments with 5 or more units
- Recreational Vehicles (RV's)
- Temporary structures (tents, yurts)

KEY ISSUE - REGIONAL PLANNING

Although Sedona's year-round population has been in decline, the surrounding Verde Valley region has experienced significant growth. In the late 1990s and early 2000's, jurisdictions in the Verde Valley realized that the region's growth issues are shared by all and cannot be addressed if each community operates in a vacuum. There are a variety of shared regional issues such as housing, healthcare, and economic development that call for a long-term partnership approach.

PLAN
your
SEDONA

2. Vision

Chapter Contents:

- Core Values
- Guiding Principles
  - Protect and honor our environment and heritage
  - Strengthen community livability and connections
  - Support regional economic diversity, local businesses, and responsible tourism

Vision Statement for 2033

Sedona is a diverse, livable, and vibrant community that nurtures connections between people and place, celebrates the arts, encourages healthy and active lifestyles, and places priority on the protection of the environment.

Core Values

Core values are the community's shared ideals that inform our guiding principles, thus influencing all aspects of the Plan's recommendations. These core values are taken from all of the public input in 2022 and 2023, and align with previous Community Plan values.

Many things go into making a community, and together they all must be balanced. To help create that balance, our vision, core values, and guiding principles should be applied to all of our actions as we move forward into the future.

Livable & Vibrant Community

- A strong sense of community is our expectation of living in a small town. We value a sense of belonging and knowing that we matter to each other. Living in and caring for Sedona's peace, beauty, and nature is a bond that residents share.
- It is important to us that Sedona is a welcoming place for families, with sufficient housing, a thriving economy, and access to services necessary for a healthy and sustainable community.
- We utilize forward thinking land use policies and guidance to ensure the long term sustainability and protection of Sedona's resources.
- We appreciate the benefits brought by sustainable tourism and encourage visitors to respect Sedona's natural environment, heritage, and our community.
- Visual and performing arts are essential to our community's character and sense of community, as well as the local economy and tourist appeal.
- We encourage the responsible use and sustainable management of our City Parks and open space.

Environmental Protection

- We are privileged to live in a place of outstanding and unique beauty. We recognize the need to be constantly vigilant over the preservation of the natural landscape and wildlife. This includes caring for the land when it is threatened by overuse, development, or natural hazards.
- Now more than ever we also see the need to educate visitors about best recreation practices and continue to balance recreational tourism with resource protection and management.
- As a community, we have a great responsibility to demonstrate and support the responsible visitation and management of one of the most beautiful places on earth.
- All of our community actions and decisions must be weighed against the preservation of the beauty of Sedona.
- With that in mind we must, during the next decade, continue to maintain a community that is responsibly integrated into this beautiful environment.

Guiding Principles

- ***Protect and honor our environment and heritage***
- ***Strengthen community livability and connections***
- ***Support regional economic diversity, local businesses, and responsible tourism***

Our community's Guiding Principles are born from our Core Values; they are intended to set the standard for our community interactions with each other, our surroundings and with those who are guests of our community.

These guiding principles are intended to provide direction in all aspects of the Community Plan – goals, policies, and action items. They should also apply to the design of any city capital improvement projects as well as private development projects.

The Plan's recommendations will reflect and strengthen these core values, leading us toward our shared vision of Sedona. Each of the guiding principles are described on the following pages, featuring quotes received from the public during our community outreach efforts.

"As a lifelong resident of Sedona who is married to a lifelong resident and now raising two children (all of our parents still live here as well), I want to see Sedona retain the feel of community that has kept our family here for nearly 40 years. We want to see the families who move here stay because Sedona is so great instead of moving away after a few years because of limited economic and housing opportunities."

-Public Comment

Guiding Principle: Environment

Honor and protect our environment and heritage

- ***We respect and protect the natural environment.***
- ***We ensure that the built environment is in harmony with the natural environment.***
- ***We incorporate sustainability and resiliency practices into all of our actions.***

What this means in 2033 …

Environment

- Protection of the environment is a high priority in all decision-making.
- Development is designed to limit impacts on the natural landscape, especially riparian habitat, drainages, steep slopes and viewsheds.
  - Development projects such as new houses, businesses, parks, and streets are landscaped with low water use, native plants that blend into the natural landscape.
  - Buildings are designed to maximize energy efficiency technologies and minimize their impact on the land.
- Water is a precious resource that is conserved to ensure future availability, and managed or reused to sustain habitat and replenish groundwater.
- Oak Creek is a green corridor with clean flowing water supporting an ecosystem of endemic plants, fish, birds, and other wildlife.
- Natural areas are protected from the impacts of vehicles, people, noise, and pollution.
- There are educational and directional signs and maps, and physical barriers to protect the land, as well as monitoring and restoration of public lands.

Sustainability and Resiliency

- The City of Sedona, partner agencies, and residents are prepared for natural disasters and climate change impacts.
- Communications are in English and Spanish, and readily available to residents, businesses, and visitors.
- There is access to clean energy and Sedona has reduced its dependence on fossil-fuels.
- There is increased awareness of the environmental impacts of consumption.
- Historic and prehistoric sites are recognized, preserved and celebrated.

"Sedona is about the rocks ... how to view them, enjoy them, walk, bike and run on them, preserve their adjoining forests and streams and do whatever we possibly can to protect them for future visitors and residents."
- Public Comment

Guiding Principle: Community

Strengthen community livability and connections

- ***We come together to share experiences, help others, improve our community, enjoy the arts, and celebrate our heritage.***
- ***We travel safely and efficiently throughout Sedona, with options to drive, walk, bike or ride the bus.***
- ***Our community of residents, employees, and visitors enjoy these convenient alternatives to driving.***
- ***Our community has a variety of housing options for all ages and income levels, and rental housing is stable and secure.***

What this means in 2033...

Sense of Community

- Sedona is a friendly, welcoming, and neighborly community that will collaborate with and support each other.
- Parks, plazas, cafes, festivals, and markets are dynamic places where people gather and socialize.
- There is a diversity of people interacting with each other - whether by age or background, resident, or visitor.
- Sedona is a community of active and productive volunteers.
- Sedona has a variety of educational opportunities for learning and interaction.
- Local culture is celebrated through the arts and events.
- Sedona has a unique and distinctive image and identity.

Housing Diversity

- There is an increase in housing options of all types, sizes, and cost.
- More diverse housing options attract more young people, families, and professionals to become a vital part of our community life.
- Diverse housing options exist for all types of residents (e.g., business owners, retirees, families, essential workers).
- New housing development complements existing structures and city character.
- Residents feel secure in the longevity of their living situation and feel confident advocating for themselves and their neighbors.

Mobility

- There are a variety of environmentally responsible transportation choices for employees, residents, and tourists.
- There are transit services with convenient and accessible parking areas throughout the City.
- There are more sidewalks, paths and trails that lead to activity centers, parks, trailheads, and popular destinations.
- Walking and biking is safe, convenient, appealing, and comfortable for residents and tourists to make the choice to drive less.
- There are protected bicycle paths and electric charging stations to facilitate safe, secure, and convenient travel by bicycle.
- There are fewer cars on the road; traffic moves well, with the exception of peak visitation.

"Support young families who want to live here, drive an economy that encourages jobs and affordable housing, enhance healthcare for younger families."

- Public Comment

Guiding Principle: Economy and Tourism

Support regional economic diversity, local businesses, and responsible tourism

- ***Our community proactively manages tourism.***
- ***We share with visitors how to respect and care for our red rock landscape and neighborhoods.***
- ***We participate in a regional economy and we support our local businesses that practice respect for the environment, and enhance our community's quality of life.***

What this means in 2033…

Economy

- Collaborative partnerships support a diverse regional economy to ensure the availability of essential resources, including quality healthcare.
- Economic Policy supports emerging business and employment opportunities.
- Businesses are innovative, creative, and conscientious regarding goods and services, marketing, best practices, and teach everyone to respect our community and environment.
- Sedona has a thriving arts community.

Tourism

- Community members enjoy a high quality of life and the benefits brought by tourism.
- Visitors learn and practice respect for our community and our fragile and beautiful natural environment.
- Tourism fluctuates seasonally, however with the support of the local community as well as visitors, local businesses can prosper year-round.
- Sedona visitors are encouraged to stay for extended visits and support quality business practices.

3. Community

Chapter Contents:

- Overview
- Recommended Policies
  - Community Partnerships
  - Parks and Public Places
  - Recreation and Events
  - Arts & Culture
- Community Actions

Community Goal

Build a strong sense of community and culture.

Overview

COMMUNITY KEY ISSUES

- The loss in population, including families with children
- The increasing number of vacation rentals in neighborhoods
  - Less people/families living in homes
  - Impacts the city's sense of community
- Community concerns that there are:
  - Not enough opportunities for social interaction
  - Not enough activities for youth or support for families
  - Diverse but disconnected communities and neighborhoods
  - No central gathering place(s)
  - The impression of many residents that Sedona is being overwhelmed by tourists and the impacts of tourism

SYNOPSIS 2013 - 2023

- City Parks and Recreation
  - Ranger Station Park Master Plan and construction (to be complete in 2024)
  - Posse Grounds City Park
    - Barbara Antonsen Memorial Pavilion
    - Bike Skills Park
    - Dog park renovations
    - Parking lot for the trailhead shuttle
    - Connector pathway from parking lot
    - Disc golf course and rebuilt bocce court
    - The Hub building becomes City Parks and Recreation facility
  - Sunset Park
    - Shared-use path connector
    - Shade structures and new playground equipment
- Development of the Citizen Engagement Program
- Established an Arts and Culture Program

Community Partnerships

▶ Policy 3.1 - Facilitate connections between residents, local organizations, schools, and businesses to build a stronger sense of community.

Residents have expressed concern about Sedona losing its sense of community, and have looked to the City to build community. The City's role has been to provide funding for select organizations, however it can also happen by simply providing an online directory connecting residents to local organizations (see below). As the list below shows, there are a lot of community organizations in Sedona and the Verde Valley, and some have struggled since the Pandemic to find volunteers. Collaboration with each other and with the City can help local groups to expand their membership, share resources, and be more effective in fulfilling their missions.

Sedona Small Grants Program

▶ Policy 3.2 - Continue the small grants program, adding to the criteria the importance of building a sense of community and partnerships.

The City of Sedona provides support to local non-profit organizations through a small grants program. To be eligible, the non-profit organization's programs, activities, or events should address the following criteria:

- Advance the Sedona Community Plan recommendations
- Advance the goals of equity and inclusion
- Promote public health, safety, and general welfare
- Directly benefit Sedona residents, their well-being and prosperity

Building a Sense of Community

Sedona Community Organizations

The following represents the types of groups in Sedona; this is not a comprehensive list of all organizations.

Community/Social
- Adult Community Center
- Community Food Bank
- Elks Lodge
- Humane Society of Sedona
- Rotary (2)
- Northern Arizona Interfaith Council
- Sedona 30
- Sedona Public Library
- Sedona Women
- Sedona XYZ

Environment/Recreation
- Gardens for Humanity
- The Hummingbird Society
- The Westerners
- Friends of the Verde River
- Keep Sedona Beautiful
- Oak Creek Watershed Council
- Red Rock Trail Fund
- Friends of the Forest
- Sedona Recycles
- Verde Valley Cyclists Coalition

Arts/Culture
- Chamber Music Sedona
- Fine Art Museum of Sedona
- Northern Arizona Watercolor Society
- Sedona Historical Society
- Sedona Area Guild of Artists
- Sedona Arts Center
- Sedona Visual Arts Coalition
- Sedona International Film Festival
- Sedona Symphony

Parks and Public Places

▶ Policy 3.3 - Create places where people get together, interact, and share experiences.

Incentivize development projects to include amenities that invite positive social interactions. This can be as simple as adding benches or something more substantial, such as creating a shady courtyard with tables, or an indoor meeting room open for use by local groups. Amenities can be added to an existing site or transform a site.

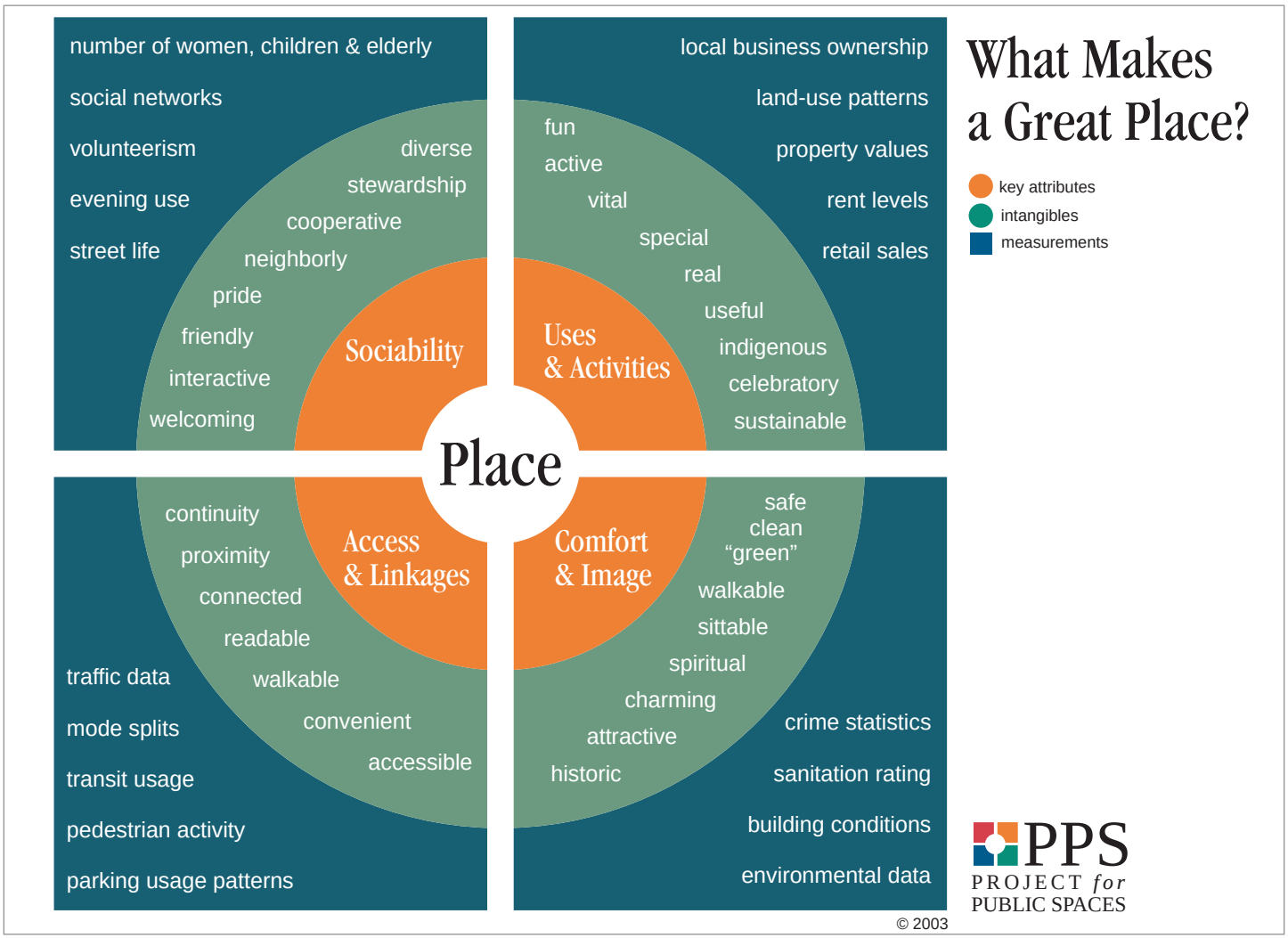


Figure 3.1. How to Create Great Public Spaces

There have been many studies on what makes a place attract people, makes them stay, and return regularly. This can be seen as a menu of ingredients to improve upon or create a place for community.

Source: Project for Public Spaces, www.pps.org

Sedona's Community Places

A sampling of public places in Sedona:

City Parks & Public Spaces

- Posse Grounds Park
  - » Dog Park
  - » Bike Skills Park
  - » Barbara Antonsen Memorial Pavilion
  - » The HUB
- Sunset Park
- Ranger Station Park

Community Places

- The Sedona Library
- The Sedona Arts Center
- Sedona Heritage Museum
- Yavapai College, Osher Lifelong Learning Institute

▶ Policy 3.4 - Provide a variety of facilities and park amenities that serve Sedona resident's varied interests and abilities.

To be a healthy and active community there should be a variety of accessible places that offer activities for all ages, skills, and abilities. Activities may include pickleball, basketball, mountain biking, and walking, as well as creative arts, music, and learning. Facilities such as parks, the library, and studios can be public places, private venues, non-profit or commercial places.

▶ Policy 3.5 - Ensure that City projects contribute to a sense of community.

Public parks and other projects can help build a sense of community and advance other community goals. It is important for residents that may or may not use the facility to have the opportunity to provide feedback at the earliest stages. This gives park users and other stakeholders a chance to weigh in on the advantages, drawbacks, and alternatives.

Ranger Station Park

The park is located at 250 Brewer Rd. The focal point of the park is the original Forest Service Ranger Station house and barn, adapted for use as community meeting spaces.

The Park Master Plan objectives reflect Community Plan goals:

- ▶ Honor the history
- ▶ Build a sense of community
- ▶ Create community interactions
- ▶ Engage people in healthy and active amenities
- ▶ Incorporate art in the park
- ▶ Design for a sense of place and sustainability

Recreation and Events

▶ Policy 3.6 - Offer activities, events, and programs that bring people together throughout the year.

These may be public or private events (see examples below) often led by volunteers that not only support, but create and lead events while sharing their talents, interests, and knowledge. For more people to participate, they need to know in advance, and know that they are welcome. This can be through the marketing of events as well as creating an all-inclusive listing on a website, email newsletter, and social media.

▶ Policy 3.7 - Invite and involve everyone that makes this a diverse and interesting community.

Celebrating community diversity is essential to building a sense of community. To make this happen, there needs to be outreach through a variety of media that is in both Spanish and English.

▶ Policy 3.8 - Encourage residents to get involved in activities and events by participating or volunteering.

This should include people of all ages - kids, adults and seniors. Many of the events in town are put on by local organizations that rely on volunteers to plan for and work at festivals and smaller events.

Community Activities & Events

City Parks and Recreation Activities

- Posse Grounds Park Events:
  - Red Dirt Concert Series
  - Food Truck Festival
  - Free to be Me Drumming Sessions
  - Ecstatic Dance Thursdays
  - Yappy Hour with Dogs
  - Storytime in the Park
  - Summer camps for kids
- Athletic Programs:
  - Youth and adult soccer
  - Pickleball
  - Ultimate Frisbee
  - Swim and tennis lessons
  - Basketball, volleyball, open gym
- Holiday Events for Families:
  - St Patrick's Day Parade
  - Celebration of Spring
  - Pumpkin Splash
  - Breakfast with Santa

Community Festivals

- International Film Festival
- Oktoberfest
- Sedona Hummingbird Festival
- Sedona Mountain Bike Festival
- Sedona Wine Festival
- Sedona Yoga Festival

Arts & Culture

▶ Policy 3.9 - Build community through community engagement in arts and culture.

There are many organizations in the city that offer classes, workshops, and other educational resources. There are also groups that rely on volunteers, and all could be enhanced or expanded by raising awareness and participation among residents. The following community values highlighted in this Plan are also areas of focus for local organizations.

- Environment
- Arts
- Wellness and recreation
- History
- Sustainability
- Community support

▶ Policy 3.10 - Expand the City's arts and culture programs and partnerships.

The following are examples of potential City programs and partnerships:

- Partnership programs that embrace aging - with arts, cultural, and wellness activities.
- Involve the schools and youth in community events, activities, and programs.
- Sponsor art experiences, either pop-up, temporary, or interactive that highlight local artists - visual, literary, performing arts, and music.

▶ Policy 3.11 - Preserve historic sites and celebrate Sedona's history.

The City Historic Landmark program should continue to grow through the identification of significant sites and encouragement of owners to designate their property as a landmark. The City should also continue to partner with and support the Sedona Historical Society to provide cultural heritage programs, exhibits, and events for the community.

City Arts & Culture Program

The following is a sampling of programs led by the City Arts & Culture Coordinator:

- Artist in the Classroom
- Roundabout Public Art
- Mayor's Arts Awards
- City Hall Art Rotation Exhibits
- City Council Moments of Art

City Arts and Culture Program

Community Actions

1. Ensure that communication of City information is bilingual, including websites, mailings, social media, emails, and printed materials in Spanish and English.

2. Improve City communications and messaging about opportunities for resident participation by providing online resources that connect residents to local organizations and activities, including the following:
   - Directory of local organizations.
   - Calendar of all community events and activities
   - Volunteer opportunities.

3. Update the criteria of the City's Small Grants Program to fund programs that build community.

4. Develop design guidelines to encourage community oriented features for both public and private development.

5. Improve City procedures to better incorporate Community Plan goals and priorities, public input, and development standards at the planning and design stage of City municipal projects.

Environment & Sustainability chapter, Innovative Building

6. Expand the capacity of the City's Arts and Culture Program.

7. Renovate The Hub building at Posse Grounds Park to better serve as a multi-purpose community space.

8. Explore the Sedona Performing Arts Center as a community place in partnership with the school district, City, residents, and local organizations to better utilize this venue for arts, culture, and entertainment programs.

9. Develop a master plan for Posse Grounds Park that addresses access to the park, circulation within the park (vehicles, bicycles, and pedestrians), and parking. Consider passive and active recreation, and natural areas. The planning process must involve all park users (organized groups and individuals), the West Sedona School, and other stakeholders.

4. Land Use

Chapter Contents:

- Overview
- Future Land Use Map
    - Land Use Map Designations
- Community Focus Areas
- Land Use Policies
- Land Use Actions

Land Use Goal

Sedona's unique sense of place and stewardship of the natural environment is reflected in the design and development of the built environment.

Overview

LAND USE KEY ISSUES

- The city is nearly built-out as of 2023, with 18% of the available land remaining to build on (excluding National Forest and dedicated open space)
- Challenges to building new affordable housing due to decreasing supply of land, increasing cost, and zoning limitations
- STR impacts on land use as houses are purchased or built for STR, reducing the supply of land for residential housing
- Potential impacts of future development to environmentally sensitive areas, such as Oak Creek

SYNOPSIS 2013 - 2023

- 2016-2019: Adoption of Community Focus Area (CFA) Plans for the Western Gateway, Soldiers Pass, Schnebly, and Sunset CFAs
- 2017: State permits short-term vacation rentals of single-family residential housing (and up to 4 unit properties), removing the City's previous prohibition on rentals of less than 30 days
- 2018: Adoption of new Land Development Code
- 2022: City acquires the former Cultural Park property and other parcels

CURRENT LAND USE INCLUDING NATIONAL FOREST

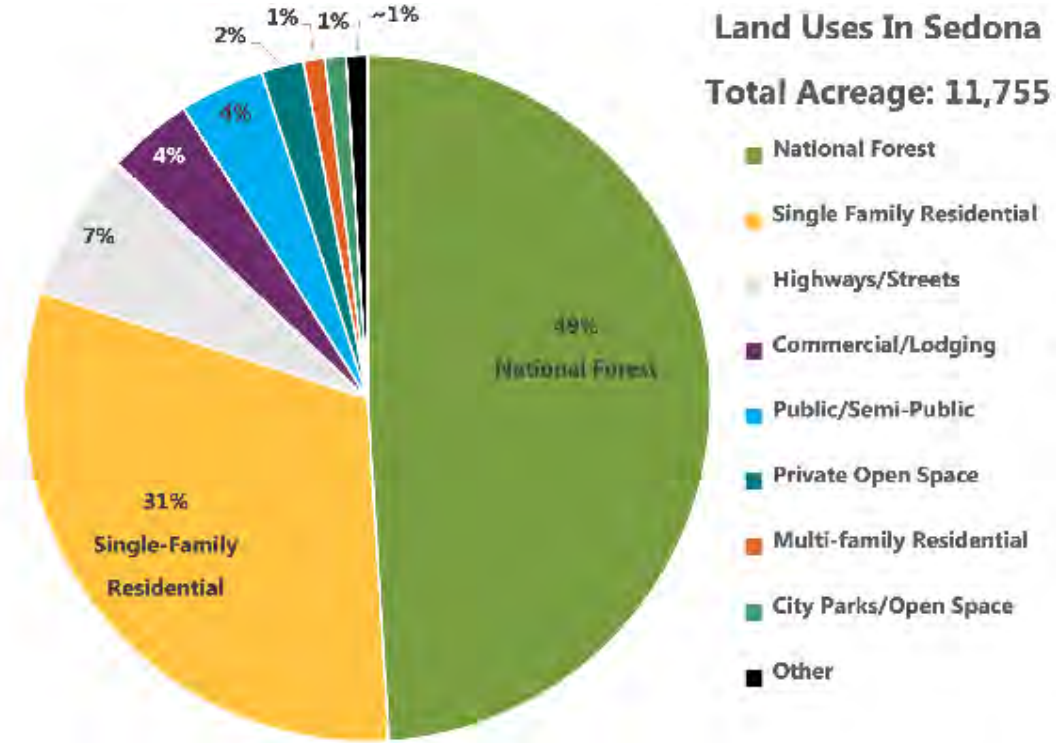


Figure 4.1. This shows the land within Sedona city limits by type of land use (how the land is being used, as of 2023). What is noteworthy is the amount of National Forest land in the city.

"Other" Land Uses:

1. Mobile Home Park (<1%)
2. State Trust Land (<1%)
3. Other City-Owned/ Undeveloped (<1%)
4. Planned Development/ Undeveloped (<1%)

CURRENT LAND USE EXCLUDING NATIONAL FOREST

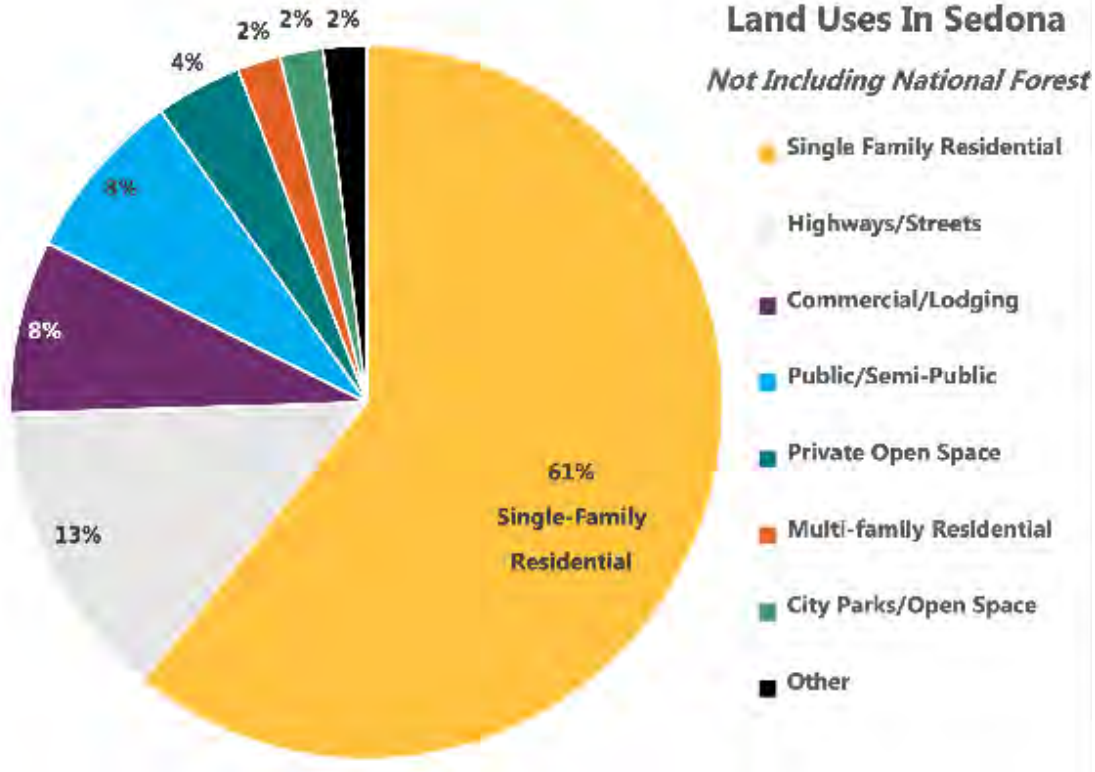


Figure 4.2. This excludes the National Forest land, and shows the remaining land use by type (how the land is being used, as of 2023). What is most noteworthy about this is the significant percentage of land with single-family homes.

Future Land Use Map

WHAT IS THE FUTURE LAND USE MAP?

The map on the following page depicts the land uses recommended for each property in the city. Whereas, the Zoning Map is part of the Sedona Land Development Code, the Future Land Use Map is most relevant when a property owner does not want to develop under the existing zoning.

See Implementation chapter

If a property owner does not want to develop under existing zoning, the proposed land use must align with the Future Land Use Map and the goals and policies of the Community Plan, otherwise the owner must apply for an amendment to the Community Plan along with a rezoning application. Applications to change the Community Plan would be reviewed for adherence to the other goals and policies of the Community Plan.

The Future Land Use Map Is:

- Property designations recommended for future development
- Guide for decisions on rezoning and development proposals

It is *not*:

- A Zoning map
- Mandating development
- Changing property rights or zoning rights

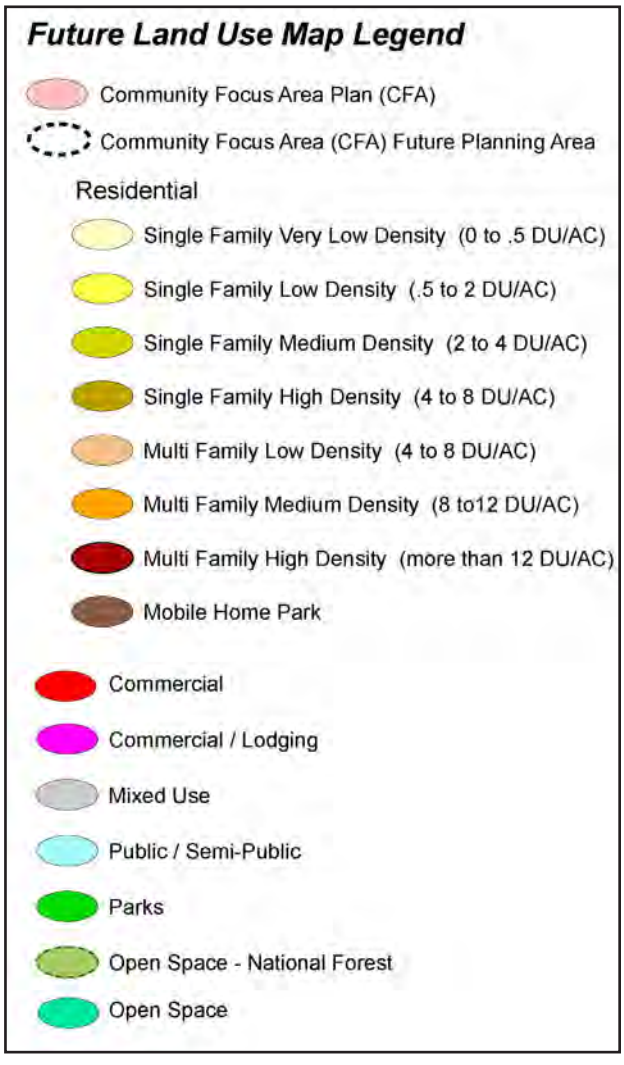


Figure 4.3. Land Use Designations
Descriptions of each land use designation shown in the legend to the left (and on the map) are described on the following pages.

FUTURE LAND USE MAP

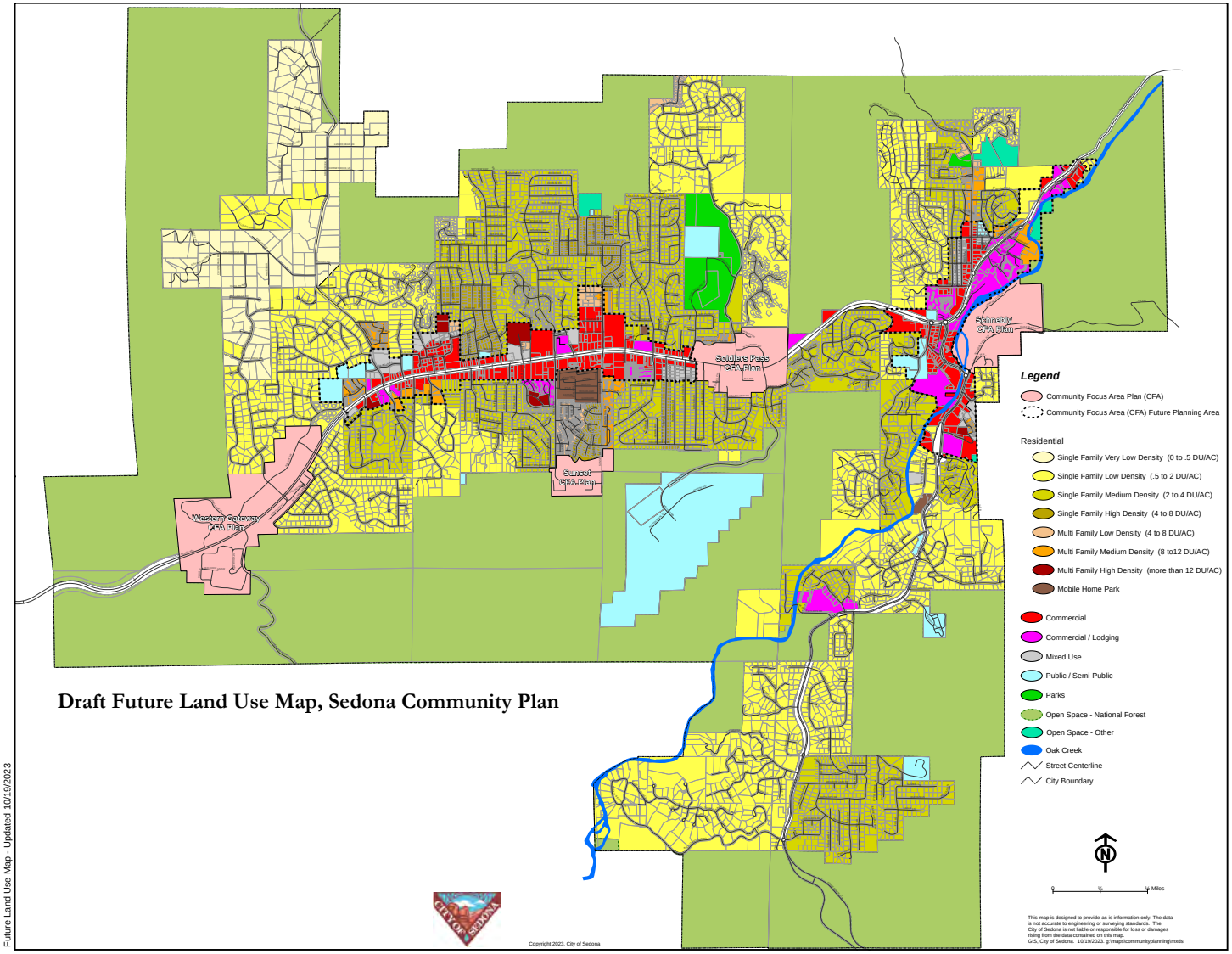


Figure 4.4. To view a more detailed map that can be zoomed in for easier viewing, please see the Exhibit of the Future Land Use Map (separate PDF file)

Land Use Map Designations

The following are descriptions of each Future Land Use Map designation and associated color on the map.

OPEN SPACE - NATIONAL FOREST

This designation is intended to support the long-term preservation of undisturbed areas in their natural condition.
National Forest includes:

- Coconino National Forest within City limits
  - Excluding the Chapel of the Holy Cross which is on the National Forest, operating under a lease agreement
- Use and development of these areas is subject to approval by the Forest Service

OPEN SPACE - OTHER NATURAL

Natural Open Space includes:

- Passive recreation areas with support infrastructure, such as trails and parking
  - Sugar Loaf Trailhead and Jordan Park open space (both city owned)
- Undeveloped floodplain along Oak Creek in Uptown
- Undeveloped lands adjacent to the Munds Mountain Wilderness

PARKS

This designation is intended to support the development of public parks for active and passive recreational uses, and community facilities.
Parks includes:

- Jordan Historical Park, Posse Grounds Park, Sunset Park, and Ranger Station Park

PUBLIC/SEMI-PUBLIC

This designation is intended to support uses owned and operated by public/semi-public entities for the benefit of the community.
Public/Semi-public includes:

- Schools, library, airport
- Hospitals, churches, cemeteries
- Municipal uses, public parking areas
- Public utilities

RESIDENTIAL MAP DESIGNATIONS

SINGLE-FAMILY RESIDENTIAL

This designation is intended to support the development of single-family homes. Cluster development, typically with subdivisions, is encouraged to direct development away from environmentally sensitive portions of a site (floodways and floodplains, steep slopes, ridgelines, etc.) with open space buffers recommended when adjacent to the National Forest to minimize wildland-urban interface impacts such as wildfire.

Single-family Residential includes:

- Includes one residential dwelling unit on one lot, and one accessory dwelling unit

MULTI-FAMILY RESIDENTIAL

This designation is intended to support the development of multiple dwelling units on a single property. Multi-family designations can serve as a transition or buffer between non-residential development and single-family residential development. Locations may be considered that have current or planned access to transit, shared use paths, or other amenities.

Multi-family Residential includes:

- Multiple residential dwelling units on one lot
- Multi-family residential can occur within mixed-use and commercial areas

May include the following:

- Townhouses, condominiums, apartments, duplex/multiplex, patio homes, and other single-family attached styles

MOBILE HOME PARKS

This designation is intended to recognize existing mobile home parks as a unique land use. These are some of the most affordable housing options for low and moderate income households. If these areas are redeveloped, the existing densities (dwelling units per acre) should be retained or increased regardless of housing type.

- Includes existing mobile home parks that are not under a different land use designation

Note on Density:

Densities greater than 12 units per acre are supported on a case-by-case basis with consideration of strategies that address local housing needs, housing diversity, affordability, and availability.

See the Housing chapter

NON-RESIDENTIAL MAP DESIGNATIONS

MIXED-USE

Mixed-use as a Future Land Use Designation is new to this Plan. Many of the properties now showing as Mixed-use were designated as Planned Area in the 2013 Plan, which was not carried forward.

This designation is intended to support developments with a variety of uses, including residential, commercial, office, community, and educational. Mixed-use areas can serve as a transitional between more intense commercial uses and residential and should be considered in areas with access to transit, shared use paths, or other amenities.

May include any of the following:

- Commercial retail, office and services
- Public and semi-public uses
- Multi-family Residential* - Medium density (8-12 units per acre) or High Density (more than 12 units per acre)

BENEFITS OF MIXED-USE DEVELOPMENT

Areas of compact, mixed-use and walkable development can be people-friendly places, where people can live, work, shop, dine, and play, since a variety of needs are met in one appealing place. Compact development creates more walkable activity centers that contribute to quality of life by being more sustainable, less car-dependent and more people-friendly. Mixed-use and more compact development scenarios are especially encouraged within the West Sedona Corridor.

Compact, mixed-use and walkable development combine housing options with services and retail uses, and typically include venues for entertainment and the arts mixed with education and civic functions, a central community gathering space, all linked by walkways. Residents can enjoy living and working in the same area without having to drive everywhere. They can expect to have chance encounters with neighbors, co-workers and visitors, enhancing communication, collaboration and a sense of community. The following attributes indicate an area of mixed-use development.

- Inclusive people places
- Walkable and bike-able
- Transit-oriented
- Diverse housing choices
- Safe, active and lively
- Appropriate for infill
- Inclusive of local businesses
- Outdoor public spaces
- Compact, or concentrated

COMMERCIAL

This designation is intended to support general retail and other commercial and service uses. Land uses that are characterized by frequent visits of customers and clients should be located in areas with good vehicular circulation.

Except for property within an approved Community Focus Area, commercial uses should be limited to the W SR 89A and SR 179 corridors as designated on the Future Land Use Map.

Commercial may include any of the following, or a combination of:

- Retail, office, services
- Heavy commercial, light manufacturing
- Multi-family residential*

Heavier commercial uses that serve local needs may be considered within existing commercial areas if:

1. Uses are not located adjacent to the highway
2. Significant buffering to residential areas can be provided
3. Traffic generation is minimal

COMMERCIAL/LODGING

This designation is intended to support resort and lodging uses, including accessory commercial and service uses, in a manner that:

1. Is consistent with the Sedona Community Plan or specific plan for the area
2. Features community benefits.
3. Preserves the unique character of Sedona
4. Is compatible in size, scale, intensity, and character of other surrounding uses
5. Accommodates adequate vehicle parking and circulation
6. Promotes creative design and is sensitive to the natural environment

May include any of the following, or a combination of:

- Hotels, motels, and timeshares
- Commercial retail and services
- Multifamily uses (*See Note on Density and/or the Future Land Use Map)

***Note on Density:**
Multi-family residential densities greater than 12 units per acre are supported on a case-by-case basis with consideration of strategies that address local housing needs, housing diversity, affordability, and availability. See the Housing chapter

Community Focus Areas

Community Focus Areas (CFAs) are locations where the City plays a proactive planning role to implement the Community Plan's vision and goals. CFAs are primarily commercial areas with properties likely to be developed or have redevelopment potential, but may include adjacent residential properties to ensure a good transition to lower density residential uses.

Implementation Tools of CFA Plans:

- Incentives for specific types of development
- Flexibility in development standards for more creative, innovative designs
- Incentives to consolidate properties under unified, coordinated planning
- Transitional land uses buffering more intensive commercial from single-family residential

COMMUNITY FOCUS AREAS (CFAs)

ADOPTED CFA PLANS

See the Future Land Use Map for locations.

Soldier Pass Road CFA Plan

Adopted April 12, 2016 (Resolution 2016-17)
Amended August 10, 2022 (Resolution 2022-23)

Western Gateway CFA Plan

Adopted May 24, 2016 (Resolution 2016-18)
Amended August 10, 2022 (Resolution 2022-22)

Schnebly CFA Plan

Adopted April 11, 2017 (Resolution 2017-09)
Amended November 10, 2020 (Resolution 2020-23)

Sunset CFA Plan

Adopted April 9, 2019 (Resolution 2019-07).

Adopted CFA Plans

PROPOSED CFA PLANS: WEST SEDONA CORRIDOR AND UPTOWN

The West Sedona Corridor and Uptown can be transformed into vibrant and walkable destinations through the recommendations of CFA Plans.

OPPORTUNITIES

- Safety, comfort and convenience for pedestrians, bicyclists, and those with disabilities
- Beautification
- Incentives for redevelopment
- Distinctive character or design themes
- Make more efficient use of currently underutilized parking lots
- Create transitions and buffers to single-family residential neighborhoods

See Circulation chapter and GO! Sedona Pathways Plan

HOW ARE CFA PLANS DEVELOPED?

1. Input from residents, property owners, neighbors, businesses, and stakeholders
2. Planning and Zoning Commission public hearing and recommendation to City Council
3. City Council public hearing and adoption of the CFA Plan
4. Minor amendment is made to the Community Plan's Future Land Use Map to designate the area as having a CFA Plan

West Sedona Corridor Community Focus Area

This CFA plan has the following two areas with similar opportunities but distinct attributes:

1. Dry Creek/W SR 89A
2. Rodeo-Coffeepot/W SR 89A

OPPORTUNITIES

- Build on the existing attributes
- Identify transition areas appropriate for multi-family residential
- Work with property owners to upgrade non-conforming uses
- Redevelopment and redesign potential of large shopping complexes
- Reduce number of redundant or unnecessary curb cuts on W SR 89A
- Establish parallel alternatives to W SR 89A for vehicles and/or bicycle/pedestrians
- Improve walkability and bike-ability, including:
  - Safer crossings of W SR 89A; Alternative routes parallel to W SR 89A; Extend sidewalks on both sides of the cross-streets

ATTRIBUTES

1. Dry Creek/W SR 89A Area

- Civic: City Hall, fire station, pocket parks
- Education: library, charter school
- Residential: townhomes and apartments
- Lodging: hotels, motels, bed & breakfasts
- Social: outdoor cafes, pizza place, coffee shops, churches

2. Rodeo-Coffeepot/W SR 89A Area

- Entertainment: 2 theaters
- Lodging: timeshares, motel, hotel
- Retail and Restaurants: 3 grocery stores, pharmacies, coffee shops
- Residential: townhomes, mobile home parks

Figure 4.5. Proposed West Sedona CFA

Note: The map above shows a potential boundary of the CFA Plan. The exact boundaries will be determined during the CFA planning process.

Uptown Community Focus Area

There are two areas proposed for this CFA Plan, each having distinct attributes and opportunities.

1. Uptown, north of The Y
2. Ranger Road, south of The Y

1. Uptown Area

There is a draft Uptown CFA Plan that was completed in 2021, however it was put on hold in order to proceed with the Community Plan update. The draft CFA plan can be a starting point for a new planning process.

OPPORTUNITIES

- Large, undeveloped properties along Oak Creek
- Redevelopment potential
- Potential for public creek access and/or creekside park.
- Forest Road connection to W SR 89A
- Coordinated planning for land use, circulation, and parking
- Need for a multi-modal circulation plan for Uptown and the Ranger Road area that addresses:
  - Walking and biking safety
  - Transit circulation and stops
  - Parking
    - Resident parking
    - Employee parking
    - Tourist parking
  - Guided tours drop-off and pick-up
  - Main Street deliveries
  - Streetscapes

ATTRIBUTES

- Lodging: multiple hotels and resorts of all sizes
- Retail shops and restaurants
- Multi-family residential areas, especially along Jordan Rd
- The Sedona Subdivision - one of Sedona's oldest subdivisions
- Historic Sedona Arts Center
- Many historic buildings
- Challenging topography and access for northern area

2. Ranger Road Area OPPORTUNITIES

- Ranger Station Park on Brewer Rd as community gathering place
- *4 buildings on the National Register of Historic Places (denoted below by asterisks)
- Potential for creekwalk
- Proposed Ranger Road roundabout connection to Forest Rd connector
- Redevelopment opportunities resulting from transportation projects
- Public parking and transit access improvements
- Improved walkability and bikeability
- Access to the National Forest, Soldiers Wash trail system

ATTRIBUTES

- Tlaquepaque and Gallery Row: mix of shops, galleries, and lodging
- Ranger Station Park on Brewer Rd
  - City-owned historic landmarks*: Ranger Station house and barn
- City of Sedona offices and municipal court on Brewer Rd
- City-owned land near Brewer/89A roundabout
- Hart Store Historic Landmark* at Ranger/ Brewer
- Pumphouse Historic Landmark*
- Pedestrian underpass at Oak Creek/SR 179 (Under construction as of Spring 2024)

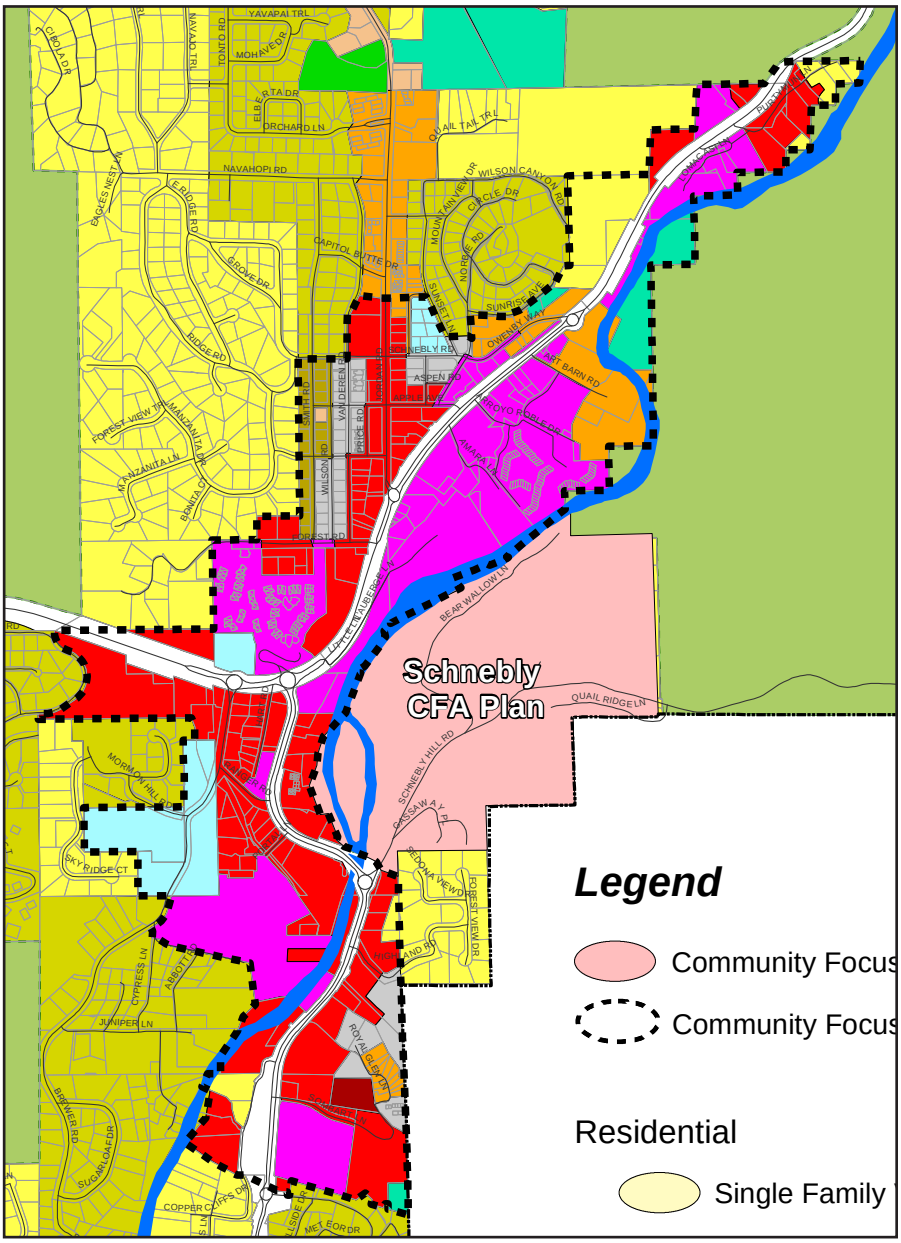


Figure 4.6. Proposed Uptown CFA
Note: The map above shows a potential boundary of the CFA Plan. The exact boundaries will be determined during the CFA planning process.

Land Use Policies

- **Policy 4.1 -** Partner with the Forest Service to ensure National Forest lands within City limits remain public open space and not exchanged for private development.
- **Policy 4.2 -** Participate in regional planning with agencies and organizations in the Verde Valley.
- **Policy 4.3 -** Maintain design standards that reflect Sedona's "sense of place", historic and cultural heritage, viewsheds, and environment and natural resources.
- **Policy 4.4 -** Support cluster development to direct development away from more environmentally-sensitive portions of a site.
- **Policy 4.5 -** Allow densities greater than 12 dwelling units per acre through consideration of projects with strategies for achieving housing diversity, affordability, and availability to address housing needs in areas designated for Multi-family High Density, Commercial, and Mixed-use.
- **Policy 4.6 -** Transform the commercial corridors into a mix of residential, commercial, and public uses well-connected for walking, biking, or using transit.
- **Policy 4.7 -** Limit lodging uses to locations within the Commercial/Lodging designation on the Future Land Use Map or otherwise identified in an adopted CFA Plan.
- **Policy 4.8 -** Require parking standards that are consistent with multi-modal transportation, mixed and shared uses, promote efficient use of space, and minimize asphalt coverage.
- **Policy 4.9 -** Ensure that proposed land uses are compatible with adjacent aggregate (sand and gravel) resources, if these resources are identified by the State of Arizona. [State required Policy per A.R.S. 9-461.05 C.1.g.]
- **Policy 4.10** - For the term of this Plan, prioritize housing growth within City limits (as of 2023), focusing our efforts on affordability and diversity.

Land Use Actions

1. Determine appropriate locations for the following identified needs: affordable multi-family residential, mixed-use development, and public gathering places.

2. Expand the designation of mixed-use where appropriate, as determined through the CFA planning process.

3. Develop a Land Use Master Plan for the Cultural Park property.

4. Conduct a feasibility study of future development at the Dells (City property south of the Wastewater Plant).

5. Develop a CFA Plan for the West Sedona Corridor.

6. Develop a CFA Plan for Uptown.

7. Evaluate potential for increased building height where view corridors are least impacted and where multiple stories may be the best option for development of multi-family housing and mixed-uses.

8. Evaluate the annexation of land, expanding city limits to encompass land owned by the City of Sedona.

5. Housing

Chapter Contents:

- Overview
- Recommended Policies
  - Housing Diversity and Affordability
- Housing Actions

Housing Goal

Sedona has diverse housing options that are safe, secure, and affordable.

Overview

HOUSING KEY ISSUES

- Lack of housing availability - for sale or rent
- High cost of housing - for sale or rent
- Lack of variation in housing types - 81% of Sedona's housing is single-family residential
- Impacts of short-term rentals (STRs), see following page
- Diminishing amount of buildable land in the City
  - Many of the remaining parcels are more difficult and expensive to build on (topography, drainage, etc.)
- Builders tell us that our development codes, costs, and overall experience working with the city make it very difficult to build housing in Sedona
- Housing is a key issue for economic development
  - Sedona has a large gap between wages and housing costs
  - Housing issues adversely impact employee recruitment and retention

SYNOPSIS 2013 - 2023

- 2017: Short-term vacation rentals are legalized by the State of Arizona
- 2020: COVID-19 Pandemic affected the supply and cost of building materials
- 2020: City of Sedona Housing Study, which states that Sedona will need an additional 1600 housing units to meet our needs
- The Verde Valley Housing Study states that the Verde Valley will need around 3600 units
- Housing Program established with 2 new staff positions: Housing Manager (2021) and Housing Coordinator (2023)
- Cultural Park property in West Sedona purchased by the City

The City of Sedona Housing Programs

- City Housing Fund: City Council allocated $12 million to incentivize and help finance the development of affordable housing in Sedona
- Sedona Workforce Homeownership Assistance Program for eligible workers
- Sedona Employer Assisted Housing Program for City of Sedona employees
- Rent Local: City pays STR owners within City limits to rent to a local worker for at least one year
- Deed Restriction Program: Homeowner may place a voluntary deed restriction on their property preventing its use as a STR

City Housing Program

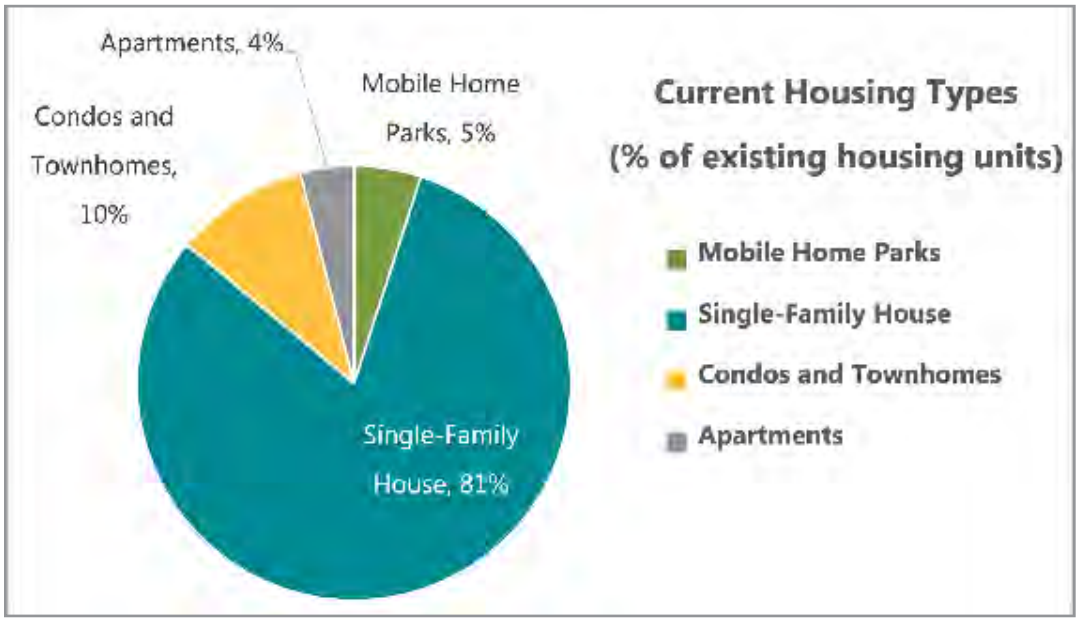


Figure 5.1. Single-family houses are the biggest slice of the pie. Source: City of Sedona, 2022.

SPOTLIGHT
Western Gateway CFA: Cultural Park

In 2022 the City of Sedona bought the 40-acre property off W 89A and Red Rock Loop Road/ Cultural Park Place (site of former amphitheater) to ensure that future development on what is Sedona's largest, undeveloped property in the city limits, will accommodate a variety of housing types, sizes, and cost. A land use master plan will be developed through a process that includes community and stakeholder input, incorporating other community needs. This property is included in the Western Gateway Community Focus Area Plan, which will be the basis of future planning.

MULTI-FAMILY HOUSING IN SEDONA

Multi-family residential can accommodate more housing in a smaller area. It can also be many smaller housing units on a single lot, such as apartments. It can also include townhouses or condos which are typically smaller units on smaller lots. Building more multi-family housing in Sedona can happen a number of ways, such as building up by allowing for taller buildings, infill that may fill in vacant lots, or by splitting large lots, or spreading out (not an option with National Forest in city limits). What is Sedona willing to do to increase the amount of housing?

The advantages of more multi-family housing:

- Accommodates more people on less land
- Units can be smaller in size with a mix of sizes within one complex
- Can be located in mixed-use areas more convenient for walking and transit
- Smaller housing units can cost less to build, own, or rent

Why is Sedona lacking multi-family housing?

1. Only 14% of the city is zoned for multi-family housing
2. Sedona height restrictions (no more than 2-3 stories allowed)
3. Compared to other cities, Sedona has relatively low density limits
4. At 82% build-out, there is a limited amount of buildable property
5. High property values
6. Development, materials, and labor costs

DID YOU KNOW?

Zoning is set by the Land Development Code - not to be confused with the Future Land Use Map (see Land Use chapter) which is set forth in this Plan.

Multi-family housing can be built in a Commercial zoning district without rezoning.

Housing Diversity and Affordability

What is Affordable?
Housing is considered "affordable" if it costs no more than 30% of a household's income.

The Increasing Cost of Housing
The median housing price for a single-family home:
$1,050,000 in 2022
$650,000 in 2020
$330,000 in 2011
$600,000 in 2007

Sedona's lack of housing has begun to affect the entire community. Residents and visitors that rely on grocery stores, pharmacies, or medical offices are affected when businesses cannot attract or retain enough employees. This can result in businesses reducing the hours or days of operation when there are not enough employees. The worst case scenario is that businesses close and residents relocate due to the decline in providers, services, and amenities.

▶ Policy 5.1 - Expand Sedona's mix of housing types to meet the needs of a diverse and vibrant community.

A complete and thriving community is made up of people at different stages in life - singles, couples, families, and seniors - who want housing options that suit their lifestyle, circumstances, and budget. Examples of alternatives are cottages, duplexes, triplexes, age-in-place housing, and accessory dwelling units (ADU).

▶ Policy 5.2 - Encourage redevelopment of the commercial corridors to include a mix of uses, including multi-family housing.

There are locations for multi-family housing that can accommodate increased height and density, and take advantage of access to transit and walkability. Siting these projects must take into consideration scenic views and neighboring homes. This can be determined with public input during the process of developing Community Focus Area (CFA) plans.

▶ Policy 5.3 - Encourage collaboration among employers to provide workforce housing.

Businesses need to attract and retain employees which is a challenge if there is not enough (or affordable) housing. Rather than each company struggling to find a solution, it may be more effective for them to join forces. Already, several larger resorts are providing housing for employees to rent, and shuttles to and from Cottonwood.

▶ Policy 5.4 - Increase housing diversity with strategies that promote the development of affordable and market-rate housing in Sedona.

The City's Housing Program is pursuing multiple projects in partnership with developers to build more housing in Sedona. There may be additional ways to support the development of affordable housing, such as improving procedures and policies that could lower costs, decrease time frames, minimize obstacles, increase efficiencies, and streamline customer and employee workflow.

▶ Policy 5.5 - Increase the Verde Valley's supply of affordable housing for the area's workforce, homeless, and others in need through regional partnerships.

As a small town in an extraordinarily scenic setting, housing is more expensive in Sedona compared to the surrounding communities. In the past, people working in Sedona could find more affordable places to live in Cottonwood, Village of Oak Creek, and Camp Verde. However, housing costs in these communities have been rising over the last ten years, diminishing the cost savings of living in neighboring communities. It has become increasingly problematic for employers to recruit and retain employees.

▶ Policy 5.6 - Address rental housing conditions when the health, welfare, and safety of Sedona residents are at risk.

In some instances, when affordable housing can be found, building conditions can be unsafe, unhealthy, and don't meet city standards. During the public outreach in 2022, residents expressed their fears of losing their housing with little notice, which had happened to others in their community. Often the 'affordable' housing is tolerated since asking a landlord to make repairs can mean losing the housing, as landlords know there are others willing to take their place. This is an issue that can be addressed at the local, city level and through state policies.

The Role of Building Codes

To protect the public's health, safety, and welfare. The codes are not arbitrary, but are the foundation of safe construction.

Suggestions to modify to code to reduce housing costs cannot come at the expense of the public's health, safety and welfare.

Housing Actions

1. Improve City procedures, policies, and programs to better support the building of affordable housing.

2. Amend the Land Development Code and other applicable codes to advance city housing initiatives as outlined in this Plan.

3. Update the City's Development Incentives and Guidelines for Affordable Housing (DIGAH).

4. Participate in regional housing programs (new and existing) that benefit Sedona and the Verde Valley.

5. Identify incentives that support and encourage developers to build more affordable multi-family housing.

6. Develop programs and partnerships that provide support to both tenants and property managers.

PLAN
your
SEDONA

6. Circulation

Chapter Contents:

- Overview
- Recommended Policies
  - Multimodal Network
  - Walking and Biking
  - Transit
  - Streets and Highways
  - Uptown
  - Parking
- Circulation Actions

Circulation Goal

Build a complete and connected circulation network that is safe, convenient, and efficient for all users and all modes of travel.

Overview

CIRCULATION KEY ISSUES

- Traffic congestion, particularly at the Y and Uptown pedestrian crossings
- Lack of street connectivity
  - Lack of emergency evacuation routes
  - No "relief" or alternate routes (e.g., to W 89A, east-west route in West Sedona)
  - Result of subdivisions that developed prior to incorporation
- Arizona Department of Transportation (ADOT) jurisdiction of W 89A and SR 179 means Sedona is limited in what improvements can be made
- Walking and biking safety
  - Few or inadequate sidewalks, bike lanes, etc.
  - Roundabout safety, especially for bicyclists
  - W 89A is car dominant and at times high traffic congestion
  - Lack of safe crossings of W 89A that is seen as an obstacle to bikes and pedestrians going north-south
- Cost of improvements and need for sustainable funding sources
- Lack of communication and understanding that there is no single solution to solving traffic congestion
- Transit system slow to happen
  - Need for sustainable funding
  - Lack of transit connectivity (limited routes and times for the Verde Shuttle)
  - Resident perception that transit is for visitors not residents, especially with the trailhead shuttles being the first to launch
  - Uptown "seek and find" parking adds to congestion
- Lack of or inadequate signage to direct tourists (wayfinding) to parking and around town, especially in Uptown
- Not enough parking at certain locations at peak times, leading to overflow of vehicles onto neighborhood streets, and safety concerns

SYNOPSIS 2013-2023

- 2018: Transportation Master Plan (Sedona In Motion) completed
- 2018: 1/2 cent sales tax approved to fund projects
- 2020: GO! Sedona Pathways Plan (GO Plan) completed
- 2021: Tax permanently extended to fund transit system
- 2022: Transit Implementation Plan completed, Transit program established, and transit manager hired

SIM Strategies

SIM-1 Uptown Roadway Improvements

SIM-2 Uptown Pedestrian Improvements

SIM-3 Parking & Wayfinding

SIM-4 SR 179 Improvements, Schnebly Roundabout to the Y

SIM-5/6 Neighborhood Connections

SIM-7/8 Enhanced Transit Service

SIM-9 Neighborhood Vehicles

SIM-10 West Sedona Access Improvements

SIM-11 Bicycle and Pedestrian Improvements

SIM-12 Traveler Information

Sedona in Motion and Sedona Transportation Master Plan
www.sedonaaz.gov/SIM

What About Bypasses or Bridges?

Studies have shown that building new bypasses or new bridges over Oak Creek are not the solution many hope for. The challenges of building bypasses and bridges include:

- Costs far outweigh benefits (cost of construction, land acquisition, etc)
- Jurisdiction is outside city limits, through the National Forest/Yavapai County
- Traffic modeling by engineers findings of no significant reduction to traffic congestion
- Contradictory to Sedona's core values: environmental stewardship, sense of place, community character, etc.
- Environmental impacts

Sedona In Motion (SIM)

The City's comprehensive Transportation Master Plan, completed in 2018 was followed by the passage of a ½ percent sales tax increase to fund transportation projects. Sedona in Motion was established as the Transportation Master Plan's implementation program, a top priority of City Council. In November 2021, Council voted to permanently increase the City Transaction Privilege Tax from 3% to 3.5% by removing the previous 10-year (2018-2028) sunset from the ½ percent tax increase. The ½ percent permanent increase will be dedicated to transportation purposes, including the implementation of a transit system in Sedona.

Completed SIM Projects

The following are a few of the completed projects as of 2023:

- Uptown Roadway Improvements, Phase 1
- Uptown wayfinding signs for public parking lots and pedestrian signs
- Los Abrigados/Brewer Road connection
- Launched the trailhead shuttle program with 3 park-and-ride lots
- New shared-use pathways (4.5 miles): , Soldier Pass Rd, Posse Grounds parking connector, Dry Creek Road phase 1
- Dynamic Message Sign installed adjacent to I-17 north of General Crook Trail

Completed Bicycle and Pedestrian Projects

- Thunder Mountain/Sanborn Drive
- Soldiers Pass Rd Path and Posse Ground Park connector path
- Sunset Road pathway and Sunset Park connector path
- Chapel Rd Path
- Green bicycle safety lanes on W 89A

Multimodal Network

The Transportation Master Plan and Sedona in Motion program recommends a multifaceted approach that goes beyond roads and cars as essential to addressing Sedona's traffic and parking issues. A connected network for all modes is needed, whether it is driving, walking, biking or taking the bus.

What is Multimodal?

Transportation by various modes: vehicle, bus, bicycle, walking.

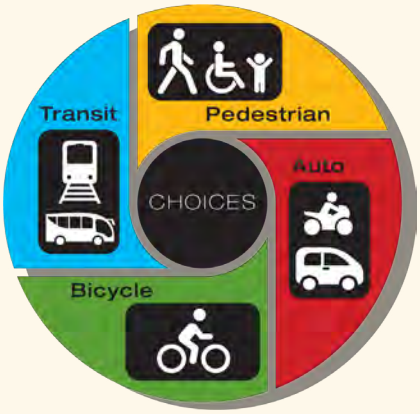


Figure 6.1. Examples of multimodal transportation. Image source: goraleigh.org

▶ Policy 6.1 - Develop a multi-modal circulation network that provides for safe alternatives to get around town while improving traffic flow and reducing reliance on the automobile.

Addressing traffic will take a multifaceted approach; there is no single solution, street connection, or mode that will reduce traffic congestion in Sedona. There are too many cars, thus reducing the number of cars on the road is one of the primary goals for a multimodal network. What it will take: 1) improving infrastructure for all modes, 2) providing transit and alternatives to cars, 3) prioritizing walking and biking improvements, and 4) encouraging visitors, residents, and employees to use other ways of getting around than by car.

▶ Policy 6.2 - Take a comprehensive, holistic approach to transportation and land use planning to improve resident's quality of life and the visitor experience.

Land use planning and transportation projects should be integrated to achieve the vision and goals as set forth in this Plan. This can include new commercial and residential development, redevelopment, and public infrastructure projects such as transit, pathways, and other amenities.

▶ Policy 6.3 - Communicate the Sedona in Motion program goals, priorities, and progress.

The public has expressed frustration with the SIM projects in part because they see individual projects under construction but not the larger picture of how they all contribute to the solution. It is important to convey how all the projects are components of a larger, connected network that takes time to develop. As SIM projects are completed and the program evolves, it will become even more important to communicate the big picture to the public.

▶ Policy 6.4 - Pursue a collaborative regional circulation plan that addresses destination access, transit, and parking.

The very nature of transportation is that people are on the move. Addressing traffic and transit in particular must take a regional approach to match how visitors and residents move through the Verde Valley.

▶ Policy 6.5 - Design projects for people, ensuring the experience is safe, comfortable, interesting, and efficient.

The success or popularity of public infrastructure projects like pathways, roads, or transit may depend on the design details that make it a good or bad experience for the user.

What makes a Walkable City?

There are four conditions that influence the walkability of a place: 1) do you feel safe? 2) is it an interesting experience? 3) do you feel comfortable, and 4) is it useful?

- Jeff Speck, "Walkable City: How Downtown Can Save America, One Step at a Time," 2012

Choice in Modes

"people living in the county often don't realize that their "choice" to travel by car is actually compelled by the lack of better multimodal facilities".

- Larry Schoer, Howard County MD Multimodal Transportation Board in "Best Complete Streets Policies 2023" smartgrowthamerica.org

Walking and Biking

Walking and biking in Sedona's favorable climate and picturesque surroundings significantly enhances the experience. Prioritizing safety, connectivity, and amenities is crucial to reduce car dependency and create a vibrant, mixed-use community where more people walk, bike, and use transit.

Walking and biking are healthy activities, and Sedona has an excellent climate and scenery to enhance the experience. Improving the safety, linkages, and amenities of a walking and biking network is important to encourage more people to leave their cars, which is critical for a walkable, mixed-use environment.

Sedona Trails and Pathways System (ST&PS)

- Transportation Master Plan
- GO! Sedona Pathways Plan

▶ Policy 6.6 - Prioritize pedestrian and bicycle safety improvements to major roadways.

A 2020 survey of residents found that 68% of respondents were in support of allocating additional funding for walking and biking improvements from the circulation budget. The GO! Sedona Pathways Plan has identified and prioritized projects that will improve safety which will also encourage more people to walk or bike.

▶ Policy 6.7 - Create a network of pedestrian and bicycle infrastructure improvements and connections linking neighborhoods, activity centers, and popular destinations, and promote walkable, bike-able connections to transit stops.

Since 2007, pedestrian enhancements have been implemented across Sedona. In 2020, the city introduced the GO! Sedona Pathways Plan. This plan incorporates recommendations from the Transportation Master Plan from 2018. The pathways network seeks to connect the 300 miles of trails inside and out of Sedona to our pathways inside the city. Sedona can be a more connected community by linking residents and visitors to neighborhoods, and destinations like schools, parks, shopping, and the National Forest.

Figure 6.1. Complete Green Street with landscaping, protected bike lane and sidewalk. Source: Avondale Community Sustainability Plan

▶ Policy 6.8 - Plan future transportation improvements and land use development that supports walkable, mixed-use areas.

Development in Sedona did not happen with walking and biking in mind. It developed as a rural community with incremental, unplanned growth before incorporation in 1988. Most neighborhoods have no sidewalks and for those that do, sidewalk are on only one side of the street. The main thoroughfares are 89A and 179, which are hard to avoid due to the lack of alternate routes or the need to cross them. Overcoming these challenges will take a strategic approach and close coordination with land use development. Efforts should focus on adding sidewalks and bike paths where they are needed most. They should connect people to where they want to go, in as direct and continuous a route as possible.

▶ Policy 6.9 - Partner with the Forest Service to implement a trail access improvement plan.

Recommendations to improve existing trailheads, develop new trailheads, and improve trail access can be found on page 22 of the GO! Sedona Pathways Plan. The goals are to: reduce parking conflicts in neighborhoods, expand trailhead parking capacity and better distribute use where appropriate. The other goal is to provide trails access without the use of a car via transit or walking/biking from home or lodging. One project in the works is a new improved Girdner trailhead at the Cultural Park that will be coordinated with future development to integrate public parking, visitor information, and transit.

Transit

The first phase of the City's transit program was launched in 2022. The Sedona Trailhead Shuttle serves five trailheads from three park-and-ride locations and saw a 23% increase in use from 2022 to 2023. The trailhead shuttles have markedly reduced traffic and parking congestion at these trailheads and nearby neighborhoods. In addition, the established Verde Shuttle provides service between Cottonwood and Sedona. Sedona's next endeavor is an on-demand transit service ("micro-transit" or Sedona Shuttle Connect) set to begin in 2024.

▶ Policy 6.10 - Develop a robust transit system that supports residents, employees, and visitors.

The Sedona Transit Implementation Plan projected a ten-year price tag of over $109 million in transit capital and operating costs. However, as these costs were anticipated during the pre-COVID economy - this cost will be much higher. With conservative cost increases of over 30% for this program, funding will be a significant challenge as the city moves forward with developing its public transit system. However, there are additional grant funding opportunities available through the current federal Infrastructure Investment & Jobs Act and future Federal authorizations.

Figure 6.2. Sedona Trailhead Shuttle 2023 route map. Riders can connect to the Verde Shuttle at the North SR-179 Park & Ride.

Sedona Shuttle

▶ Policy 6.11 - Incorporate transit service to and from major destinations to alleviate impacts on neighborhoods and improve the visitor experience.

Trailhead shuttles were the first phase of the transit program, however, there are other popular destinations that should be high priorities for future transit service, such as attractions within residential neighborhoods, and places with high traffic congestion and insufficient parking.

Summary of Transit Implementation Strategies

Short-Range Transit Projects

Sedona Shuttle Connect:

- App-enabled demand response shared ride public transportation service
- Real time passenger scheduling and vehicle tracking

Long Range Transit Projects

- Transit Maintenance & Operations Facility: Support the city's zero emission transit fleet with a micro-grid providing renewable solar energy
- Ride Exchange: Supports multimodal transportation options
- Fixed Route Bus Routes:
  - Uptown
  - West Sedona
  - Village of Oak Creek
- Fixed Route Bus Routes, Phase 2:
  - Oak Creek Canyon / Slide Rock
  - West Fork Oak Creek Trailhead
- Possible Future Transit Connections:
  - Cottonwood Area Transit: Connecting Cottonwood to Sedona via the Village of Oak Creek
  - Yavapai-Apache Transit: Connecting Camp Verde to Sedona via the Village of Oak Creek
  - Mountain Line: Connecting Flagstaff and Sedona via SR 89 A

Streets and Highways

▶ Policy 6.12 - Upgrade Sedona's major roads to "Complete Streets" that are designed for safe use by all modes of travel.

To increase the number of people choosing not to drive, streets need to be designed to meet the needs of all types of travel, as illustrated in the diagram below. This does not mean changing every street in the city, as it is not necessary on most neighborhood streets. An assessment should be done to prioritize which streets are most in need of upgrades.

▶ Policy 6.13 - Explore potential street connections that connect neighborhoods while maintaining the safety and integrity of the neighborhoods.

Sedona's street network evolved as subdivisions were developed incrementally, funneling nearly all neighborhood traffic to SR 89A or 179. This is now a significant safety concern in the event of an emergency, as there may be only one outlet for a neighborhood. Street connections can be strategically designed to control speeds and minimize traffic through a neighborhood.

Street Connectivity

Advantages of a well-connected street network:

- Emergency evacuation alternatives
- Distributes traffic across the network
- Improves walking/ biking
- Allows more direct access between destinations
- Can reduce travel distances
- Provides more route options

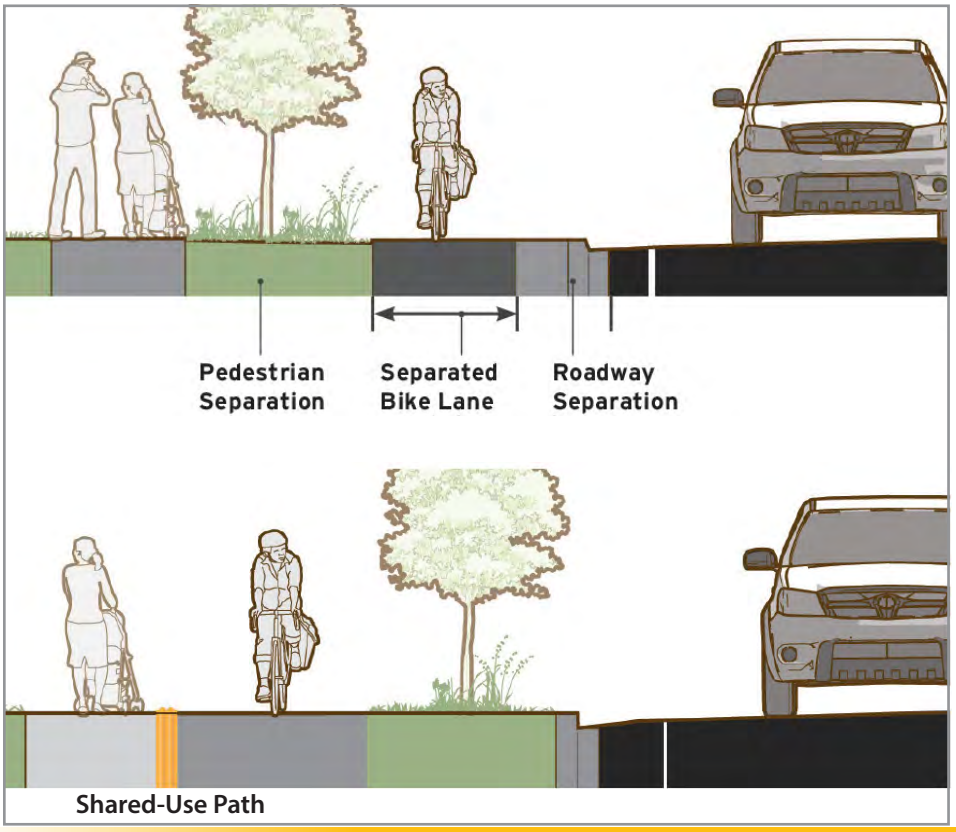


Figure 6.2. Two variations of a Complete Street.
Source: Small Town and Rural Design Guide

Rural Design Guide.com

West SR 89A

Did You Know?

- 7 traffic signals (stoplights) added to W 89A since 1991
- Arizona Department of Transportation's spacing guidelines of one signal per 1/4 mile does not allow for additional signals in West Sedona
- 89A was upgraded to a four-lane highway between Sedona and Cottonwood in 2002
- As part of that project a median and wider sidewalks added from Juniper Drive to west of Upper Red Rock Loop Road

▶ Policy 6.14 - Improve the safety and streetscape of W 89A by reducing curb-cuts and driveways, adding landscaping, and widening the sidewalk and bike-lane.

Driving, walking, or biking on W 89A can be an unpleasant or hazardous experience. This is the result of a variety of factors, many of which can be improved through design and development improvements. Besides street design, the streetscape, or area on each side of the road, can influence the experience and safety of everyone. The streetscape encompasses sidewalks, driveways, and intersections, and features such as trees and landscaping, lighting, benches, and bus stops. The benefits of good streetscape design: improved safety for all modes, beautification, and whether or not it is safe, comfortable, and interesting for walking and biking.

▶ Policy 6.15 - Work with developers and property owners to improve connectivity between commercial properties on W 89A.

There are many shopping centers, shops, and restaurants that are not connected, where you can't go from one parking lot to the next.

▶ Policy 6.16 - Explore transfer of W SR 89A and SR 179 (between the Y and Schnebly Hill roundabout) from State to City jurisdiction.

West 89A is a State highway, which limits what the City can do to make improvements. This means that changes within the road right-of-way, such as signs or sidewalks, must be vetted and approved by the State. If the City did control the highway, it would be responsible for the roadway - funding for maintenance improvements projects, and additional resources to manage it. A change to City jurisdiction would require a referendum (see below).

The benefits of city control include improving the safety and experience for walking and biking; landscaping and streetscapes; and working directly with property owners and developers to make improvements. As an alternative or interim measure, the GO! Plan and Transportation Master Plan recommend installing mid-block, signalized crossings designed for safe crossing by pedestrians and cyclists, rather than adding a median and roundabouts.

Transferring a Highway to Sedona from the State

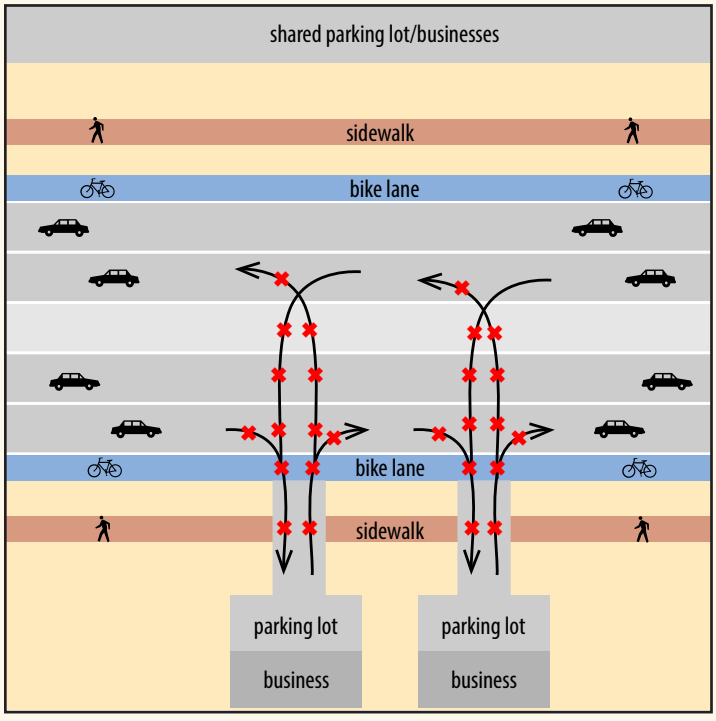
Sedona City Code 2.15.100: Transfer of state routes to the city.
The council shall refer any offer by the state of Arizona for the conversion, exchange, turn-back, conveyance, gift or any other form of transfer of a state route located in the city limits to the city for use or designation as a city street to the qualified electors of the city at a special or general election for approval and acceptance of such offer. Approval and acceptance of any such offer by the city shall require approval by a majority of the qualified electors voting on such referendum. [Approved by voters at November 8, 2011 election. Code 2006 § 2-1-10].

Street Safety for Everyone

Driving, walking, or biking on W 89A can be hazardous, with the potential for a variety of conflicts, and possibly crashes. There are a variety of design improvements that can be done to minimize risks, such as:

1. Reducing curb cuts/driveways
2. Connecting parking lots
3. Locating driveways on side streets instead of W 89A
4. Replacing center lanes with medians
5. Converting intersections into roundabouts

Figure 6.4. Improving Safety for All Modes
This graphic shows all of the potential conflict points (each represented by a red "x") that may be encountered if you are driving, walking, or biking on W 89A.



State Route 179

SR 179 has seen significant changes over the years, starting out as a simple dirt road, then a two-lane, paved highway. In 1996, Arizona Department of Transportation (ADOT) proposed rebuilding the highway as 4-lanes. The community strongly objected to the design due to concerns that it did not reflect Sedona's values around environmental stewardship, sense of place aesthetics, and viewshed protection. The community organized, and in 2003 ADOT began an extensive new public planning process for the design of this Scenic Byway, which resulted in the current design that was completed in 2010.

▶ Policy 6.17 - Alleviate congestion around The Y, Schnebly Hill/179 roundabout, and the Brewer/89A roundabout.

Originally proposed in 1996, several studies have recommended an extension of Ranger Road to W 89A, replacing the Brewer roundabout, as another measure to alleviate traffic backups at The Y. This project was in the design phase in 2023. The roundabout would also connect to the Forest Rd extension, under construction in 2023.

History of the Brewer Roundabout

- 1996 proposal for extending Ranger Rd to a roundabout on 89A
- 2008 ADOT builds a roundabout at Brewer/89A instead of extending Ranger to a new roundabout
- 2018 Transportation Master Plan recommends the Ranger roundabout
- 2023 Ranger roundabout in the design phase

Uptown

Over the last ten years, the City's capital improvements program has been focused on improving traffic flow in Uptown. Some of the projects underway or completed:

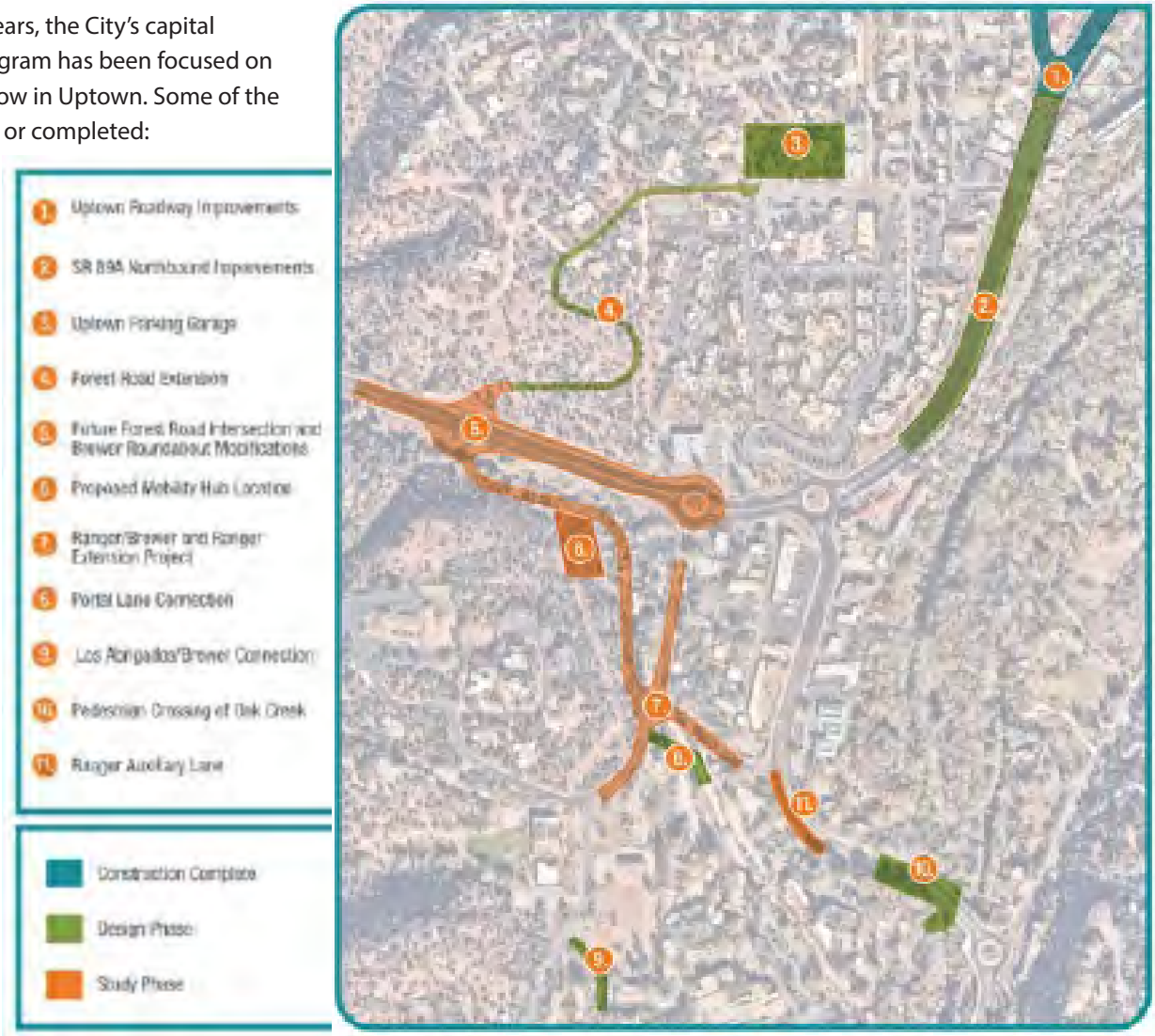


Figure 6.5. Map of Uptown projects that are complete, being designed, or in the study phase.

2020 Main Street Improvements
80% reduction in traffic congestion on 89A after building a median divider/barrier, 2 southbound lanes, 2 roundabouts, and the new Owenby Rd.

2022 Northbound Improvements
18% efficiency improvement in traffic and pedestrian movement from the Amara Lane Intersection Project.

2023-24 Northbound Improvements
50% improvement is expected after adding a left-turn lane, two northbound lanes, and pathway between The Y and Forest Road.

▶ Policy 6.18 - Develop an integrated area plan that addresses circulation, parking, neighborhoods, and land use for the greater Uptown area.

In 2020, a draft plan was completed for the Uptown Community Focus Area, however City Council chose to put the plan on hold until this Community Plan update was complete. In addition to land use, the draft plan included circulation recommendations on streets, parking, and bicycle/pedestrian improvements. The draft Uptown CFA Plan can be the basis of a more comprehensive effort that goes into more depth on circulation issues.

Parking

More and more cities and towns in the U.S. are moving away from minimum parking requirements to promote walkability, free up space, reduce affordable housing costs, and other redevelopment opportunities. Although this type of parking reform may not work everywhere, the City should investigate removing or reducing minimum off-street parking requirements for properties in commercial, mixed-use areas, and multi-family areas with the potential for significant pedestrian and transit access.

▶ Policy 6.19 - Evaluate potential alternatives, incentives, and changes to the Land Development Code off-street parking requirements.

An example of the need to address this issue is that the City parking standards are applicable to all commercial projects and do not differentiate between an Uptown versus a West Sedona project need.

▶ Policy 6.20 - Improve Uptown parking by increasing capacity, consolidating, sharing, and improving access to parking and transit.

Beginning in 2005, the City began studying the parking needs in Uptown and the SR 179 commercial area, most recently completing a parking assessment in 2019. In 2020 the City acquired property and began the design of a parking garage on Forest Road in Uptown. A second siting analysis was completed in 2023. The analysis concluded that:

- Parking consolidation, preferably adjacent to a collector road, would alleviate traffic congestion on local and other Uptown roadways.
- The location of the parking consolidation should be placed on the southwest end of Uptown due to 85% of the trips originating from the west and south.
- Consolidated lots should be located within 0.4 miles of the end destination to improve walkability and bikeability in the Uptown area.
- A complete signage program is needed to better inform and direct tourists.

UPTOWN PARKING ALTERNATIVES ANALYSIS, 2023

At one of the stakeholder workshops for the Uptown Parking Alternatives Analysis, the following summarized recommendations were made to the City:

- Prioritize safety for all modes and preserve resident and emergency vehicle access & egress
- Improve Uptown district walkability, bikeability, and ADA access and promote transit and micro-mobility opportunities
- Make public parking easy to find and navigate
- Right-size public parking in the context of other infrastructure and access investments
- Expand public paid parking and formalize an employee parking permit

► Policy 6.21 - Encourage the use of shared parking agreements.

This could be between private property owners and businesses, or between public and private use. This often works well when the times of use don't overlap, such as an office open during the day and a restaurant open in the evenings. One example is an agreement for public parking at a church, except during church services. Shared parking could be one tool to address the need for trailhead parking.

Circulation Actions

1. Develop Sedona's multimodal system by making progress on all the Sedona in Motion projects, including those identified in other plans such as the GO Sedona Pathways Plan and the Sedona Transit Implementation Plan. Projects include the following:
   - Using advances in technology to improve the functionality of the circulation, parking, and transit system.
   - Improve communication about the purpose and progress of the SIM program, and how to be part of the "SIM Solution", including an online dashboard about the status and progress of each SIM project.
   - Pursue sustainable funding sources for the continued development and operation of Sedona's public transit system.
   - Complete implementation of the Wayfinding Sign Plan.
   - Conduct a street connection feasibility study that evaluates and prioritizes potential connections for vehicles and/or bike/pedestrian use.
   - Extend Ranger Road to a new roundabout at 89A, replacing the Brewer roundabout.
   - Alleviate congestion at the Tlaquepaque crosswalk and Schnebly/179 roundabout.
   - Complete Uptown northbound improvements on N 89A between The Y and Forest Rd.

2. Establish project review standards to ensure City infrastructure projects align with City plans, best practices, and the Land Development Code.

3. Expand the scope of the Uptown Community Focus Area Plan to include more detailed multimodal circulation and parking recommendations.

4. Develop an action plan to improve safety for walking, biking, and using transit. This may include the following: a "Complete Street" safety assessment to prioritize improvements; and in conjunction with ADOT, evaluate options for improving W 89A through West Sedona.

5. Evaluate off-street parking requirements during the Land Development Code update process that will include public and stakeholder input.

6. Develop a city-wide parking plan that incorporates land use, transit, and circulation, guided by Community Plan goals.

7. Explore the feasibility of a bypass or bridge to alleviate traffic congestion.

7. Environment & Sustainability

Chapter Contents:

- Overview
- Recommended Policies
- Open Space
- Oak Creek
- Recreation Management
- Resiliency
- Conservation
  - Water
  - Wastewater
  - Energy
- Innovative Building
- Environment & Sustainability Actions

Environment & Sustainability Goal

As responsible stewards of the natural environment, Sedona maintains a lasting water supply, healthy ecosystems, and the ability to adapt to changing conditions.

Overview

ENVIRONMENT & SUSTAINABILITY KEY ISSUES

- Threat of wildfire: Sedona is designated an At Risk Community for wildfire by the Arizona Department of Forestry and Fire Management
- Concerns about limited emergency evacuation routes
- Environmental impacts from recreation such as off-trail use, parking overflow, and OHVs
- OHV noise and traffic through neighborhoods
- Permanent alteration of the landscape due to construction that prioritizes cost over environmental protection
- Aging water and wastewater infrastructure
- The spread of invasive plants, such as the Tree of Heaven (*Ailanthus altissima*)
- Changing climate patterns, such as higher temperatures, more intense storms, and drought (International Panel on Climate Change 2023 Report)

SYNOPSIS 2013 - 2023

- 2017: Wastewater Master Plan updated
- 2019: Created City Sustainability Program, with 3 full-time employees as of 2023
- 2020: Municipal Sustainability Plan completed. (2013 Community Plan Action Item E.7)
- 2021: Climate Action Plan completed (2013 Community Plan Action Item E.7)
- Adopted the International Energy Conservation Code (IECC). (2013 Community Plan Action Item E.5)
- 2023: Evacuation and Re-entry Plan added to the Emergency Operations Plan

Open Space and Natural Resources

The City's open space inventory comprises an impressive 52% open space within City limits. This was a point of pride and defining feature of the newly incorporated city. However, as the city approaches build-out, more innovative strategies will be needed to maintain public open space.

▶ Policy 7.1 - Partner with the Forest Service to ensure National Forest lands within and adjacent to City limits remain public open space and not exchanged for private development.

49% of land within the city limits is National Forest. This is the realization of one of the city's original goals outlined in the first Sedona Community Plan in 1991. In 1998, the Forest Service amended the 1987 Forest Land Management Plan to protect National Forest lands within and around Sedona (known as Amendment 12). This was an important accomplishment considering there was a Forest Service proposal to exchange several tracts of National Forest to allow for future development. In subsequent plans, the Forest Service continues to restrict land exchanges in the Sedona area.

▶ Policy 7.2 - Encourage development projects to preserve natural areas.

Properties with significant natural resource values such as the riparian habitat of Oak Creek should be preserved and maintained in a natural state. Development should also take into consideration designing a project to preserve scenic views of the site visible from highways, scenic vistas, and gateways into the community. One method of accomplishing this is with cluster development that concentrates buildings in a smaller area in order to retain the remainder of the site as protected open space.

▶ Policy 7.3 - Support the retention of open space between communities, especially along W 89A between Cottonwood and Sedona.

This is a recommendation from previous regional planning efforts that saw the value of retaining open space between Verde Valley communities. The majority of this corridor is National Forest, however there is land that could be developed, such as State Trust Land, private property, and City of Sedona owned property associated with the Wastewater Treatment property. Future development of this property in particular should be carefully evaluated, with consideration given to Community Plan recommendations.

▶ Policy 7.4. Provide education and resources about living in the wildland-urban interface.

The wildland-urban interface (WUI) is an "area where human settlement mixes with and meets natural landscapes" (USDA Forest Service, https://www.fs.usda.gov/research/nrs/fire/wui). Sedona residents can put into action the guiding principle "protect and honor the environment" (Vision chapter) with the knowledge and understanding about urban wildlife, landscaping with native plants, invasive species management, and water conservation.

SEDONA OPEN SPACE

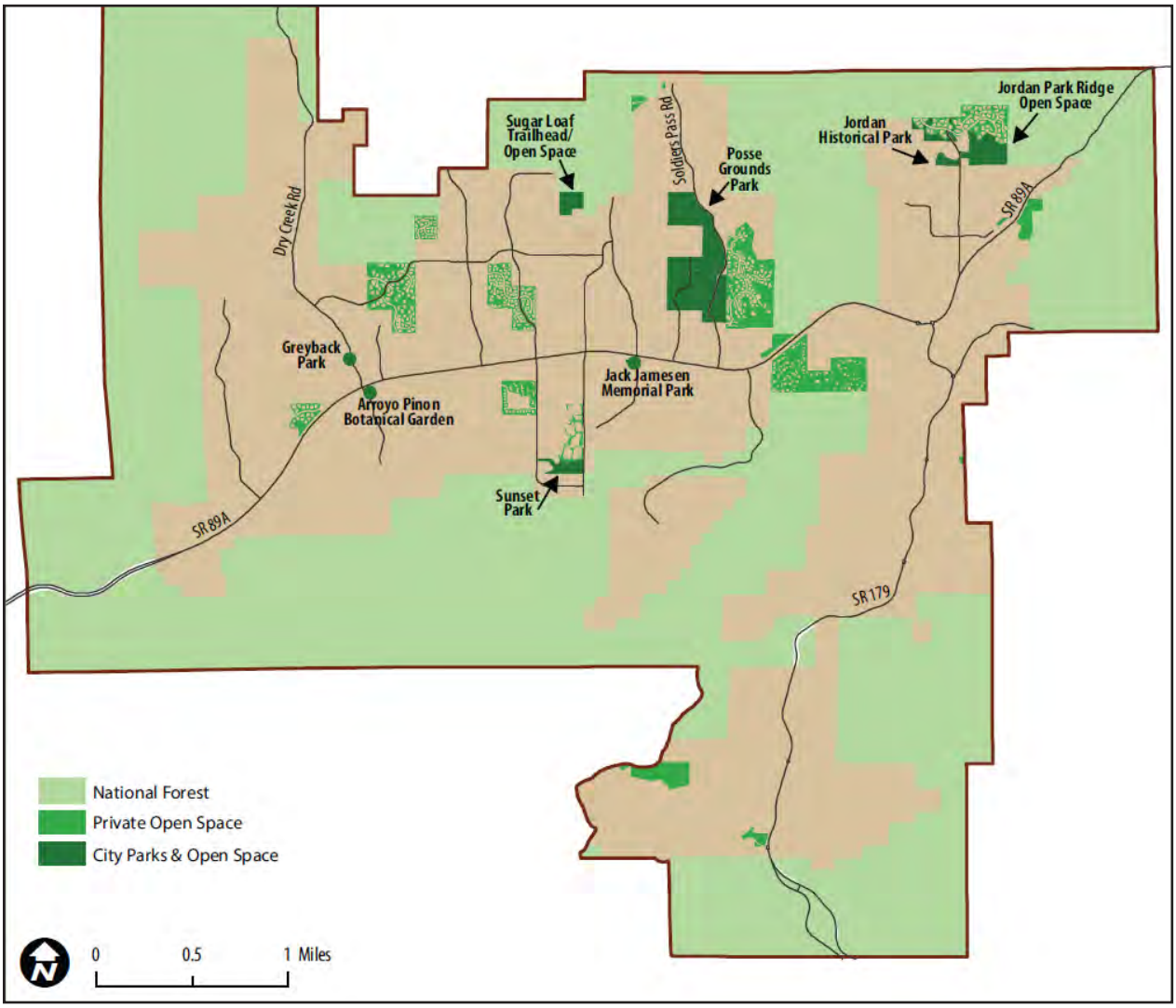


Figure 7.1. Dedicated open space and public land in the City of Sedona

Open Space Inventory

Total Acres: 6,069

- National Forest 5,736 acres
- Private Open Space 243 acres (such as Homeowners Associations dedicated open space tracts)
- City Parks & Open Space 126 acres
  - Posse Grounds Park 79 acres
  - Jordan Park Ridge/Glen 25 acres
  - Sugar Loaf Trailhead 9 acres
  - Sunset Park 7 acres
  - Jordan Historic Park 5 acres
  - Ranger Station Park 3.5 acres
  - Jamesen Park 0.4 acres
  - Arroyo Pinon Botanical Garden 0.2 acres
  - Greyback Park 0.1 acres

Oak Creek

Oak Creek is one of the reasons people settled in what later became known as Sedona. The waters of Oak Creek supplied drinking water, and irrigation for crops and orchards. There are still remnants of those days, such as pumphouses and irrigation ditches. Today, the only way to visit Oak Creek within city limits is to stay at one of several resorts on the creek, and the remainder of the creek is private property - mostly houses.

"[It's important to preserve] our bountiful natural assets for now and future generations, including but not limited to water conservation, and the protection of Sedona's surrounding land and its forests over which we have some control."
- Public comment

▶ Policy 7.5 - Preserve and restore the Oak Creek corridor floodplains and riparian areas from the impacts of development.

The majority of Oak Creek flows past resorts and houses along the banks of the creek. In some cases, buildings or improvements like decks and patios are just feet away from the water. There are several areas of abandoned hotels and RV parks on the creek (privately owned), which are being marketed for development. There is time to ensure the riparian areas are preserved and buildings are built outside the floodplain. If these properties must be developed (private property owners have the right to build), it can be done in an environmentally sensitive way.

▶ Policy 7.6 - Protect the water quality of the Oak Creek watershed.

The causes of contamination include waste from wildlife, humans, dogs, livestock, septic systems, recreation, and agriculture. Stormwater can carry pollutants such as pesticides and oil, as well as trash and other debris. Efforts are underway, led by the Oak Creek Watershed Council, to counteract these impacts through education and outreach, and through projects such as installing more public toilets, trash receptacles, and dog waste stations.

Recreation Management

"The large amounts of people treading through (or camping in, riding through, or driving through) the National Forest lands can degrade the ecosystem if not doing so respectfully."

- Public Comment

See Economy & Tourism chapter

Natural areas and neighborhoods need to be protected from the impacts of recreation, including noise, invasive plants/animals, dust, and pollution.

▶ Policy 7.7 - Foster responsible recreation through educational messaging and wayfinding.

Social media has led visitors to places not on designated trails nor endorsed by the Forest Service. Educational messaging, signage, and marketing is improving, however more can be done to inform people how to recreate responsibly, where to go, how to get there, and directional signs on the trails. See Economy & Tourism chapter for more information.

▶ Policy 7.8 - Engage in partnerships that work to protect and restore the environment from the impacts of outdoor recreation.

Outdoor recreation is cross-jurisdictional (National Forest/City of Sedona) thus management must occur as a partnership process to continually improve management. To be most effective, it should also include businesses, non-profits, and the Chamber, including the many organizations that organize volunteers to help with fundraising and on-the-ground projects.

Resiliency

It is increasingly important for leaders and the community to understand how to adapt and be prepared to handle disruptive events such as wildfire, flooding, severe drought, etc.

What is a Resilient Community?

"Community resilience is the ability of a community to prepare for anticipated natural hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions."
- Federal Emergency Management Agency

▶ Policy 7.9 - Increase community capacity and awareness of climate change risks and impacts.

Sedona is facing what is likely to be a hotter and drier future with more wildfires and subsequent increase in severe flooding, as seen in the International Panel for Climate Change 2023 Report and recent events. Awareness in the community is essential to make changes to protect the City and its natural environments into the future.

▶ Policy 7.10 - Identify and target support for at-risk populations, including those who don't speak or read in English.

According to the U.S. Department of Health and Human Services, at-risk populations are "people with access and functional needs (temporary or permanent) that may interfere with their ability to access or receive medical care before, during, or after a disaster or public health emergency". The City of Sedona has several plans that address the agency and partner's roles in preventing, preparing for, and recovering from emergency situations or hazard events however the communications have not always been accessible to everyone.

ℹ Sedona Emergency Management

Firewise Communities

▶ Policy 7.11 - Implement Firewise USA® practices and programs in partnership with the Sedona Fire District , Coconino National Forest, residents and other property owners.

The Firewise USA® recognition program provides guidance to homeowners, neighborhoods, and communities on what can be done to reduce wildfire risk. As a homeowner, examples are to establish clear zones around your house, and use fire resistant landscaping and building materials. To be a Firewise Site, a set of voluntary criteria must be met annually including convening a volunteer committee, conducting an assessment of wildfire risk, and completing recommended actions such as removing yard debris. As of 2023, there was only one Firewise USA® site in Sedona, the Cottages at Coffeepot Homeowners Association

See Innovative Building section for more on wildfire risk reduction.

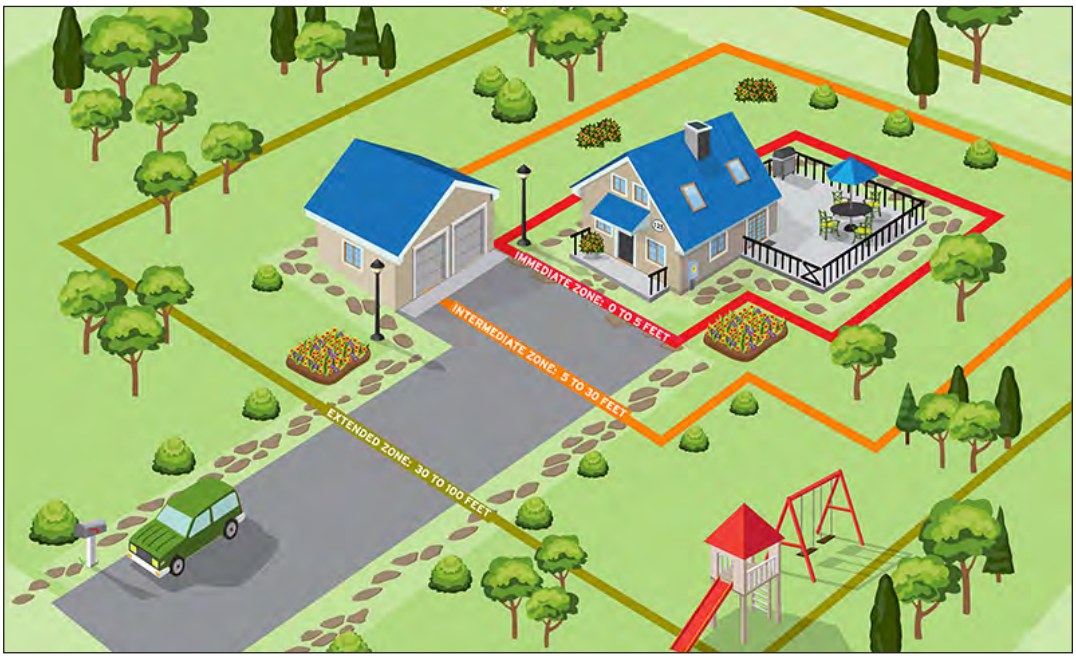


Figure 7.2. Clearance zones around homes and structures.
Source: National Fire Protection Association.

Water Conservation

The majority of the potable water supply for Sedona is from groundwater wells owned and managed by the Arizona Water Company, and to a lesser extent the Oak Creek Water Company.

▶ Policy 7.12 - Reduce residential and commercial water use.

The Arizona Water Company has partnered with the City and others to develop a Joint Water Resource Program and Integrated Demand Management Program. This will guide water conservation efforts, education, and assistance, especially for residents, businesses, and large resorts. Finding and resolving water leaks is one method of reducing water use, which can happen with landscaping irrigation leaks or malfunctions, or dripping faucets in houses. It can also happen as a result of aging water system, the needs to be addressed by the water providers, Arizona Water Company and Oak Creek Water.

▶ Policy 7.13 - Participate in regional and statewide water planning efforts.

To ensure an ample supply of clean water for future generations, a multi-pronged regional approach is essential. Verde Valley communities, including Sedona, have formed partnerships to address various water resource issues.

Wastewater

See Wastewater Master Plan.

The transport, treatment, and use of wastewater is an important component to ensuring a sustainable water supply and healthy ecosystem.

▶ Policy 7.14 - Address aging wastewater infrastructure.

The City established its sewer system in 1993, and while many areas have been converted from septic systems, the sewer infrastructure is now aging and components will need to be replaced and/or upgraded to ensure proper containment and transport of effluent.

▶ Policy 7.15 - Reuse treated wastewater (effluent) for beneficial use and to recharge groundwater.

The City currently disposes of treated effluent in several ways: wastewater ponds, spray irrigation, injection wells, reuse for fighting wildfire, and in construction projects. The challenge in reusing effluent from the City's Wastewater Treatment Plant at a larger scale is distributing and pumping the water back to the city, 4 miles uphill at a significant cost.

Energy Conservation

Reducing energy use and increasing energy efficiency is a goal for all commercial, residential, and public facilities.

▶ Policy 7.16 - Greenhouse gas emissions and energy use are reduced in all city operations, procedures, and procurement.

Conserving energy will reduce costs while decreasing the use of fossil fuels and resulting pollution. Improving the efficiency of buildings can reduce the need for heating and cooling and result in lower utility bills.

▶ Policy 7.17 - Maximize renewable energy generation and storage capacity, such as electric vehicle (EV) chargers, solar panels, etc.

Solar power is already in use by many homes and businesses. The City's Sustainability Program is providing resource assistance to locals interested in solar photovoltaic (PV) systems for their homes or businesses.

▶ Policy 7.18 - Educate, support, and assist property owners with converting exterior light fixtures.

The City of Sedona was designated the world's eighth International Dark Sky Community in 2014 by the International Dark-Sky Association through a partnership with Keep Sedona Beautiful.

Sedona amended the Land Development Code § 5.8 in 2023 to address older, non-compliant, exterior lights.

"All lighting that does not conform to all provisions of this Code shall be brought into compliance by January 1, 2028. Until this time, no modification or replacement shall be made to a nonconforming fixture unless the fixture thereafter conforms to the provisions of this Code, except that identical lamp replacement is allowed".

What is Dark Sky Lighting?

Responsible outdoor lighting is:

- Useful - All light should have a clear purpose
- Targeted - Light should be directed only to where it's needed
- Low level - Illumination should be no higher than necessary
- Controlled - Light should be used only when it is useful
- Warm-colored lighting

- Dark Sky International

"[Our focus is on an] equitable transition to clean, reliable, and affordable energy. Shifting our building energy sources from fossil fuels to clean electricity sources like wind and solar will be critical in meeting our long-term goals [to reduce emissions by 50% by 2030]. Making this shift will require that we continue to reduce building energy demand, introduce incentives for building electrification, and expand renewable energy and battery storage infrastructure."

- Sedona Climate Action Plan

Innovative Building

Environmental stewardship is one of the core values of our community, thus it should be evident in the built environment, whether construction, infrastructure, or maintenance.

▶ Policy 7.19 - Design and build all projects utilizing innovative, green building methods and materials

Innovative building, or green/sustainable building, uses design practices and construction methods and materials responsibly and efficiently. This can result in lower operating costs, potentially less maintenance, and reduced local and global impacts. Examples:

- Efficient use of energy and water that may include passive methods or technology
- Healthy indoor systems with minimal pollutants
- Renewable or sustainable materials with minimal waste

▶ Policy 7.20 - Encourage, and in some cases require, new and redevelopment projects to include wildfire risk reduction measures in design and construction.

The Sedona Fire District has a Wildland Urban Interface code that includes standards for design and construction of new developments. In 2018, the City's Land Development Code was modified (for example reducing the amount of required landscaping).

▶ Policy 7.21 - Locate and design buildings* to maintain, restore, or enhance natural areas with minimal disturbance.

A healthy environment is reliant on maintaining the natural functions of the ecosystem that native plants and wildlife depend on. While preserving the landscape in its natural state is preferred, landscaping with native plants can reduce water consumption while providing wildlife habitat.

*Projects may be City of Sedona or development on private land

Did You Know?

Keep Sedona Beautiful was instrumental in developing the city's first Land Development Code which relied on their design guidelines for an environmentally sensitive land ordinance and design review manual. Elements of these have since been incorporated into the current Land Development Code.

Keep Sedona Beautiful

▶ Policy 7.22 - City properties should set the example for designing for a sense of place with environmentally responsible and innovative building and landscaping projects.

City parks, City Hall, street landscaping, and capital improvement projects are ideal for demonstrating environmental stewardship. These are opportunities to educate the public and developers on the value of planting with native plants as well as appropriate low-water use, adaptive plants.

▶ Policy 7.23 - Manage stormwater to reduce the impacts of flooding while retaining the environmental benefits of stormwater by using green infrastructure design.

Also known as low impact development, the intent is to capture the water on-site to allow infiltration rather than funneling it elsewhere. Just as in nature, plants and rocks can slow the movement of stormwater, recharge groundwater, and discourage erosion. Simultaneously, that slowed stormwater can irrigate landscaping and provide wildlife habitat that blends with the natural environment. This may be as simple as adding a curb cut that allows water to collect in a median or strip of landscaping between a street and sidewalk.

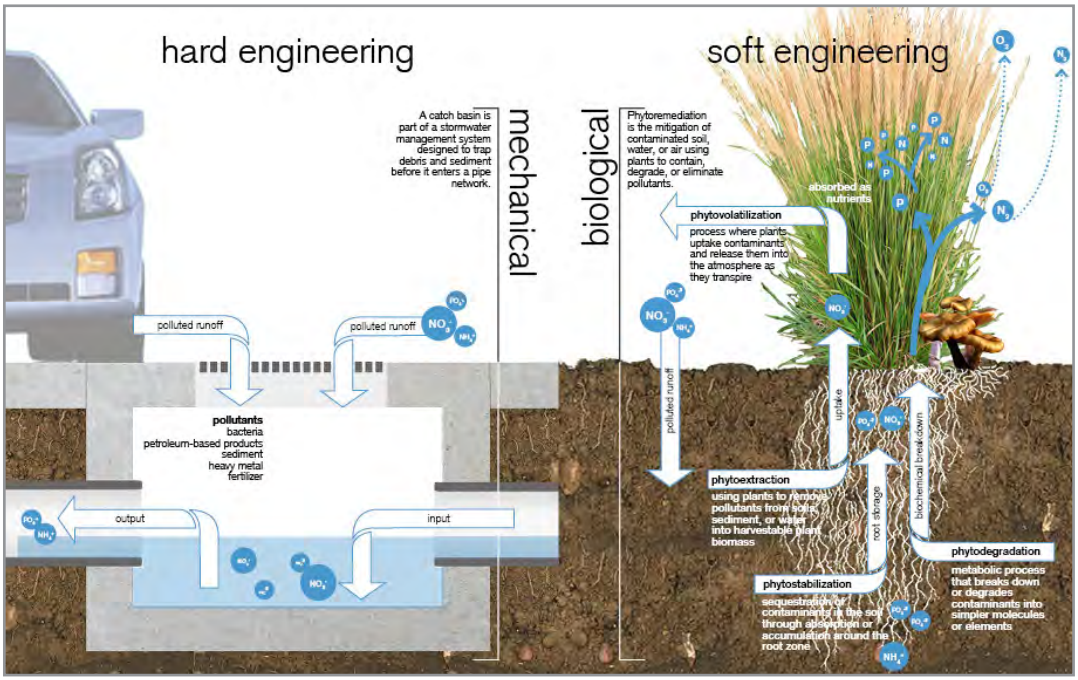


Figure 7.3. Low Impact Development - comparison of traditional vs natural solutions to stormwater management. Source: University of Arkansas Community Design Center

Environment & Sustainability Actions

1. Establish procedures to ensure emergency communications and materials meet accessibility standards and are in both English and Spanish.

2. Amend the Land Development Code to reduce wildfire risk of new development and redevelopment.

3. Establish a citizen/stakeholder work group to strategize implementation of the Firewise Program in neighborhoods throughout the City.

4. Implement a recreational wayfinding plan that includes trailheads and trails, in partnership with the National Forest for a seamless cross-jurisdiction signage system.

5. Continue to support and participate in inter-agency, non-profit, and stakeholder collaboration efforts that address environmental and recreational issues.

6. Support and expand the Oak Creek stewardship initiatives of the Oak Creek Watershed Council, Friends of the Verde River, other organized groups, and property owners and developers.

7. Pursue working with property owners and developers to ensure future development preserves the Oak Creek corridor; including the potential for city acquisition for permanent protection as land becomes available.

8. Work with partners to develop an Oak Creek watershed plan that identifies ways to work with property owners to restore and protect the creek ecosystem.

9. Investigate strategies for either incentivizing or regulating water conservation measures.

10. Identify appropriate standards for water conservation that can be applied during the development review process.

11. Encourage water use audits to help identify water leaks and high use fixtures.

12. Implement a green building program that includes education, standards, and incentives coordinated with the Sedona building code.

13. Invest in community resilience hubs, which are places that support residents with coordinated communication, distribution of resources, and serves before, during, and after a natural hazard event. See USDN Resilience Hubs for examples.

14. Create landscaping guidelines for developers and residents that address preserving natural areas, native plants, and xeriscape practices.

15. Improve the City's capacity to incorporate natural resource management best practices in design, construction, maintenance, and operations.

16. Develop a resource guide and development standards for low impact development/ green infrastructure methods of managing stormwater.

17. Initiate partnerships to develop a city-wide weed management plan that includes business and resident education and volunteers.

18. Partner with Verde Watershed Restoration Coalition and other partners to expand invasive species education in Sedona.

19. Explore and implement incentives, rebates, and other ways that support energy and water conservation improvements.

20. Investigate additional public/private partnerships for water conservation.

21. Evaluate linking wastewater rates to water use to encourage water conservation.

22. Investigate waste management (trash hauling) alternatives that are more efficient and sustainable.

23. Explore water conservation measures such as limiting ornamental grass lawns and decorative water features.

24. Evaluate City noise regulations.

25. Establish a forum, such as a work group, for sharing and creating information about living in the wildland-urban interface that includes representatives from the Forest Service, Arizona Game and Fish Department, non-profit organizations, homeowners, and other stakeholders.

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8. Economy & Tourism

Chapter Contents:

- Overview
- Recommended Policies
  - Economic Initiatives
  - Tourism & Visitor Management
  - Economy & Tourism Actions

Economy & Tourism Goal

Sedona's economy is resilient and sustainable, and tourism is managed to ensure a healthy balance between environmental stewardship, community quality of life and visitor experience.

Overview

ECONOMY & TOURISM KEY ISSUES

- Lagging transportation and infrastructure
- Inadequate healthcare facilities with lack of available physicians
- Inadequate assisted living facilities motivating aging residents to leave
- Lack of available employees
- The increasing number of visitors to Sedona leading to damage to the National Forest, reduction in community quality of life and sense of community, and increased traffic and parking challenges
- The Instagram effect of unmanaged advertising to scenic hot spots, often leading visitors to locations unable to handle the traffic, parking, waste, and foot/bike traffic
- Conversion of residential housing into short-term vacation rentals (STR) has increased the number of relatively unregulated "hotel rooms" and decreased the amount of workforce housing
- Safety issues as a result of the State's limitation on a city's ability to regulate, as well as a proliferation of "work without a permit"

"[Find] ways to keep both the tourists and the residents happy. Those who live here need to understand the importance of our visitors, and also need to have quality of life as a resident."

- Public Comment

SYNOPSIS 2013 - 2023

- 2010: Instagram social media platform launched and grew to become one of the most significant influences on the travel industry
- 2013: Residents alerted City Council to their concerns about the proliferation of OHV rentals on city streets
- 2017: The use of residential housing for short-term vacation rentals became legal as the State of Arizona overturned the City's prohibition on rentals of less than 30-days
- 2023: The City of Sedona and the Chamber of Commerce end their long-standing agreement
- 2023: The City of Sedona launched a new Tourism Program and became the designated Destination Management and Marketing Organization (DMMO) and as such, an official partner of the Arizona State Office of Tourism

Economic Initiatives

Sedona's future lies not only in building a sustainable regional economy, but also in building a more diversified, and thus resilient economy.

▶ Policy 8.1 - Engage with Verde Valley communities to build a resilient and sustainable regional economy.

Building a sustainable regional economy will require that Sedona participate with partners in the Verde Valley region such as public agencies, non-profits, coalitions, and groups like the Verde Valley Regional Economic Organization (VVREO). These partnerships can collectively develop and provide programs and support services for all sectors of our region' s economy.

▶ Policy 8.2 - Grow a more diversified economy in Sedona.

In order to diversify the economy over the next 10 years, two things need to be accomplished: the workforce will need affordable housing, and businesses need broadband. Housing should be addressed at both the local Sedona level and the regional Verde Valley to meet projected housing needs. As of 2023, the City has been actively working on bringing broadband to Sedona.

▶ Policy 8.3 - Prioritize affordable housing to attract and retain employees in Sedona.

Sedona has always found it challenging to attract and retain employees due to the higher than average cost of living. Since the COVID Pandemic, those issues have been exacerbated by a shortage of employees nationwide. The increase in short term rentals has also decreased the availability of long-term rental properties.

See Housing chapter

"The Verde Valley embraces a shared economic agenda. Government, business, land owners, developers, educators and civic leaders are united and mobilized to achieve measurable results. There is a team spirit to achieve the vision of economic prosperity. Collaboration between communities and regional organizations is second nature to ensure the integration of actions and investments to accomplish specific objectives."

-Verde Valley Regional Economic Organization Strategic Plan

▶ Policy 8.4 - Collaborate with regional partners and the healthcare industry to ensure the availability of medical providers in the Verde Valley.

The number of healthcare providers, doctors, and dentists offices in Sedona has been decreasing over the years. This means that residents must go to Cottonwood, Flagstaff, Prescott, or Phoenix. Access to healthcare is a growing issue in smaller, more rural towns across the country. This is also a regional problem that is best resolved by a coalition of neighboring communities working together.

▶ Policy 8.5 - Work with public and private partners to build broadband, fiber optic infrastructure throughout the City.

According to the National Digital Inclusion Alliance, in 2017 (most recent data available) residential access to broadband such as cable and fiber optic in Sedona was between 70-80 percent. Three broadband providers have speeds of at least 25 Mbps downstream / 3 Mbps upstream, which is considered reasonable standard for streaming. However, with the continuing growth of remote workers, Sedona will need to expand broadband coverage and encourage providers to increase their speeds in order to stay ahead of the technological curve and build a thriving economy.

▶ Policy 8.6 - Support programs that assist local businesses, entrepreneurs, telecommuters, and home based workers.

There is a need to work with the Chamber of Commerce, the Verde Valley Regional Economic Organization, and others to support the business community.

▶ Policy 8.7 - Support business prosperity by connecting the community to local tourism businesses.

Since tourism can fluctuate, a more resilient economy has strong community connections between local businesses and residents, who can help bridge that gap while also fostering a stronger sense of unity.

Tourism & Visitor Management

There are two aspects to tourism and visitor management, one is focused on the marketing and messaging before people get here (they may see an ad or are planning a trip), and the other is visitor management during the time they are in Sedona. It is essential that both are addressed in coordination.

Visitor management must be incorporated into nearly all City programs: circulation (finding their way around town, traffic, parking, using transit), environment and sustainability (responsible recreation), community (neighborhood impacts), and housing (impacts of short-term rentals).

- **Policy 8.8 - Ensure resident's quality of life by taking a comprehensive, coordinated approach to visitor management to control the adverse impacts of tourism on our community.**

The way to boost community and quality of life is to carefully and strategically manage tourism. To succeed at serving the community, residents need to see that the City is supporting residents by managing tourists.

- **Policy 8.9 - Proactively manage and market Sedona as a community that values the protection of the environment and a positive visitor experience.**

In 2023, the long-standing contract with the Sedona Chamber of Commerce and Tourism Bureau was not renewed. This prompted the City to establish a new tourism marketing and management program. With the help of the new Tourism Advisory Board, the new program will focus on: Tourism Strategic Plan, brand/identity development, summer marketing campaign(s), and updating the Sustainable Tourism Plan.

City of Sedona Tourism Program Launched in 2023

- Designated "Destination Management and Marketing Organization" (DMMO), an authorized partner of the Arizona Office of Tourism
- Hired Tourism and Economics Initiatives Coordinator
- Tourism Advisory Board established
- Created websites:
  - ScenicSedona.com
  - SunnySedona.com
- Enhanced messaging to Recreate Responsibly, Leave No Trace, etc.
- Began data collection and analysis of past and current visitation
- New business database with over 500 tourism-related businesses signed up in 2023. Businesses are featured on the new website and are eligible to receive leads and opportunities from the professional travel industry.

See Environment and Sustainability chapter, Recreation section

▶ Policy 8.10 - Strive to find a balance between community quality of life and a healthy tourism economy, engaging both concerned residents and business owners in future decision making.

The impacts of tourism on the community that pose a challenge to Sedona include traffic and parking issues, lack of housing, seasonal lulls in patronage, and environmental degradation. Tourism must be managed to mitigate these challenges through proactive communications, educational campaigns for tourists, and strengthening connections between the community and local businesses.

▶ Policy 8.11 - Ensure that destination marketing promotes responsible tourism through strategic and innovative messaging to better manage the impacts of tourism.

The City intends to be strategic about attracting specific visitors during slower times, with targeted messaging that emphasizes low-impact tourism and recreation. Collaborating with front-line stakeholders, land managers, and other partners can provide consistent and effective messaging that must balance the need for environmental stewardship, resident quality of life, and a healthy tourism economy.

"There are too many visitors who have little awareness and concern about protecting the natural wonder that is Sedona. There are many places around the globe that make their visitor focus on ecotourism. I would like Sedona to take that approach with our future - we can provide education and shift our focus from wild and rowdy to a peaceful appreciation of the quiet, dark sky, arts, culture, and natural world."

- Public Comment

Economy & Tourism Actions

1. Continue to participate in partnership programs such as the Verde Valley Regional Economic Organization (VVREO).
2. Continue efforts to build affordable housing, in the city and regionally.
3. Follow through on efforts to bring broadband to Sedona.
4. Support initiatives and partnerships serving local businesses and community.
5. Develop a Tourism Strategic Plan that will outline the initial direction for the Tourism Program.
6. Develop Tourism Marketing Plan that will outline marketing goals on how and when to market such a fragile environment both from a landscape and community sentiment standpoint.
7. Develop a tourism branding plan that outlines what Sedona is as a destination and how to communicate this with the world.
8. Proactively enter the social media influencer culture to counteract the unintended consequences of social media, including partnering with established influencers.
9. Collaborate with other organizations, agencies and businesses to track tourist numbers and trends.
10. Strategically schedule events, activities, and marketing more broadly across the year to relieve congestion.

See Community chapter.

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9. Implementation

Chapter Contents:

- How the Plan is Implemented
- Plan Administration
- Plan Amendments
- 2013 Community Plan Implementation
- Implementation Policies
- Implementation Actions

How the Plan is Implemented

This portion of the Plan details how both the public and private sector contribute to turning the Plan into action. Over the next 10 years the Plan will influence other more specific plans, the Land Development Code, and Capital Improvements Programming.

COMMUNITY PLAN ACTION PROGRAM AND DETAILED PLANS

Many of the actions proposed in this Plan call for more specific planning to further define how the goals, policies, and actions will be achieved. These more detailed plans may relate to particular geographic areas or topics, such as the proposed West Sedona Corridor CFA Plan.

LAND DEVELOPMENT CODE

The City of Sedona Land Development Code contains zoning district regulations, subdivision regulations, procedural requirements, and development standards applicable to nearly all projects proposed by developers and builders. The provisions of the Land Development Code are to be consistent with and conform to the Community Plan and related specific planning. Upon completion of this Plan, there may need to be updates to the Land Development Code to reflect the Plan's recommendations, thus it is a key tool to implement the Plan.

PRIVATE SECTOR

Many of the Plan recommendations are implemented with new development or redevelopment proposals that must conform to the City's Land Development Code. There also may be incentives identified in CFA Plans that can influence a project. Incentives may include flexibility on certain development standards provided in conjunction with benefits to the community.

CAPITAL IMPROVEMENTS PROGRAM

The Plan also guides the preparation of the City's Capital Improvements Program (CIP), a ten-year plan that identities the capital projects and equipment and infrastructure investments that will be made by the City along with the priority, projected costs and funding sources for each project. The CIP is updated annually by the City Council with public participation. As provided in Arizona State statutes, the Planning and Zoning Commission then reviews the CIP to determine the conformity of the proposed capital projects with the adopted Community Plan. The City Council then approves the CIP.

Plan Administration

COMMUNITY PLAN ADOPTION/RE-ADOPTION

As required under Arizona Revised Statutes (A.R.S.) 9-461.06, the adoption or re-adoption of a general plan (Sedona's "Community Plan") is subject to:

- Public participation procedures adopted by the City Council
- Approval by an affirmative vote of at least two thirds of the members of the Sedona City Council
- Updating at least once every ten years

SPECIFIC PLANS

Community Focus Area (CFA) Plans are Specific Plans (addressed in A.R.S. Section 9-461.08 and .09) involving public participation in more detailed planning to implement the Community Plan through detailed Policy direction for smaller areas of the City. In addition to recommending appropriate locations for different land use types, Specific/CFA Plans may guide building locations, placement of public facilities, and other issues appropriate to the area.

A Specific/CFA Plan is incorporated into the Sedona Community Plan by reference and is considered an implementation tool of the Sedona Community Plan. Specific/CFA Plans may be considered by the Planning and Zoning Commission and City Council at any time and are adopted by a majority of the City Council.

Plan Amendments

MAJOR AMENDMENTS

As defined by A.R.S. 9-461.06, a major amendment is defined as a substantial alteration of the City's land use mixture or balance as established in the Community Plan's Land Use Element, and may be specific to Future Land Use Map changes. It is up to the City to develop criteria that meet this definition. The State requires that all proposed Major Amendments to the Community Plan:

- Are subject to public participation procedures adopted by the City Council
- Shall be presented at a public hearing within 12 months of when the proposal is made
- Be approved by an affirmative vote of at least two thirds of the members of the City Council
- May be initiated by the City or requested by the private sector

MAJOR AMENDMENT CRITERIA

The following criteria will be used to determine the need for a Major Amendment. These criteria do not apply to amendments proposed in conjunction with a Specific Plan (Community Focus Area Plan). Amendments in conjunction with these Specific Plans are all considered Minor Amendments.

1. A change to the Future Land Use Map where:

   - The land area is greater than 5 acres for changes to a non-residential land use designation, or
   - There is a change in the land use designation from: Any land use to Commercial/Lodging

2. A modification to the text of the Community Plan that proposes:

   - A change in the density ranges within the residential land use designations or a change in the intensity of use in any land use designation
   - Substantial changes to goals and policies in the Land Use or Housing chapters
   - Addition of a new land use designation

MINOR AMENDMENTS

Minor Amendments are changes other than a new or re-adopted Plan or Major Amendment. Minor Amendments may be considered and approved at any time by the City Council. Minor amendments are subject to public participation procedures adopted by the City Council.

ONGOING REVIEW

The City should conduct periodic reviews of the Community Plan to evaluate the following:

- Specific Action Items
- Potential Amendments
- Actions called out in A.R.S. Section 9-461.07, such as the preparation of an annual report on the progress of applying the Plan
- Planning and Zoning Commission reports Community Plan progress to City Council.

2013 Plan Implementation

The following are highlights of the completed action items from the 2013 Community Plan.

Circulation

- Completed Transportation Master Plan
- Completed Uptown Improvements
- Completed Transit Study
- Hired Transit Manager
- Launched trailhead shuttle system
- Completed GO Sedona Pathways Plan
- Constructed Thunder Mt/Sanborn and other shared use paths
- Established in-lieu fee for Uptown
- Acquired land and began design of a parking garage on Forest Rd
- Began construction of the Forest Road extension

Community

- Acquired Historic Ranger Station property in 2014
- Park Master Plan completed in 2016
- Park construction and historic building renovations to be complete in 2024

Environment

- Established Sustainability Program
- Expanded Sustainability Program staff to 3 employees
- Completed Climate Action Plan
- Completed Municipal Sustainability Plan
- Adopted the International Energy Conservation Code (IECC)

Economic Development

- Hired Economic Development Director
- Completed Economic Diversification Plan

Land Use & Housing

- Land Development Code updated
- Completed housing study
- Hired Housing Manager
- Completed CFA Plans: Soldiers Pass, Schnebly Hill, Cultural Park (Western Gateway), Sunset Live/Work, Uptown (draft)

Implementation Policies

- **Policy 9.1 -** Identify and use a variety of sources to finance necessary City services, facilities, equipment, and infrastructure that meet community needs.
- **Policy 9.2 -** Support funding mechanisms that are beneficial to development and bear a reasonable relationship to the burden imposed on the City to provide additional necessary public services.
- **Policy 9.3 -** Ensure the annual capital budget and City project priorities align with the Community Plan.
- **Policy 9.4 -** Require development to pay its fair, proportionate share of service and infrastructure costs through development agreements, development impact fees, and other appropriate methods.

Implementation Actions

1. Periodically review and adjust the City's development impact fees ordinance to ensure that the City collects sufficient funding to construct additional infrastructure needed to serve new residents and businesses developing in Sedona.

2. Establish procedures for the review of Capital Improvements and other City projects and programs to ensure alignment with the Community Plan and Land Development Code.

3. Establish procedure for the periodic review of the Community Plan status with City Council.

RESOLUTION NO. 2024-__
ADOPTION OF THE 2024 SEDONA COMMUNITY PLAN

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF SEDONA, ARIZONA, ADOPTING THE 2024 SEDONA COMMUNITY (GENERAL) PLAN OF THE CITY OF SEDONA, ARIZONA.

WHEREAS, the City of Sedona ("City") is required to update its Community (General) Plan in accordance with A.R.S. § 9-461.05; and

WHEREAS, in order to provide broad-based public participation, over a 2 year period there were 30 Citizen Work Group meetings, 4 community forums, 2 virtual forums, 7 topical workshops, city-wide household survey with approximately 590 responses, 5 city-wide notices, and a dedicated, interactive website and comment form; and

WHEREAS, the Planning and Zoning Commission conducted public meetings and a public hearing on the Draft 2024 Sedona Community Plan ("Plan"), and unanimously recommended the adoption of the Plan to the Mayor and Council, and

WHEREAS, pursuant to A.R.S. § 9-461.06, the Council held a public hearing on the Plan as received and recommended by the Commission on March 12th/13th, in addition to other public meetings, and

WHEREAS, after reviewing the Plan and considering public comments received both by the Commission at its public hearings and those conducted later by the Council, the Council believes that the adoption of the Plan is in the best interest of the City and will help promote the health, safety and welfare of the City, and

WHEREAS, the proposed Plan is designated a public record, three copies of which shall be filed in the office of the City Clerk for public review and inspection,

NOW THEREFORE BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF SEDONA:

SECTION 1. The 2024 Sedona Community Plan, as prepared and reviewed by the citizens of the City at public hearings and meetings, the Planning and Zoning Commission, and as revised by the Council, and attached to this Resolution as Exhibit A and titled the "2024 Sedona Community Plan", is hereby adopted by the Council and deemed to be the official General Plan of the City of Sedona.

SECTION 2. The Mayor, the City Manager, the City Clerk and the City Attorney are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this Resolution.

APPROVED AND ADOPTED by the Mayor and City Council of the City of Sedona, Arizona, with a 2/3 vote, this 26th day of March, 2024.

_____
Scott M. Jablow, Mayor

ATTEST:

_____
JoAnne Cook, CMC, City Clerk

APPROVED AS TO FORM:

_____
Kurt W. Christianson, City Attorney

Agenda Item: 8c
Proposed Action & Subject: Discussion/possible action regarding the approval of a contract for services with the Sedona Chamber of Commerce in the amount of $347,093 for the operations of the Visitor Center for fiscal year 2025, subject to approval of a written contract by the City Attorney.

Department	City Manager
Time to Present **Total Time for Item**	15 minutes 1 hour
Other Council Meetings	January 17-19, 2023, March 29, 2023, April 12, 2023, June 13, 2023
Exhibits	A. Q1 and Q2 Visitor Center Quarterly Reports FY24 B. Comparables – Front Burner Media C. Comparables – Chamber of Commerce D. Proposed Budget E. FY2014 Contract for Services F. Presentation

Finance Approval	Reviewed 3/19/24 CRW			
City Attorney Approval	Reviewed 3/18/24 KWC		**Expenditure Required**	
			$	347,093
City Manager's Recommendation	Approve a contract for services with the Sedona Chamber of Commerce in the amount of $347,093 for the operations of the Visitor Center for fiscal year 2025, subject to approval of a written contract by the City Attorney.		Amount Budgeted	
			$	350,000 (FY25 proposed budget)
			Account No. (Description)	10-5227-72-6722 (Visitor Services)

SUMMARY STATEMENT

Background: On June 13, 2023 the City Council approved a $424,000 contribution to support the operations of the Sedona Visitor Center, owned and operated by the Sedona Chamber of Commerce (SCC), for Fiscal Year 2024. The $424,000 represented an 80/20 cost share between the City and the Sedona Chamber of Commerce (SCC). The total annual budget was

$530,000 which included $461,000 in direct costs and a 15% administrative overhead fee of $69,000.

According to the SCC, the Visitor Center earns approximately $30,000 in annual revenue including profit on sale of passes and retail items in the amount of $20,000, donations of approximately $7,000 and poster advertising at an estimated $4,000. They advised that for the FY24 budget year they intended to use those sources to fund Chamber of Commerce activities, not offset Visitor Center expenses. The same is proposed for FY25.

Discussion:

According to the SCC's Q2 report for the Uptown Visitor Center, 64,209 people have been served on-site through the first six months of the fiscal year, i.e. through December 2023. That is 43% of the projected target to serve 150,000 visitors annually. According to the same report, 2,761 visitors have been served via telephone or email. They are pacing somewhat behind their annual targets with 43% of the annual total visitors served in person and 37% served via telephone or email. The full Q1 and Q2 reports are included as Exhibit A, which also include the budget-to-actuals reports for the first six months of the fiscal year as well as the customer satisfaction survey results. These reports comply with the reporting requirements set forth in the FY24 contract for services (Exhibit E).

Based on an estimated total visitation of 3.5 million annually, if the Visitor Center meets its target to serve 150,000 people, they will serve approximately 4.3% of Sedona tourists. Given the target of 7,500 phone calls and emails annually, would be .2% of total visitors served.

The city of Sedona's tourism consultant, Heather Hermen of Front Burner Media has provided supplemental information about the costs and operations of several other visitor centers for comparison purposes. That information is attached as Exhibit B. The SCC has also provided information about several other visitor centers and that is attached as Exhibit C.

City staff and the SCC are requesting city council consideration of a proposal to extend the operations of the Sedona Visitor Center for another fiscal year, through June 30, 2025. An FY25 proposed budget is included as attachment D. The total budget is $426,545. This includes a $370,000 operating budget, $25,000 annual building rent and an overhead fee of 15% which equates to approximately $51,000. The requested city contribution is $347,093, or 81% of these costs. This funding contribution would be almost $100k less than the level of City funding for this year's VC operations.

Keeping the VC open through FY25 will afford the City and its new Tourism Bureau and Tourism Advisory Board (TAB) additional time to complete a full analysis of Visitor Center operations and ultimately make recommendations regarding its future. This work would include assessing user demand, costs, funding options, the future of brick-and-mortar visitor service provision, integration of future technology for visitor services, assessing performance metrics, etc., by the new tourism manager, Tourism Bureau staff, and the TAB. We would expect to work collaboratively with the SCC over the next year to complete that work and come back to the City Council with options and recommendations for FY26 and beyond.

Budget:

The FY2025 Proposed Budget includes $350,000 funding for the continued operations of the Visitor Center. The City Council budget work sessions will be held on April 17 and 18 when the FY25 proposed budget will be reviewed in detail.

Climate Action Plan/Sustainability Consistent: ☐**Yes -** ☐**No -** ☒**Not Applicable**

Board/Commission Recommendation: ☐**Applicable -** ☒**Not Applicable**

Alternative(s): Council may choose not to approve contract.

MOTION

I move to: approve a contract for services with the Sedona Chamber of Commerce in the amount of $347,093 for the operations of the Visitor Center for fiscal year 2025, subject to approval of a written contract by the City Attorney.

SEDONA
CHAMBER OF COMMERCE
& TOURISM BUREAU

February 15, 2024

Karen Osburn
City Manager, City of Sedona
RE: SCC&TB Quarterly Report for the Uptown Visitor Center

Following is KPI data for the Uptown Visitor Center for October through December 2023. Visitor Center visitor satisfaction survey results and financial information for the six months ended 12/31/23 are attached. The October volunteer recognition event and audit procedures are discussed.

We are happy to answer any questions you may have. Thank you for our partnership.

Key Performance Indicators				
	October	**YTD**	**Annual Goal**	**% of Target**
Visitors assisted in-person	14,820	43,473	150,000	29%
Visitors assisted electronically or telephonically	512	1,846	7,500	25%
	November	**YTD**	**Annual Goal**	**% of Target**
Visitors assisted in-person	11,728	55,201	150,000	37%
Visitors assisted electronically or telephonically	386	2,232	7,500	30%
	December	**YTD**	**Annual Goal**	**% of Target**
Visitors assisted in-person	9,008	64,209	150,000	43%
Visitors assisted electronically or telephonically	529	2,761	7,500	37%

We are pacing behind where we should be for Q2 YTD (50% of annual goal): 43% of our goal for walk-in assistance and 37% of our goal for email/phone assistance.

Visitor Center visitor satisfaction information is sent each month to the City Manager as the survey results are finalized. The monthly survey results for July through October are attached.

Also attached is a summary of the monthly city funding invoices for the six months ended 12/31/23. The summary compares the invoiced amounts to the FY24 operating budget amounts. In total, invoiced amounts represent 33% of the annual budgeted amounts. The summary includes explanatory comments for under budget line items.

Volunteer Recognition Event
The Sedona Chamber of Commerce recognized their amazing volunteers at Crescent Moon Ranch on Sunday, October 22nd. The staff and volunteers enjoyed a beautiful autumn day with lively conversation and iconic views. Colt Grill catered the event with delicious BBQ and luscious desserts. Tyler Carson, Fiddler on the Rock, performed a mini acoustic style session. Theo Andrusyszyn provided expert photography and an amazing video with Tyler's music as the soundtrack.

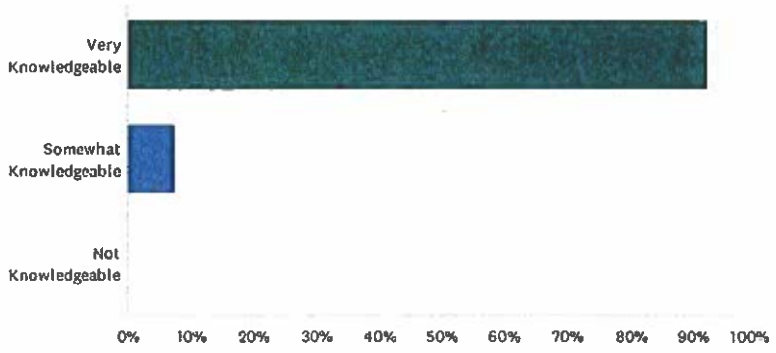
Auditing
In October, Karen and Gary discussed obtaining a cost estimate for a CPA to perform agreed upon procedures to verify the accuracy and reasonableness of the monthly bed tax invoices submitted by the Chamber to the City. Now that the CPA work for the Chamber's fiscal year 6/30/23 is completed, Gary will address this with the Chamber's CPA.

Visitor Center City Funding - Six months ended 12/31/23

	Monthly Invoices for City Funding		Vs. Budget		
		6 Mos Ended 12/31/23	FY 6/30/24 Budget	% of Budget	Comment
1	Building & Grounds Maintenance	18,001	60,000	30%	Didn't increase restroom cleaning to twice a day, restroom plumbing repairs down, didn't add exterior security camera
2	Commercial Package Insurance	1,342	2,500	54%	
3	Equipment Lease	2,003	5,000	40%	Copier lease ended in October, not renewed
4	Mortgage Interest	5,298	10,000	53%	
5	Real Estate Tax	1,466	3,000	49%	
6	Storage & Handling	2,172	5,000	43%	Consolidated storage units in November
7	Utilities	6,501	15,000	43%	
8	Furniture & Equipment	0	1,000	0%	
9	Computer & IT	3,061	6,000	51%	
10	Dues	100	0		Arizona Office of Tourism fee
11	Human Resources	782	2,000	39%	Reduced payroll processing costs in January
12	Staff Development	1,396	5,000	28%	
13	Volunteer Recognition & Dev.	6,847	30,000	23%	Picnic instead of banquet dinner
14	Supplies	2,014	11,000	18%	
15	Telephone/Data/ Internet/Cell	4,807	12,000	40%	Reduced telephone cost in December
16	Workers' Comp	235	500	47%	
17	Salaries	28,855	115,000	25%	1) Donna transferred to the admin office in August 2) Added two part time staff in Nov/Dec to make up most of Donna's hours.
18	Wages	56,011	115,000	49%	
19	Payroll Tax	6,391	18,000	36%	
20	SIMPLE IRA Contributions	1,213	5,000	24%	
21	Group Insurance	4,666	16,000	29%	
22	Collateral - Counter Maps	0	24,000	0%	Plan to purchase 75,000 maps, estimated cost $7,000
23	Total bed tax funded expenses	153,162	461,000	33%	
24	15% administrative overhead fee	22,974	69,150		
25	Total bed tax funded expenses	176,137	530,150		
26	City of Sedona 80% portion	140,909	424,120	33%	

Q29 How knowledgeable was the staff member or volunteer who assisted you at the Visitor Center?

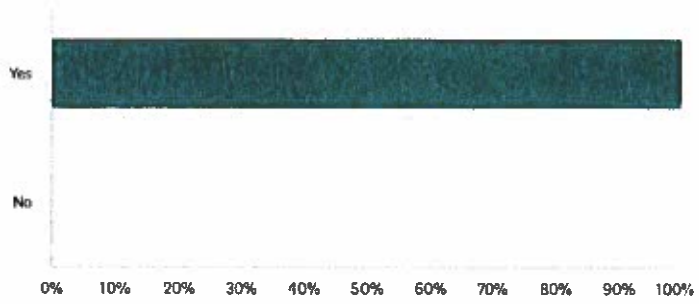
Answered: 27 Skipped: 193



ANSWER CHOICES	RESPONSES	
Very Knowledgeable	92.59%	25
Somewhat Knowledgeable	7.41%	2
Not Knowledgeable	0.00%	0
TOTAL		27

Q30 Was the staff member or volunteer polite and professional at the Visitor Center?

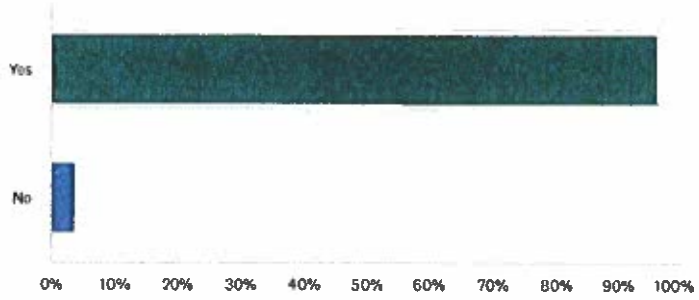
Answered: 27 Skipped: 193



ANSWER CHOICES	RESPONSES	
Yes	100.00%	27
No	0.00%	0
TOTAL		27

Q31 Will you stop by the Visitor Center again in a future trip to Sedona?

Answered: 27 Skipped: 193



ANSWER CHOICES	RESPONSES	
Yes	96.30%	26
No	3.70%	1
TOTAL		27

Q32 What did you like most about your visit to the Visitor Center? Please write your answer in the box below.

Answered: 18 Skipped: 202

#	RESPONSES	DATE
1	They had good advice and had all the information packs we needed	10/25/2023 3:22 PM
2	Information available on all the various things to do, including "off the beatea path" suggestions by staff.	10/20/2023 6:59 AM
3	Great information and knowlegable volunteers	10/20/2023 5:05 AM
4	Different things to do	10/19/2023 2:37 PM
5	Answered questions about restaurants and scenic drives	10/19/2023 7:56 AM
6	Ideas	10/18/2023 2:04 AM
7	Very helpful people and lots of great ideas for activities	10/18/2023 5:38 PM
8	Friendly	10/18/2023 4:40 PM
9	Options for what to do	10/18/2023 4:22 PM
10	Maps and pamphlets	10/18/2023 3:35 PM
11	Restrooms!	10/18/2023 11:32 AM
12	The friendliness of the staff	10/18/2023 11:30 AM
13	Information	10/18/2023 9:59 AM
14	Amount of information on the area available.	10/18/2023 9:52 AM
15	Maps	10/18/2023 9:51 AM
16	Maps and brochures	10/18/2023 9:34 AM
17	Friendly knowledgeable staff. Brochures	10/18/2023 9:31 AM
18	they helped map out day trips	10/18/2023 9:23 AM

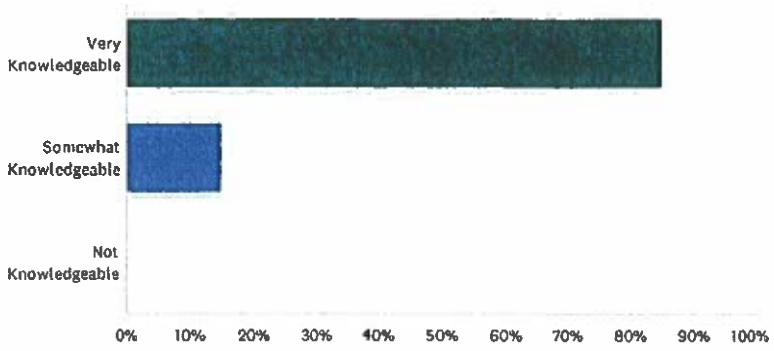
Q33 What did you like least about your visit to the Visitor Center? Please write your answer in the box below.

Answered: 13 Skipped: 207

#	RESPONSES	DATE
1	Crowded	10/25/2023 3:22 PM
2	nothing	10/20/2023 6:59 AM
3	N/a	10/19/2023 2:37 PM
4	na	10/19/2023 2:04 AM
5	Nothing	10/18/2023 5:38 PM
6	nothing	10/18/2023 4:40 PM
7	Very small	10/18/2023 4:22 PM
8	nothing	10/18/2023 11:32 AM
9	It was very crowded when we visited-but actually that is a good thing!	10/18/2023 11:30 AM
10	Nothing	10/18/2023 9:58 AM
11	Nothing.	10/18/2023 9:52 AM
12	Nothing	10/18/2023 9:31 AM
13	none	10/18/2023 9:23 AM

Q29 How knowledgeable was the staff member or volunteer who assisted you at the Visitor Center?

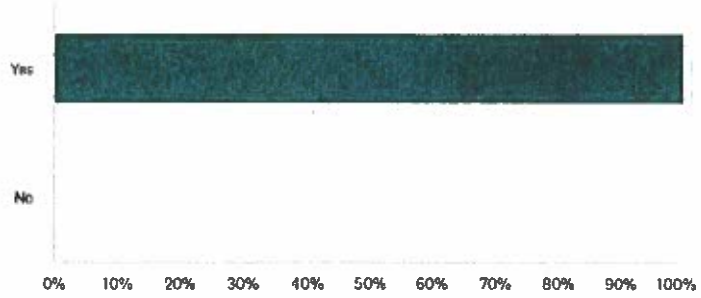
Answered: 20 Skipped: 102



ANSWER CHOICES	RESPONSES	
Very Knowledgeable	85.00%	17
Somewhat Knowledgeable	15.00%	3
Not Knowledgeable	0.00%	0
TOTAL		20

Q30 Was the staff member or volunteer polite and professional at the Visitor Center?

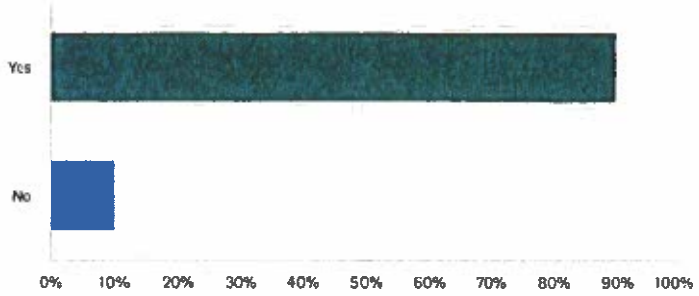
Answered: 20 Skipped: 102



ANSWER CHOICES	RESPONSES	
Yes	100.00%	20
No	0.00%	0
TOTAL		20

Q31 Will you stop by the Visitor Center again in a future trip to Sedona?

Answered: 20 Skipped: 102



ANSWER CHOICES	RESPONSES	
Yes	90.00%	18
No	10.00%	2
TOTAL		20

Q32 What did you like most about your visit to the Visitor Center? Please write your answer in the box below.

Answered: 14 Skipped: 108

#	RESPONSES	DATE
1	Helpful people	11/17/2023 10:09 AM
2	very personable ... relatable	11/16/2023 4:24 PM
3	Brochures, maps and area attraction, shopping, food, information.	11/16/2023 12:38 PM
4	Availability of maps	11/16/2023 9:53 AM
5	The man we spoke to was extremely helpful in explaining the how to go see various sites and drew details on the map for us	11/15/2023 8:45 PM
6	It was convenient	11/15/2023 8:31 PM
7	Information received.	11/15/2023 7:07 PM
8	The lady I spoke with tried to be helpful.	11/15/2023 2:36 PM
9	Information avsilability	11/15/2023 12:43 PM
10	Getting info and brochures on restaurants and places to visit.	11/15/2023 11:50 AM
11	We got all the info we needed	11/15/2023 9:52 AM
12	Very friendly knowledgeable personnel	11/15/2023 9:50 AM
13	maps and brochures	11/15/2023 9:24 AM
14	Knowledge of the staff! They filled in the "juicy details". That made me want to come back- to see what I missed.	11/15/2023 9:19 AM

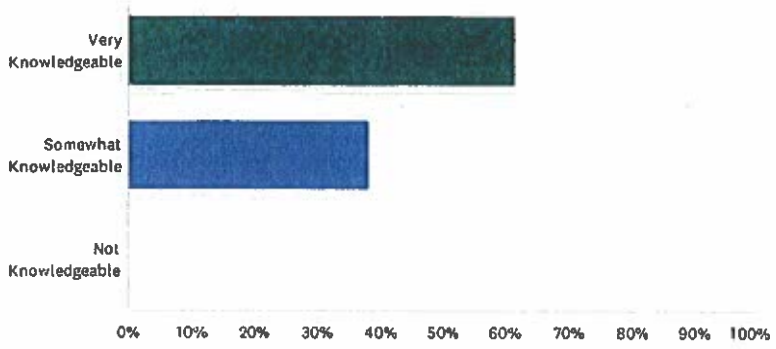
Q33 What did you like least about your visit to the Visitor Center? Please write your answer in the box below.

Answered: 9 Skipped: 113

#	RESPONSES	DATE
1	na	11/16/2023 4:24 PM
2	Nothing	11/16/2023 9:53 AM
3	They sold me the wrong red rock pass(did not have the correct dates) and I had to go back and have it corrected.	11/15/2023 8:31 PM
4	Nothing.	11/15/2023 7:07 PM
5	Secret Seven Vistas maps and information are terrible. SECRET SEVEN WEBSITE FAILED TO LOAD! DUH!	11/15/2023 2:36 PM
6	It was hard to find a parking place.	11/15/2023 9:52 AM
7	Nothing	11/15/2023 9:50 AM
8	parking	11/15/2023 9:24 AM
9	Could have stayed longer if I knew what they offer before the tour. Was on my way out when I stopped by.	11/15/2023 9:19 AM

Q29 How knowledgeable was the staff member or volunteer who assisted you at the Visitor Center?

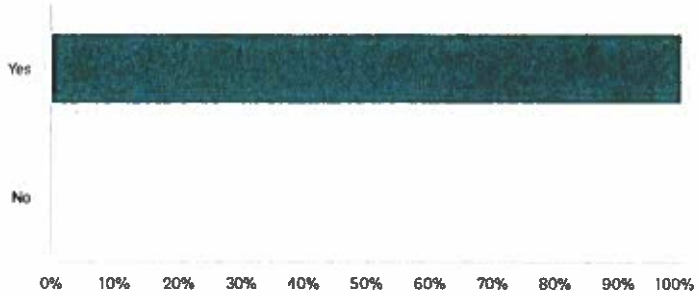
Answered: 13 Skipped: 123



ANSWER CHOICES	RESPONSES	
Very Knowledgeable	61.54%	8
Somewhat Knowledgeable	38.46%	5
Not Knowledgeable	0.00%	0
TOTAL		13

Q30 Was the staff member or volunteer polite and professional at the Visitor Center?

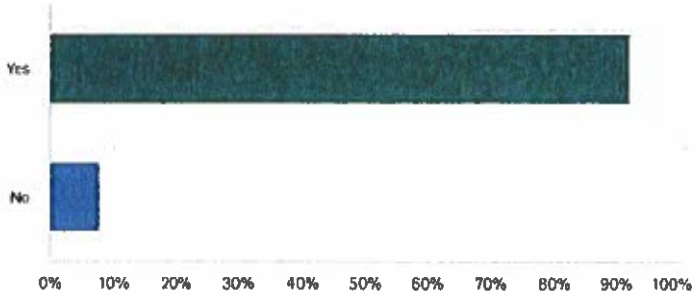
Answered: 13 Skipped: 123



ANSWER CHOICES	RESPONSES	
Yes	100.00%	13
No	0.00%	0
TOTAL		13

Q31 Will you stop by the Visitor Center again in a future trip to Sedona?

Answered: 13 Skipped: 123



ANSWER CHOICES	RESPONSES	
Yes	92.31%	12
No	7.69%	1
TOTAL		13

Q32 What did you like most about your visit to the Visitor Center? Please write your answer in the box below.

Answered: 9 Skipped: 127

#	RESPONSES	DATE
1	Bathroom	12/25/2023 8:33 PM
2	They were happy to help	12/18/2023 10:53 PM
3	Professionalism, knowledge and willingness to assist	12/18/2023 10:25 PM
4	Very helpful	12/18/2023 7:12 PM
5	Maps, brochures, hiking info, souvenirs	12/18/2023 4:31 PM
6	The view is breathtaking.	12/18/2023 1:51 PM
7	Location	12/18/2023 11:00 AM
8	Free information available	12/18/2023 9:52 AM
9	brochures, maps, coupons	12/18/2023 9:32 AM

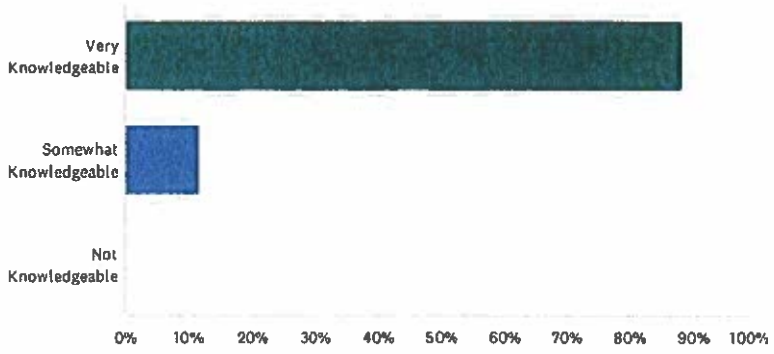
Q33 What did you like least about your visit to the Visitor Center? Please write your answer in the box below.

Answered: 6 Skipped: 130

#	RESPONSES	DATE
1	Nothing	12/25/2023 8:33 PM
2	Wouldn't tell us where some of the secrets caves were.	12/18/2023 10:53 PM
3	N/A	12/18/2023 10:25 PM
4	Na	12/18/2023 4:31 PM
5	Nothing	12/18/2023 11:00 AM
6	They were fine	12/18/2023 9:32 AM

Q29 How knowledgeable was the staff member or volunteer who assisted you at the Visitor Center?

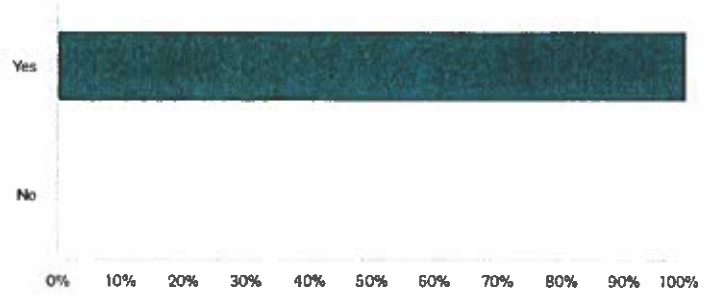
Answered: 17 Skipped: 145



ANSWER CHOICES	RESPONSES	
Very Knowledgeable	88.24%	15
Somewhat Knowledgeable	11.76%	2
Not Knowledgeable	0.00%	0
TOTAL		17

Q30 Was the staff member or volunteer polite and professional at the Visitor Center?

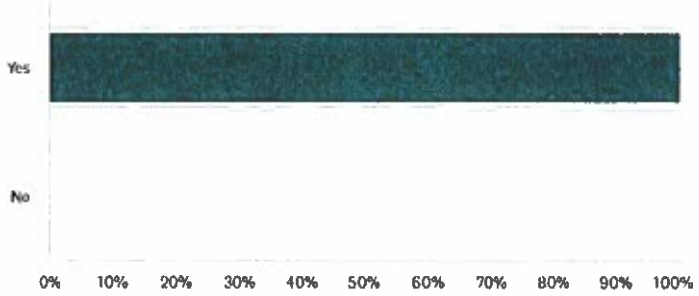
Answered: 17 Skipped: 145



ANSWER CHOICES	RESPONSES	
Yes	100.00%	17
No	0.00%	0
TOTAL		17

Q31 Will you stop by the Visitor Center again in a future trip to Sedona?

Answered: 17 Skipped: 145



ANSWER CHOICES	RESPONSES	
Yes	100.00%	17
No	0.00%	0
TOTAL		17

Q32 What did you like most about your visit to the Visitor Center? Please write your answer in the box below.

Answered: 13 Skipped: 149

#	RESPONSES	DATE
1	get information	1/16/2024 10:00 AM
2	Parking tag and knowledgeable staff.	1/15/2024 3:44 PM
3	The superb suggestions from the wonderful volunteer. It was like talking to a friend.	1/15/2024 2:32 PM
4	Lots of info readily available	1/15/2024 11:18 AM
5	Quick inside info	1/15/2024 11:06 AM
6	I loved how the literature was organized and the interaction with the staff was so helpful and friendly but professional	1/15/2024 10:34 AM
7	Very friendly folks.	1/15/2024 9:52 AM
8	information to take with us	1/15/2024 9:45 AM
9	Was not open when we stopped by (5pm ish). Did appreciate brochures out front.	1/15/2024 9:44 AM
10	Knowledgeable staff	1/15/2024 9:44 AM
11	good info. nice friendly, helpful people	1/15/2024 9:30 AM
12	Helpful	1/15/2024 9:20 AM
13	Friendly staff with great information	1/15/2024 9:16 AM

Q33 What did you like least about your visit to the Visitor Center? Please write your answer in the box below.

Answered: 11 Skipped: 151

#	RESPONSES	DATE
1	....	1/16/2024 10:00 AM
2	There was a bit of wait to get help but it was worth the wait.	1/16/2024 2:32 PM
3	Nothing comes to mind	1/15/2024 11:18 AM
4	All good	1/15/2024 11:06 AM
5	No downside at all.	1/15/2024 9:52 AM
6	nothing	1/15/2024 9:45 AM
7	Would have preferred open at least an hour later	1/15/2024 9:44 AM
8	Crouds	1/15/2024 9:44 AM
9	Parking was a little tricky, but not a big problem	1/15/2024 9:30 AM
10	Nothing	1/15/2024 9:20 AM
11	None	1/15/2024 9:16 AM

SEDONA
CHAMBER OF COMMERCE
& TOURISM BUREAU

November 20, 2023 (revised)

Karen Osburn
City Manager, City of Sedona
RE: SCC&TB Quarterly Report for the Uptown Visitor Center

Following is our Q1 report for the Uptown Visitor Center on 331 Forest Road reflecting July – September 2023 activity. As part of our contract, we have agreed to report the following Key Performance Indicators. We are also including activity highlights that illustrate the regular commitment made by our Visitor Center staff and volunteers to understand what our local businesses offer. I'm happy to answer any questions you may have. Thank you for our partnership.

Key Performance Indicators				
	July	**YTD**	**Annual Goal**	**% of Target**
Number of visitors assisted in-person	8,574	8,574	150,000	6%
Number of visitors assisted electronically or telephonically	405	405	7,500	5%
Visitor service satisfaction measured by online survey	See survey responses reflecting staff/volunteer knowledge and professionalism; likelihood of visitor's return to the VC; and, what was liked most/least about the VC.			
	August	**YTD**	**Annual Goal**	**% of Target**
Number of visitors assisted in-person	7,991	16,565	150,000	11%
Number of visitors assisted electronically or telephonically	372	777	7,500	10%
Visitor service satisfaction measured by online survey	See survey responses reflecting staff/volunteer knowledge and professionalism; likelihood of visitor's return to the VC; and, what was liked most/least about the VC.			
	September	**YTD**	**Annual Goal**	**% of Target**
Number of visitors assisted in-person	12,088	28,653	150,000	19%
Number of visitors assisted electronically or telephonically	557	1,334	7,500	18%
Visitor service satisfaction measured by online survey	See survey responses reflecting staff/volunteer knowledge and professionalism; likelihood of visitor's return to the VC; and, what was liked most/least about the VC.			

We are pacing just slightly behind where we should be for Q1 YTD (25% of annual goal): 19% of our goal for walk-in assistance and 18% of our goal for email/phone assistance.

Note that the Visitor Center visitor satisfaction measurement is obtained from a larger survey that analyzes visitors three months after they order the SCC&TB's visitor guide (three months assumes that the visitor has had time to visit Sedona). Due to this lag time, it was determined and agreed upon that the SCC&TB will send to the city of Sedona the visitor satisfaction data each month for timely assessment.

1st Quarter of FY24

TOP THREE DOMESTIC VISITORS BY STATE	TOP THREE INTERNATIONAL VISITORS BY COUNTRY
Arizona	Canada
California	Germany
Ohio	France

Volunteer FAM at Hillside Harmony Vortex Information Center

On August 8th, volunteers and staff members attended Basil & Elle's FAM Tour. We toured two spaces including a beautiful retail storefront space with metaphysical items, "Sedona Souvenirs". In that space, they also offer holistic aura readings. Then, they showed us a Vortex Visions film in their stunning theatre space with amethyst geodes and dramatic lighting. The theatre space can be rented. They also educated us on the upcoming Vortex Shuttle, and we took the Vortex online quiz.

Volunteer FAM with Sedona Jeep Tours

Volunteers and staff members were able to ride in three jeeps on the Red Rock Panoramic Tour. They experienced beautiful scenery, informative history, geology, and botanical information by the experienced, knowledgeable guides.

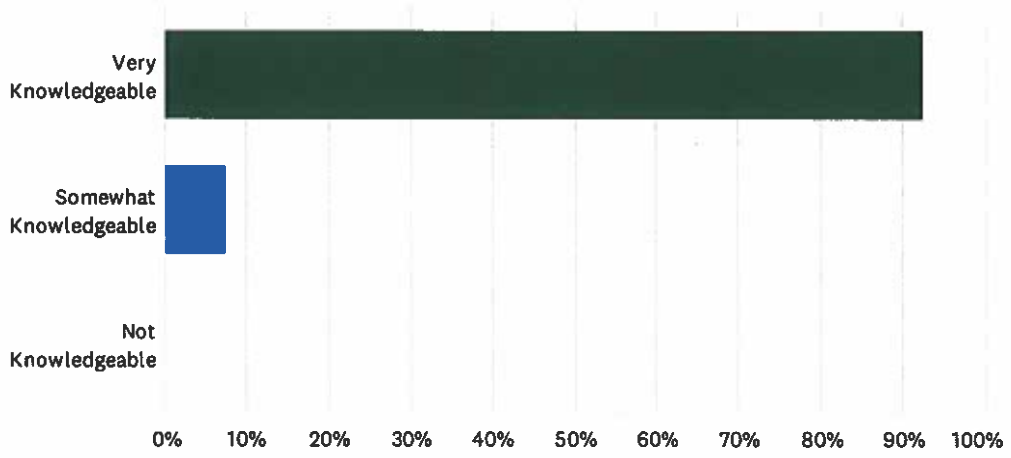
We really enjoyed this experience, and they are adding new jeep tours for every type of visitor. We can describe the Jeep tour experience more specifically and create more excitement when referring to our visitors.

SMSA Psychic & Healing Mini-Fair for Chamber Volunteers at Peace Place

On September 19, volunteers and staff members attended the SMSA Psychic & Healing Mini-Fair for Chamber Volunteers at Peace Place. Those attending experienced: 15-Minute Readings, 15-Minute Massage & Healing Services, Vortex Profile (which sites would best serve them and/or visiting family member), and information from Spiritual & Yoga Tour Providers.

Q29 How knowledgeable was the staff member or volunteer who assisted you at the Visitor Center?

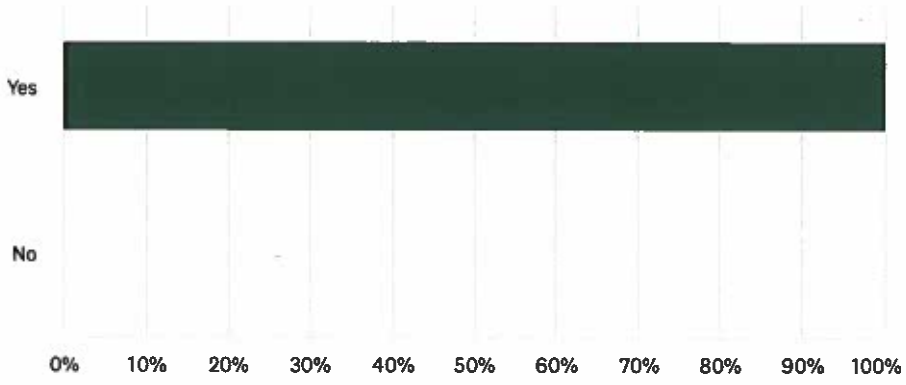
Answered: 27 Skipped: 193



ANSWER CHOICES	RESPONSES	
Very Knowledgeable	92.59%	25
Somewhat Knowledgeable	7.41%	2
Not Knowledgeable	0.00%	0
TOTAL		27

Q30 Was the staff member or volunteer polite and professional at the Visitor Center?

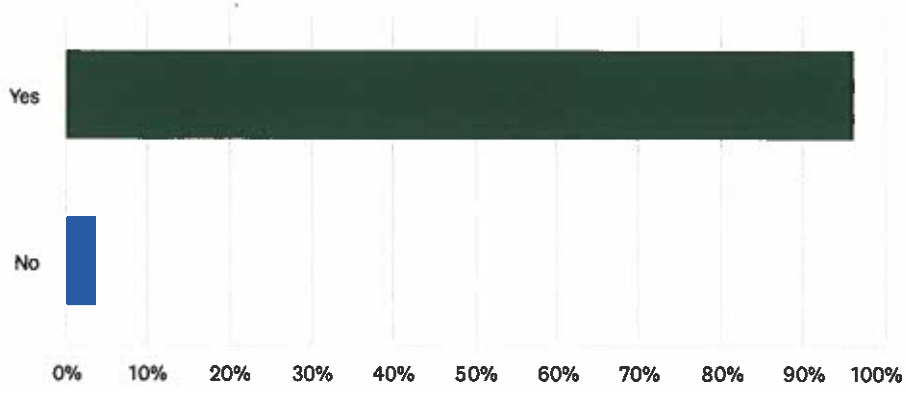
Answered: 27 Skipped: 193



ANSWER CHOICES	RESPONSES	
Yes	100.00%	27
No	0.00%	0
TOTAL		27

Q31 Will you stop by the Visitor Center again in a future trip to Sedona?

Answered: 27 Skipped: 193



ANSWER CHOICES	RESPONSES	
Yes	96.30%	26
No	3.70%	1
TOTAL		27

Q32 What did you like most about your visit to the Visitor Center? Please write your answer in the box below.

Answered: 18 Skipped: 202

#	RESPONSES	DATE
1	They had good advice and had all the information packs we needed	10/25/2023 3:22 PM
2	Information available on all the various things to do, including "off the beaten path" suggestions by staff.	10/20/2023 6:59 AM
3	Great information and knowlegable volunteers	10/20/2023 5:05 AM
4	Different things to do	10/19/2023 2:37 PM
5	Answered questions about restaurants and scenic drives	10/19/2023 7:56 AM
6	ideas	10/19/2023 2:04 AM
7	Very helpful people and lots of great ideas for activities	10/18/2023 5:38 PM
8	Friendly	10/18/2023 4:40 PM
9	Options for what to do	10/18/2023 4:22 PM
10	Maps and pamphlets	10/18/2023 3:35 PM
11	Restrooms!	10/18/2023 11:32 AM
12	The friendliness of the staff	10/18/2023 11:30 AM
13	Information	10/18/2023 9:58 AM
14	Amount of information on the area available.	10/18/2023 9:52 AM
15	Maps	10/18/2023 9:51 AM
16	Maps and brochures	10/18/2023 9:34 AM
17	Friendly knowledgeable staff. Brochures	10/18/2023 9:31 AM
18	they helped map out day trips	10/18/2023 9:23 AM

Q33 What did you like least about your visit to the Visitor Center? Please write your answer in the box below.

Answered: 13 Skipped: 207

#	RESPONSES	DATE
1	Crowded	10/25/2023 3:22 PM
2	nothing	10/20/2023 6:59 AM
3	N/a	10/19/2023 2:37 PM
4	na	10/19/2023 2:04 AM
5	Nothing	10/18/2023 5:38 PM
6	nothing	10/18/2023 4:40 PM
7	Very small	10/18/2023 4:22 PM
8	nothing	10/18/2023 11:32 AM
9	It was very crowded when we visited-but actually that is a good thing!	10/18/2023 11:30 AM
10	Nothing	10/18/2023 9:58 AM
11	Nothing.	10/18/2023 9:52 AM
12	Nothing	10/18/2023 9:31 AM
13	none	10/18/2023 9:23 AM

SEDONA VISITOR CENTER

Research

Prepared by:

Front Burner Media LLC
www.frontburnermedia.com

INDUSTRY INPUT

Destination Think has regular input and feedback on the visitor center decision. Criteria they've published revolves around:

- What are the objectives of the DMO? Responsible visitation is a common theme in the strategic planning for Sedona. Can responsible visitation be successfully encouraged and behaviors modified if a center isn't available to provide tips and direction?
- Based on the identity of the brand and destination, can people build an experience that matches the need of the destination without a visitor center? If a visitor center is in place, how does it help shape the identity and brand of Sedona?
- What are the needs of the visitor? Does a visitor center provide what they need? Restrooms, maps, tips, ideas, parking information, etc.
- Can they visit without a human touch from a visitor center?

Destination Think: Do your visitors still need a visitor center?

Destinations International Visitor Services Summit in 2023 summarized the future of visitor centers:

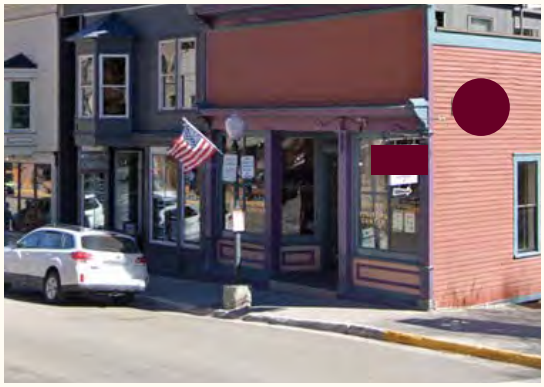
- Centers need to be accessible, may mean moving to different areas
- Embrace technology and mobile services
- Leverage 24/7 technology (chat rooms, call centers, and training industry staff to have the answers at hotels, restaurants, and point them to one online location for answers)
- Digital signage and QR codes.

By embracing technology, fostering partnerships, and delivering consistent branding, visitor centers can remain relevant and continue to offer valuable services in the modern landscape. Next Visitor Services Summit, July 16, Tampa FL.

POPULAR COLORADO DESTINATION

Visitor Center

This Colorado Tourism Board executive director, Ms. S., answered questions and asked that their destination be kept off the record in the public discussions.



Budget

$350,000 annually includes center and central reservations.

They do not own the building and pay rent out of this budget amount.

The Tourism Board has 7 full-time staff members, three are full time at the visitor center. During the summer they have an additional part time staff member at the center.

Funding

2% lodging tax. Tax is sent to 3 separate communities, then each destination sends the Tourism Board an agreed upon amount from each destination. They used to receive the funding directly, but switched to this investment model a couple of years ago.

Visitors: Approximately 625,000 visitors annually. Calculated by consumer analytics.

SANTA FE, NM

Visitor Center

Randall Randy, executive director of Tourism Santa Fe, provided his input regarding visitor centers, “We feel visitor centers are very important for the uses. Percentage is relatively low of the total visitation, however very high for first time visitors. I’m not sure how Sedona is spending so much on one center.”

Budget

$391,000 annually includes Plaza Visitor Center, and staffing at the Railyard, Convention Center, and Water Street locations. An additional $50,000 is spent on lease space for the Plaza location and misc. operating expenses.

The budget supports 7 information specialists and one supervisor. Because these 7 employees are union workers, there are no volunteers.

Funding

Lodging tax and some earned revenue from the Tourism Santa Fe website, visitor guide advertising, and use fees at the convention center. They are not a membership based structure, but an extension of Santa Fe.

The Convention Center and Railyard spaces have been in operation for 12 years, the Plaza for 8, and the Water Street location was added last year.

Visitors: Approximately 3 million annually visit the destination. 120,000 visitors annually are served at all of their locations combined. Santa Fe sees repeat visitation of 70%. They feel their visitation is highest amongst first time visitors and their data reflects that.

FLAGSTAFF, AZ

Visitor Center

Flagstaff operates Discover Flagstaff as the destination marketing organization for the City of Flagstaff.

Budget

$670,000 annually includes 6.15 personnel, and the Amtrak Train Station operations. They also operate a snow play hotline seasonally.

They sell an estimated $364,000 in retail in the center annually.

Funding

Discover Flagstaff is charged with administering tourism programs for the City of Flagstaff and receives an allocation of 30 percent of the BBB tax collected.

Visitors: Approximately 5 million annually visit the destination. 125,000 visitors were served at the Center in the last fiscal year.

WILLIAMS, AZ

Visitor Center

The Williams Visitor Center is operated by the City of Williams. The Chamber of Commerce used to exist in Williams and staffed the center, rented the building, and handled destination marketing. The city ended the agreement nearly 8 years ago and the Chamber of Commerce closed its doors 3 months later.

Budget

$368,000 annually includes 3 full-time and 4 part-time employees.

They sell an estimated $137,000 in retail in the center annually.

The city owns the historic building they use for the center.

Funding

The City of Williams invests a portion of the BBB tax for the center and destination marketing each year. They recently voted to increase the lodging tax from 4.5% to 5.5% beginning April 1, to invest in infrastructure for the destination.

Visitors: Approximately 1.5 million annually visit the destination. 100,000 visitors served at the center in 2022, decreased visitation to nearly 80,000 last calendar year.

COTTONWOOD, AZ

Visitor Center

The Cottonwood Chamber of Commerce had been the official DMO until a change was made 4 years ago. Funding at a level of $280,000 was switched to a creation of a DMO for the City of Cottonwood and an investment for the visitor centers for the Chamber of Commerce.

Budget

$95,000 annually to help with expenses at the 2 visitor centers. The Chamber of Commerce has 3 full time employees, and approximately 15 volunteers.

Funding

The City of Cottonwood leases the Old Town space to the Chamber for $1 per year. The funds to help with the maintenance of the centers comes from the bed tax.

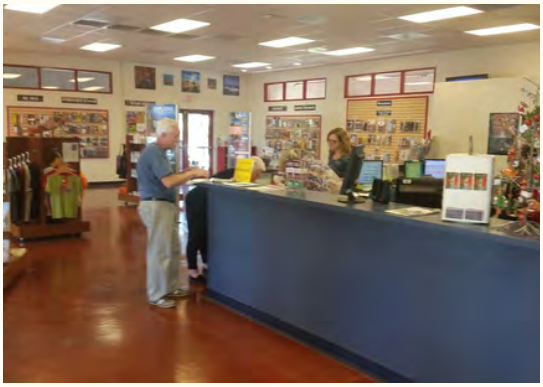
The City of Cottonwood invests approximately $480,000 in destination marketing each year, aside from the $95,000 investment for the visitor centers.

Visitors: Approximately 1-1.75 million annually visit the destination. 10,000 visitors were served at the centers in the last calendar year.

TUCSON, AZ

Visitor Center

Pima County Attractions & Tourism partners with Visit Tucson to operate the Center. Ms. Vanessa Cabrera, VP of strategic initiatives shared that they help with staffing and Pima County runs and owns the gift shop.



Budget

$1,291,557 annually, with 5 full-time, 8 part-time team members and 40+ volunteers. 2022 was the first year of operation in the space.

Funding

Generated from bed tax from Pima County. Visit Tucson assists with 2 full time employees, and the county covers the rest. Catherine Campbell is the deputy director of Pima County Attractions and Tourism.

Visitors: Approximately 4.9 million annually visit Tucson. 33,000 visitors were served at the center during its first year of operation in 2022.

City	Destination Visitor Volume	Annual Walk-in Visitors	Email & Phone	Paid Employees	Volunteers	FUNDING Bed Tax/City	FUNDING Membership	FUNDING Grants	FUNDING Other	Notes	CTC
Bisbee	Est 60-70,000	52,000	Don't Track	2 FT	1	X				Manually track visitors - This is a small community and they do not track or have total visitation numbers available.	Heather Andrews
Camp Verde				3 paid						VC is connected to heritage museum/ Gerry called with limited info and I left a message for Crisi	Crisi Clark
Chino Valley		2,920	Don't track	1 FT	1	X				They get $20,000 per quarter from city. Very small VC	Annie Perkins
Cottonwood	not available	7,258	1,100	3	15	X		X		Low Tech - Face to face, 2 offices. Heather Hermen handles marketing for Cottonwood. Requested total visitation numbers. Waiting to hear back	Andrea Schultz
Flagstaff	5.5 M	125,754	E-200 P 12,600	4 FT 3 PT	0	X				Only bed tax and gift shop revenue for funding. No plans to move into the digital world. They like the face to face.	Jessica Johnson
Grand Canyon	4.7 M									Cannot get ahold of anyone who know VC numbers	
Kingman	1.2 overnight 4.8 M	173,137	Not available	1 FT/7 PT paid staff	0	X			X	Kingman's VC is on Route66 and is the #1 stopping point on route 66 for visitors. 55% of their funding is through their gift shop 45% is through Bed Tax	Josh Noble
Lake Havasu										LMVM 02/28/24	
Page	5.2 M to Glen Canyon National Rec Area	16,722	4,366	4	6			X	X	No funding from bed tax or membership. Only through gift shop sales , tour sales and grants. 1838 of the registered calls were for Wave bookings.	Judy Franz
Phoenix	19.5M	16,500	30,000	3	0	X	X <1%>	X		No Brick/Mortar, office adj to Conv Center 250k visitors attending conv. They use Mobile Kiosks, Chatbots, trip planner apps	Sarai Case
Prescott	emailed request	30,000		1	35	X		X		AOT Grant $25,000	Sheri Heiney
Salt River	Not tracked	600	yes/no # given	1 FT	0	X				100% funded through SRPMIC (Salt River Pima Maricopa Indian Community) - through property/casino taxes	Rebecca Thomas & Maleena Deer
Scottsdale	10.8 M	7,124	3,157	1 PT	0	X	X <1%>	X		Phone/Email not tracked. Number here represents online visits. AOT Grants, uses the term Experience Centers	Adam Haught
Sedona	3.2 M avg 2014-2022	138,098	5,976	3 FT 7 PT	32	X					Michelle Kostecki
Show Low										LMVM 02/28/24	
Sierra Vista		4,986		3	1	X				Chamber reports to the city but it's a very small operation. Amy did not know the total visitation to the area. No technology on site	Amy
Tombstone	will call back	will call back	no tracking	6	0	X		X		They track visitors by a sign-in book that gets manually counted and a report is generated per month. They have 2 buildings/ Boothill and the VC. Boothill has gift shop revenue	Terry Smith - Mgr
Tucson	4.9 M	31,648	11,916	1 F/T Staff 2 Part time paid staff	25-30	X				Southern AZ Visitor & Heritage Center bldg is owned by Pima County. They do not have monthly rent payments. Total Visitation for Southern AZ Pima County 5.8M of which Tucson pull 4.9M. They have 2 touch screens, a video gallery and a tool that creataes itineraries. All technology maintained by Pima county through bed tax	Vanessa Cabrera-VP of Strategic Initiatives
Williams		7,994	Email/No Phone/ 2234 calls	2 FT/3 PT Paid Staff	0	X				Heather Hermen handles the marketing for Williams. Waiting to hear back about total visitation	Julie Dean-Ops Mgr

	FY25 Proposed Visitor Center Budget - Expense Detail			
		FY24 Budget	**FY24 Projection**	**FY25 Budget**
1	Salaries	115,000	54,600	53,000
2	Wages	115,000	133,600	152,000
3	Payroll Taxes	18,000	14,400	16,000
4	Group Insurance	16,000	9,400	9,100
5	SIMPLE IRA Contributions	5,000	3,000	3,500
6	Workers' Comp	500	700	700
7	Volunteer Recognition	30,000	12,000	12,000
8	Staff Development	5,000	2,500	3,000
9	**Employee & Volunteer**	**304,500**	**230,200**	**249,300**
10	Public Restrooms Bldg Maintenance	35,000	20,000	21,000
11	Public Restrooms Utilities	10,000	8,600	9,200
12	**Public Restrooms**	**45,000**	**28,600**	**30,200**
13	Visitor Center Bldg & Grounds Maint	25,000	20,000	20,000
14	Visitor Center Utilities	5,000	4,400	4,700
15	Equipment Lease	5,000	2,000	0
16	Storage & Handling	5,000	3,400	2,500
17	Property Tax, License	3,000	2,900	3,100
18	Commercial Package Insurance	2,500	2,600	2,900
19	Furniture /Equipment	1,000	0	1,000
20	**Visitor Center Occupancy**	**46,500**	**35,300**	**34,200**
21	**Collateral (11x17 counter maps)**	**24,000**	**8,500**	**15,000**
22	Computer & IT	6,000	5,200	6,000
23	Supplies	11,000	4,000	6,000
24	Telephone/Data/ Internet/Cell	12,000	6,600	3,600
25	Human Resources	2,000	1,300	1,000
26	Dues	0	100	100
27	**Other**	**31,000**	**17,200**	**16,700**
28	**Mortgage Interest Allocation**	**10,000**	**10,600**	
29	**Building Value Allocation (25%)**			**25,500**
30	**Total Expense**	**461,000**	**330,400**	**370,900**

VISITOR SERVICES AGREEMENT

THIS VISITOR SERVICES AGREEMENT ("Agreement") is entered into by and between the Sedona Chamber of Commerce, Inc., an Arizona nonprofit corporation, DBA Sedona Chamber of Commerce & Tourism Bureau ("SCC&TB") and the City of Sedona, an Arizona municipal corporation ("City"), this 21 day of August, 2023 to be effective on July 1, 2023.

RECITALS

WHEREAS, the SCC&TB will manage and administer the Visitor Center located at 331 Forest Rd, Sedona, AZ 86336, designed to educate and manage visitors for the benefit of the residents of the City and thereby contributing to the healthy Sedona economy and the City in general; and

WHEREAS, the City and SCC&TB desire to continue their longstanding partnership in operating the Visitor Center.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing, the City and the SCC&TB do mutually agree as follows:

1. ADMINISTRATION

1.1. In carrying out the terms of this agreement, the SCC&TB agrees to continue to follow all of its bylaws which are also incorporated, by reference, into this agreement.

1.2. The SCC&TB shall continue to operate as a 501(c)(6) non-profit corporation.

1.3. The SCC&TB shall utilize an accounting system which will comply with generally accepted accounting principles. The SCC&TB shall establish and maintain a line item budget that identifies expenditures from all funding sources.

1.4. The City hereby designates the City Manager or his/her designee as the City's representative and Contract Administrator. The Contract Administrator shall work with the SCC&TB in coordinating the execution of this Agreement. Any reports and correspondence from the SCC&TB shall be channeled through the Contract Administrator.

2. SCOPE OF VISITOR SERVICES ACTIVITIES

Required Activities. SCC&TB shall perform the following Activities:

2.1 Visitor Services. The SCC&TB shall maintain, operate, and staff the Visitor Center and public restrooms at 331 Forest Road in Sedona and provide tourism information to tourists who enter, or potential visitors that call or email for information. The SCC&TB shall:

- Schedule and monitor all necessary services such as cleaning, computer maintenance, system upgrades, and grounds maintenance
- Operate no less than 57 hours per week except on weeks that include Thanksgiving and

Christmas Day, as the Center will be closed on those two holidays

- Adequately staff, manage and train all volunteers
- Manage and assist all walk-in visitors, phone calls and emails
- Educate visitors about sustainability principles (Leave No Trace, Recreate Responsibly)
- Educate visitors and businesses about the Sedona Shuttle and Verde Shuttle
- Communicate knowledge of all area trails, forest service, ways to experience Sedona, local businesses such as art galleries, restaurants and stores
- Share Sedona news, road closures, weather conditions and other timely information
- Showcase businesses through rack cards without restriction to membership.
- Provide space for advertising at 4 locations without restriction to membership.
- Provide referrals to all businesses without restriction to membership.
- Manage retail inventory and Red Rock Passes.
- Oversee, maintain, and organize all collateral materials including storage and delivery systems.

2.2 SCC&TB Shared Funding Requirement. SCC&TB shall be responsible for paying 20% of the expenditures required for the visitor services described in Section 2.1 and in accordance with the budget included as Exhibit A, and incorporated by this reference, and the City shall be responsible for paying the remaining 80% of expenditures required for the visitor services described in Section 2.1 and in accordance with the budget included as Exhibit A.

2.3 Performance Metrics. SCC&TB shall report quarterly on the performance of the Visitor Center including the following metrics, and all other agreed to metrics, which will be used as indicators of the effectiveness of programs and activities. Metrics should be tracked and reported by month to assess seasonal changes and influences:

- Number of visitors assisted in-person at the visitor center.
- Number of visitors assisted electronically or telephonically.
- Visitor service satisfaction measured by survey at the Visitor Center, and/or electronically.

2.4 Annual Audit and Financial Review. The SCC&TB shall have an independent CPA complete a full audit of its financial statements. The SCC&TB shall pay for all services rendered by the CPA. All reports and documentation (financial statements, compliance and management letters, internal control documentation and opinion letters) from the CPA shall be submitted to the City Manager one hundred eighty (180) days after the end of the fiscal year (June 30). With reasonable notice the City shall have the right to audit the books of the SCC&TB for the purpose of confirming the expenditures of City funds.

3. PAYMENT OF FUNDING

City Funding. City's payment of the visitor services funds shall be subject to the following: Subject to Section 2.2, the total amount of visitor services funds that City shall provide under this Agreement shall not exceed **$424,000.00** and shall be paid monthly based on the prior month's expenditures. SCC&TB shall provide monthly invoices with accompanying documentation of expenses no later than 30 days after month end for expenses incurred in that prior month and the City shall reimburse for 80% of the allowed itemized expenses provided on the monthly invoice. Payment of invoices shall be made within 30 days of receipt.

4. HOLD HARMLESS AND INSURANCE PROVISIONS

4.1. The SCC&TB agrees to defend and save harmless the City, its Mayor and Council, appointed boards and commissions, officials, officers, employees and insurance carriers, individually and collectively from all losses, claims, suits, demands, expenses, subrogation's, attorney's fees or actions of any kind and nature resulting from personal injury to any person (including bodily injury and death) or damages to any property, arising or alleged to have arisen out of either (1) the SCC&TB' s performance of the terms of this contract, or (2) any of the SCC&TB' s acts or omissions.

4.2. The SCC&TB agrees to procure and maintain in force during the term of this Agreement, at its own cost, the following coverages as requested by City, either in the initial bid, or prior to commencement of particular tasks. The SCC&TB shall submit to City before any work is performed, certificates from the SCC&TB's insurance carriers indicating the presence of coverages and limits of liability as follows:

4.2.1. **Worker's Compensation Insurance:**

Coverage A: Statutory benefits as required by the Labor Code of the State of Arizona.

Coverage B: Employer's Liability

Bodily Injury by accident	$1,000,000 each accident
Bodily Injury by disease	$1,000,000 policy limit
Bodily Injury by disease	$1,000,000 each employee

4.2.2. **Commercial General or Business Liability Insurance** (Occurrence Form) with minimum combined single limits of ONE MILLION DOLLARS ($1,000,000.00) each occurrence and TWO MILLION DOLLARS ($2,000,000.00) general aggregate.

4.2.3. **Automobile Liability Insurance** with minimum combined single limits for bodily injury and property damage of not less than ONE MILLION DOLLARS ($1,000,000.00) for any one occurrence, with respect to each of the SCC&TB's owned, hired or non-owned automobiles assigned to or used in performance of the Services. Certificate to reflect coverage for "Any Auto, All Owned, Scheduled, Hired or Non-Owned."

4.2.4. All policies shall provide primary coverage and waivers of subrogation by endorsement or otherwise. A waiver of subrogation shall be effective as to any person or entity even though that person or entity would otherwise have a duty of indemnification, contractual or otherwise, did not pay for the insurance premium directly or indirectly and whether or not the person or entity had an insurable interest in the property damaged.

4.2.5. The following policies shall include Additional Insured endorsements: Automobile Liability Insurance and Commercial General Liability.

5. TERM; TERMINATION

5.1. The term of this Agreement is from July 1, 2023 to June 30, 2024, subject to early termination as described below. Either party may terminate this Agreement at its convenience, without cause and without penalty, upon 60 days written notice to the other party. In the event of such early termination, the reimbursement provisions of

Paragraph 5.2 shall apply.

5.2. If a party defaults in the performance of any of the covenants, agreements, terms or conditions of this Agreement and such default is not cured within 30 days after notice of such default is given by the non-defaulting party, or such longer period as may be necessary provided the defaulting party has commenced curing within such 30 days and diligently pursues such curing to completion, the non-defaulting party shall have the right, at its option, to immediately terminate this Agreement, whereupon it shall have no further obligation or liability under this Agreement, or to seek full and adequate relief by injunction or other legal and equitable remedies (or all of the above). In the event of early termination of the city's contract with the SCC&TB, the city will reimburse the SCC&TB for all SCC&TB prepayments of contracted items, if any, and the SCC&TB will turn those items over to the city's representative.

6. MISCELLANEOUS

6.1. The SCC&TB agrees to comply with all Federal, State, and City laws or regulations applicable to the SCC&TB's business or services or to the performance of these services. SCC&TB shall spend transient bed tax revenue provided by the City solely on the operation of the Visitor Center in compliance with this Agreement.

6.2. Should a court of competent jurisdiction or any administrative agency with oversight authority determine that any part of this Agreement is contrary to established Federal, State and City laws applicable to the respective responsibilities of the Parties as described herein, this Agreement, and any part thereto that is in conflict with said laws, shall be modified upon mutual agreement of the Parties in order to bring the Agreement into full legal compliance.

6.3. The parties agree that the SCC&TB provides specialized services and enters this contract with the City of Sedona as an independent contractor. Nothing in this contract shall be construed to constitute the SCC&TB's, nor any of its personnel, volunteers, or directors, as agents, employees, or representative of the City. As an independent contractor, the SCC&TB is solely responsible for all labor and expenses in connection with this agreement and for any and all damages that may arise during the operation of this agreement.

6.4. The SCC&TB shall carry appropriate insurance and shall indemnify and hold the City and its officials, employees, and agents harmless from any and all claims, demands actions, and causes of action (including administration or alternative dispute resolution proceedings) penalties or costs (including attorney's fees) or liability for damages for personal injury or property damage resulting from the acts of omissions of the SCC&TB's officers, directors, agents, employees, or volunteers, in connection with the agreement or in any way arising from the activities or services of the SCC&TB as set forth in this agreement. The SCC&TB shall provide a copy of the insurance certificate, which lists the City of Sedona as an additional insured, to the City Manager's Office prior to the first installment release of visitor services funds.

6.5. Governing Law; Venue; Waiver of Jury Trial: This Agreement shall be governed by and enforced using the laws of the State of Arizona. The parties agree that any judicial action brought to enforce the terms or conditions of this Agreement shall be brought in a court of competent jurisdiction in Yavapai County, Arizona. Both parties hereby waive any right to a jury trial which they may otherwise have in the event of litigation arising out of this Agreement or the subject matter thereof and consent to a trial to the court.

7. SUPERSEDES PREVIOUS AGREEMENTS. This Agreement supersedes all prior agreements and understandings, oral, written and implied, between the parties hereto with respect to the subject matter hereof, including the Tourism Promotion & Visitor Services Agreement dated April 11, 2017, and the July 9, 2019 First Amendment to the Tourism Promotion & Visitor Services Agreement. All such prior agreements and understandings are hereby terminated and deemed of no further force or effect.

[SIGNATURES ON THE FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the date first given above.

Sedona Chamber of Commerce & Tourism Bureau, Inc., an Arizona non-profit corporation

By: _____

Its: Chairman of the Board

By: _____

Its: President & CEO

CITY OF SEDONA,
An Arizona municipal corporation

By: _____
Scott M. Jablow, Mayor

ATTEST:

_____
JoAnne Cook, City Clerk

APPROVED AS TO FORM:

_____
Kurt W. Christianson, City Attorney

Exhibit A: SCC&TB Forest Road Visitor Center FY24 Budget

	FY23 Budget	FY24 Budget	
Bldg. & Grounds Public Restrooms	16,700	35,000	Cleanings 2 / Daily / 7 busy months, repair price increased
Utilities Public Restrooms	10,000	10,000	
Total Public Restroom	**26,700**	**45,000**	
Salaries	116,877	115,000	
Wages	123,000	115,000	
Health Insurance	16,555	16,000	
Payroll Taxes	17,679	18,000	
Simple IRA Contributions	2,673	5,000	
Workers Comp	650	500	
Staff Development	0	5,000	Staff appreciation (meals, recognition)
Staff Training	3,350	0	Eliminated GCOT & ESTO (industry conferences)
Volunteer Recognition & Development	30,650	30,000	
Bldg. & Grounds VC	15,300	25,000	Cost increases, outside cameras & monitoring
Property Tax	2,835	3,000	
Utilities VC	4,500	5,000	
Furniture/Fixtures	1,500	1,000	
Copier Lease	4,800	5,000	
Commercial Liability Insurance	2,200	2,500	
Mortgage Interest Allocation	10,000	10,000	
Phone Data Internet Cell	25,000	12,000	Eliminated toll free calls & POTS lines
Storage & Handling	3,900	5,000	
Supplies	10,000	11,000	
Collateral, Counter Maps	8,200	24,000	FY24 is for 11x17 flat maps (no advertisements)
Postage, Delivery & Fulfillment (ESG)	105,000	0	Not required
Computer Technology	5,250	6,000	
Accounting & Audit	3,740	0	Not allocated
HR Services	1,925	2,000	
Bank Service Charges	700	0	Not allocated
Total Visitor Center	**516,284**	**416,000**	
Total Public Restrooms & Visitor Center	542,984	461,000	
15% Administrative Overhead Fee	0	69,150	
Total	**542,984**	**530,150**	

SEDONA
CHAMBER OF COMMERCE
& TOURISM BUREAU

Uptown Sedona Visitor Center

CITY COUNCIL MEETING | MARCH 26, 2024

Agenda

- Visitor Center Services
- FY24 Status
- Arizona Visitor Centers
- FY25 Proposed Budget

Visitor Center Services

Sedona, Arizona

- Amazing Red Rocks
- Moderate Year-round Climate
- 400+ Miles of Hiking and Biking Trails
- World-Class Resorts
- Art Galleries and Shops
- Annual Festivals and Events
- Physical and Spiritual Renewal

Serving Visitors Since the 196

Visitor Center Staff & Voluntee

DEDICATED. VALUED. IRREPLACEABLE.

FY23 – Based on the 2023 Value of Volunteer Time national report

Services Provided

JULY 1, 2023– JUNE 30, 2024

- Visitor center building and restrooms located at 331 Forest Road and SR89A
- Scheduling and monitoring of all necessary services such as cleaning, computer maintenance, system upgrades, and grounds maintenance
- Operations 363 days a year – Closed Thanksgiving and Christmas Day
- Adequate staffing and management and training of all volunteers
- Management and assistance for all walk-in visitors, phone calls and emails
- Education for visitors of sustainability principles (Leave No Trace, Recreate Responsibly)
- Education about the Sedona Shuttle and Verde Shuttle
- Knowledge on all area trails, forest service, ways to experience Sedona, local businesses such as art galleries, restaurants and stores
- Sedona news, road closures, weather conditions and other timely information
- RACK CARDS: Showcase businesses through rack cards (not restricted to membership)
- POSTERS: Space for advertising (4 locations) is available (not restricted to membership)
- REFERRALS: Referrals made each week to all businesses (not restricted to membership)
- Management of retail inventory and Red Rock Passes
- Oversight, maintenance and organization of all collateral materials including storage and delivery systems

Local Influence

WHO BETTER TO ASK VISITORS TO ACT LIKE A LOCAL, THAN A LOCAL?

Visitor Educatior

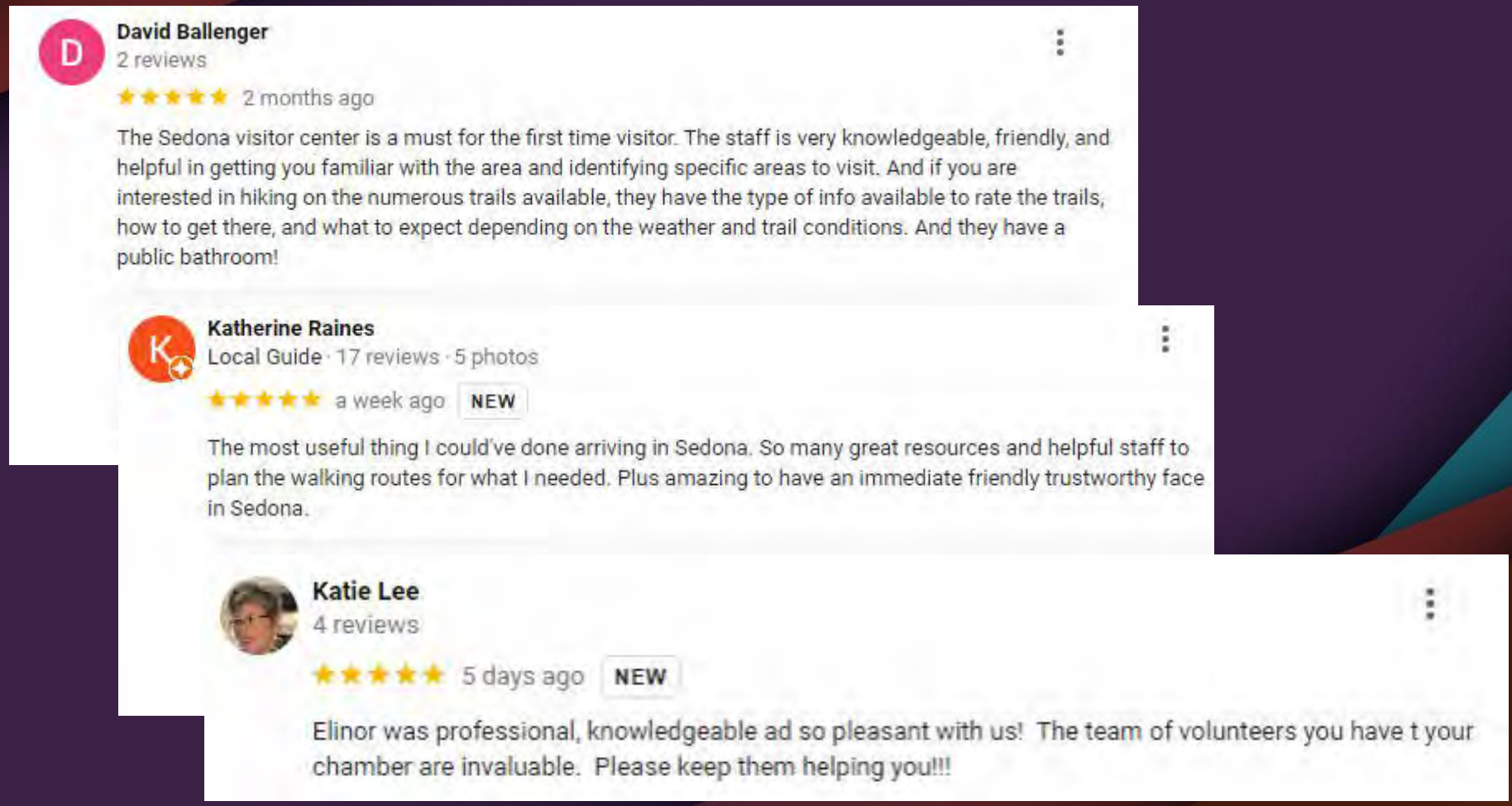
HIGHLIGHTING SEDONA'S SUSTAINABILITY VALUES

The Golden Rule of Tourism

TREAT OTHERS AS YOU WOULD LIKE TO BE TREATED

Reviews

BEST CUSTOMER SERVICE AND RESOURCE FOR VISITORS AND RESIDENTS



David Ballenger
2 reviews
★★★★★ 2 months ago

The Sedona visitor center is a must for the first time visitor. The staff is very knowledgeable, friendly, and helpful in getting you familiar with the area and identifying specific areas to visit. And if you are interested in hiking on the numerous trails available, they have the type of info available to rate the trails, how to get there, and what to expect depending on the weather and trail conditions. And they have a public bathroom!

Katherine Raines
Local Guide · 17 reviews · 5 photos
★★★★★ a week ago NEW

The most useful thing I could've done arriving in Sedona. So many great resources and helpful staff to plan the walking routes for what I needed. Plus amazing to have an immediate friendly trustworthy face in Sedona.

Katie Lee
4 reviews
★★★★★ 5 days ago NEW

Elinor was professional, knowledgeable ad so pleasant with us! The team of volunteers you have t your chamber are invaluable. Please keep them helping you!!!

Industry Best Practices

DO WHAT WORKS BEST FOR YOUR DESTINATION AND ITS VISITORS

FY24 Status

FY24 WalkIn Traffic

A CURRENT SNAPSHOT

- Steadily recovering from Covid numbers.
- Change in walk-in counting method from pre-Covid to present day.
- 8% increase from January 2023 to January 2024.
- 10% increase from February 2023 to February 2024.
- February average daily walk-in counts in the 500's.
- Visitor Center and local businesses noted an 'early Spring Break' first half of February
- March walk-ins averaging 600 visitors per day.
- Through March 12, the Visitor Center has assisted nearly 7,200 visitors!

FY24 KPIs

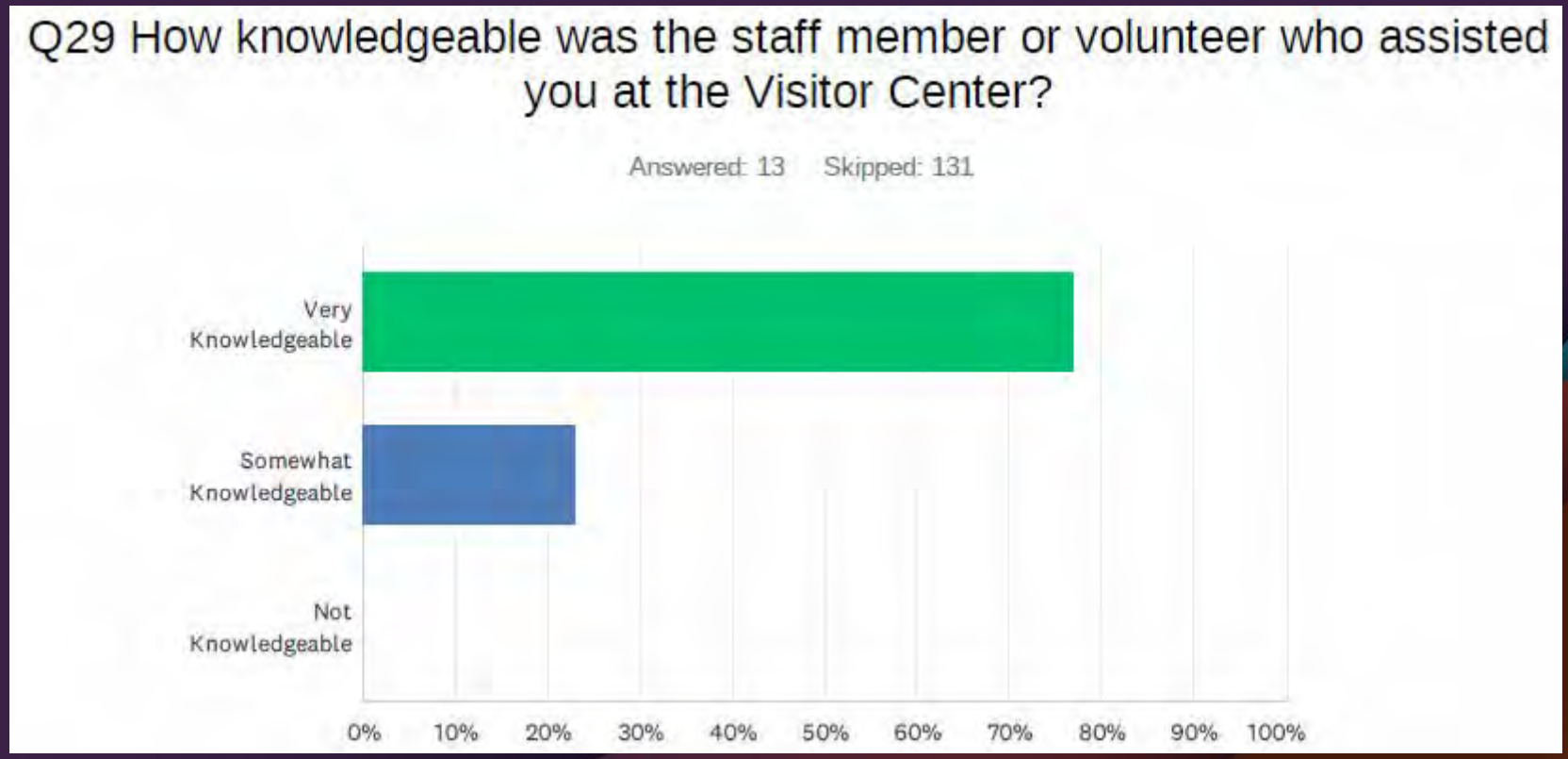
KEY PERFORMANCE INDICATORS THRU FEBRUARY 2024

	February 2024	YTD (Jul 2023 – Feb 2024)	Annual Goal	% of Target
Manage and Assist 150,000 Walk-ins	11,189	84,755	150,000	57%
Manage and Assist 7,500 Visitor Inquiries (via phone, email)	657	4,036	7,500	54%

FY24 KPIs

KEY PERFORMANCE INDICATORS THRU FEBRUARY 2024

Visitor Center Assessment
Visitor Survey from November 2023 ESG Orders



FY25 KPIs

KEY PERFORMANCE INDICATOR TO CHANGE

- Experience Sedona Guides are no longer being distributed as of April 1.
- Need new method to survey visitor satisfaction of Visitor Center experience.
- Recommendations to Investigate:
  - QR code directing user to short survey
  - Guest book at Visitor Center
  - Survey inclusion in SCC&TB Consumer eNewsletter

Arizona Visitor Centers

City/Town	Destination Visitor Volume	Annual Walk-in Visitors	Email & Phone	Paid Employees	Volunteers	FUNDING Bed Tax/City	FUNDING Membership	FUNDING Grants	FUNDING Other
Bisbee	Est 60-70,000	52,000	Do Not Track	2 FT	1	X			
Camp Verde				3					
Chino Valley		2,920	Do Not Track	1 FT	1	X			
Cottonwood	Not Available	7,258	1,100	3	15	X		X	
Flagstaff	5.5 M	125,754	E:200 P:12,600	4 FT & 3 PT	0	X			
Grand Canyon	4.7 M								
Kingman	1.2 overnight 4.8 M	173,137	Not Available	1 FT & 7 PT	0	X			X
Lake Havasu									
Page	5.2 M to Glen Canyon National Rec Area	16,722	4,366	4	6			X	X
Phoenix	19.5M	16,500	30,000	3	0	X	X <1%>	X	
Prescott		30,000		1	35	X		X	
Salt River	Do Not Track	600	yes/no # given	1 FT	0	X			
Scottsdale	10.8 M	7,124	3,157	1 PT	0	X	X <1%>	X	
Sedona	3.2 M avg 2014-2022	138,098	5,976	3 FT 7 PT	32	X			
Show Low									
Sierra Vista		4,986		3	1	X			
Tombstone			Do Not Track	6	0	X		X	
Tucson	4.9 M	31,648	11,916	1 FT & 2 PT	25-30	X			
Williams		7,994	Email/No Phone/ 2234 calls	2 FT & 3 PT	0	X			

FY25 Proposed Budget

FY25 Proposed Visitor Center Budget

	Category	Description	FY24 Budget	FY24 Projection	FY25 Budget
1	Employee & Volunteer	Salary, wages, benefits, volunteer & staff recognition	304,500	230,200	249,300
2	Public Restrooms	Maintenance & repairs, supplies, utilities	45,000	28,600	30,200
3	Visitor Center Occupancy	Bldg & grounds maintenance & repairs, utilities, copier, storage, real estate tax, insurance	46,500	35,300	34,200
4	Collateral	11X17 counter maps	24,000	8,500	15,000
5	Other	Computer & IT, supplies, phone, data lines, Internet	31,000	17,200	16,700
6	Mortgage Interest Allocation		10,000	10,600	
7	Building Value Allocation (25%)	February 2024 appraisal			25,500
8	Total Expense		461,000	330,400	370,900
9	**City Funding** = Total expense plus 15% management fee, allocated 80/20 City/Chamber		424,120	303,968	**341,228**

Thank You!

CITY COUNCIL AGENDA BILL

AB 3042
March 26, 2024
Regular Business

Agenda Item: 8d
Proposed Action & Subject: Discussion/possible action regarding approval of a 25-year Franchise Agreement with Arizona Water Company to be referred to the voters at the July 30, 2024 Primary Election.

Department	City Attorney
Time to Present	5mins
Total Time for Item	15mins
Other Council Meetings	February 13, 2024
Exhibits	A. Arizona Water Company Franchise Agreement B. Current Franchise Agreement

Finance Approval	Reviewed 3/19/24 CRW
City Attorney Approval	Reviewed 3/18/24 KWC
City Manager's Recommendation	Approve a 25-year Franchise Agreement with Arizona Water Company to be referred to the voters at the July 30, 2024 Primary Election.

Expenditure Required	
$	Included in cost for primary election
Amount Budgeted	
$	18,700 (FY25 proposed budget for primary election)
Account No. (Description)	10-6240-06-6405 (Professional Services)

Background:

Arizona Water Company's current Franchise Agreement expires in 2024. A franchise agreement is a contract between a city or town and a public utility. The agreement gives the public utility the ability to construct and maintain its utility lines in the public rights-of-way. The Arizona Constitution requires that the voters approve a municipal franchise agreement.

On February 13, 2024, City Council called the July 30, 2024 Primary Election to refer the issue of renewing the Arizona Water Company's Franchise Agreement for another 25 year to the voters. In preparation for the Primary Election, the City negotiated a new Franchise Agreement (attached as Exhibit A). The proposed Franchise Agreement maintains the 3% franchise fee that Arizona Water Company currently pays the City of Sedona. The current Franchise Agreement is attached as Exhibit B. Among many other changes, the new Franchise Agreement will require AWC to pay for the costs of relocating its utility lines in the event of a

conflict with City right-of-way needs and a new Section 9 relating to service standards was added.

A copy of the Franchise Agreement will be published in a local newspaper during the 30 days preceding the Primary Election. Staff is requesting Council approve the attached Franchise Agreement to be submitted to the voters for approval on the July 30, 2024 Primary Election. The Franchise Agreement will not be executed unless approved by the voters.

Climate Action Plan/Sustainability Consistent: ☐**Yes -** ☐**No -** ☒**Not Applicable**

Board/Commission Recommendation: ☐**Applicable -** ☒**Not Applicable**

Alternative(s): None

I move to: approve the Franchise Agreement with the Arizona Water Company to be submitted to the voters at the July 30, 2024 Primary Election.

FRANCHISE AGREEMENT BETWEEN
THE CITY OF SEDONA, ARIZONA
AND
ARIZONA WATER COMPANY

WHEREAS, this Franchise Agreement (hereinafter "Agreement") is made and entered into this _____day of _____, 2024, by and between the City of Sedona, an Arizona municipal corporation (hereinafter referred to as "City"), and Arizona Water Company, an Arizona Corporation (hereinafter referred to as "Grantee").

The Parties hereby agree as follows:

Section 1. Subject to the provisions of this Agreement and the laws and ordinances of the State of Arizona and the Sedona City Code, City hereby grants to Arizona Water Company, its successors and assigns, the right, license, privilege and franchise ("Franchise") to construct, maintain, and operate upon, over, along, across, and under the present and future public rights-of-way (including but not limited to streets, alleys, highways, and bridges), in the City of Sedona, public water utility infrastructure facilities and appurtenances, including without limitation water mains, service lines, pumps, meters, regulator stations, fire hydrants, and related appurtenances ("Infrastructure Facilities"), to provide water services for all purposes in the City.

Section 2. All construction under this grant shall be performed in accordance with established practices, per Grantee's Construction Specification and Standard Specification Drawings, in accordance with the best industry practices and as adopted by the Maricopa Association of Governments ("MAG Standards") if not specified in Grantee's Construction Specifications and Standard Specification Drawings, with respect to such rights-of-way.

Section 3. The term of Franchise will commence on the date approved by the voters of the City and will continue and remain in full force and effect for a period of twenty-five years from and after said date.

Section 4. Grantee will comply with each of the following terms with respect to all Infrastructure Facilities it constructs, maintains, and operates in the City's rights-of-way.

4.1 Regulation of Rights-of-Way or other City Property: The Grantee expressly acknowledges the City's right to enforce regulations concerning the Grantee's use of City right-of-way including requirements for permits.

4.2 Compliance with Laws: The Grantee shall promptly and fully comply with all lawfully enacted laws, regulations, permits and orders enacted by the City.

4.3 Notification: The Grantee shall provide to the City, daytime and nighttime telephone numbers of a designated Grantee representative from whom the City may obtain status information from the Grantee on a 24-hour basis concerning interruptions of utility service in any part of the City.

4.4 Franchise Fee Payment: Payment of the Franchise fee as required by this Agreement exempts the Grantee from Right-of Way Permit fees for excavation or pavement cuts. Payment of the Franchise fee as required by the Agreement does not exempt the Grantee from any other lawful tax or fee imposed generally upon similar classes of businesses operating within the City.

4.5 Repairs: In the event the Grantee's system or any part thereof is partially or wholly destroyed or incapacitated in a manner that damages any City property, the Grantee shall repair such property within a reasonable period of time.

Section 5. Grantee shall use good faith efforts to promptly, but in no case later than thirty (30) days after installing, maintaining or operating any Infrastructure Facilities, at its own cost and expense, restore the City rights-of-way to as good condition as that in which they were before and in accordance with applicable standards. If inclement weather and other forces outside Grantee's control prevent Grantee from restoring such rights-of-way within thirty (30) days, Grantee shall

undertake such reasonable efforts to complete such restoration when conditions permit. Such restoration shall include restoring trees and removing obstacles and repairing damage to the right-of-way caused by Grantee's installing, maintaining, or operating any Infrastructure Facilities. If weather or other conditions do not permit the complete restoration or repair required by this Section, the Grantee may (with the approval of the City) temporarily restore the affected right-of-way, provided that such temporary restoration is at the Grantee's sole expense and provided further, that the Grantee promptly undertakes and completes the required permanent restoration or repair when the weather or other conditions no longer prevent such permanent restoration or repair. If the Grantee fails to promptly restore or repair the City right-of-way, City landscaping, and City improvements therein as required by this Section 5; the City may upon giving an additional fourteen (14) days' written notice to the Grantee, restore such City right-of-way, City landscaping and City improvements. The Grantee shall be responsible for the actual costs incurred by the City to restore or repair such City right-of-way and landscaping and improvements therein or to remove any obstructions therefrom. The provisions of this Section 5 do not apply to damage to City right-of-way or situations caused by Grantee's activities or Grantee's Infrastructure Facilities that result in a dangerous condition or pose a hazard to the health or safety of the public, all of which are subject to Section 8.5.

Section 6. Notwithstanding any provision contained herein to the contrary, Grantee will, in addition to the payment provided in Section 7, pay any license or occupation tax established by City, provided such fee does not exceed the amount of similar fees paid by any other utility operating within the City's boundaries.

Section 7. Grantee will pay to City in consideration of the grant of this Franchise a sum equal to three percent (3%) of Grantee's gross receipt from the sale of water for residential, commercial, and industrial purposes, including connect or reconnect charges, service establishment or reestablishment charges, or other similar charges, but excluding transaction privilege taxes and similar governmental impositions, from the sales and/or delivery by it of water and other charges for services attendant to the sale and/or delivery of water delivered through Grantee's Infrastructure Facilities as shown by Grantee's billing records within the present and any future corporate limits

of City, as Grantee is notified from time to time by City of the extent of such corporate limits. Grantee shall have no obligation to collect Franchise fees for any such extension of City's corporate limits if City fails to notify Grantee, and Grantee will only be responsible for such collections after proper notice by City is provided.

Beginning with the effective date of this Franchise, payment as described in the preceding paragraphs shall be payable in quarterly amount within thirty (30) days after the end of each calendar quarter. Said payment shall be a Franchise fee. The amount of such Franchise fees may be specifically added to customer bills, to the extent allowed by applicable law or Grantee's approved tariffs.

In addition, Grantee shall pay any general ad valorem taxes, assessments for special improvements, general sales or transaction privilege license tax or any similar general sales or transaction privilege license taxes or any similar general tax or levy assessed or levied by the City or any other governmental unit with jurisdiction.

For the purpose of verifying amounts payable hereunder, the books and records of Grantee shall be subject to inspection by duly authorized officers or representative of City at reasonable times.

Section 8. Grantee's Infrastructure Facilities installed or constructed under and pursuant to this Franchise shall not interfere with any City facilities including stormwater, communications, or any other City uses of the right-of-way. Grantee's Infrastructure Facilities shall also be installed and maintained in City rights-of-way so as to minimize interference with other property, trees, and other improvements permitted or allowed by the City within the right- of-way including both existing and planned improvements permitted or allowed by the City within the right-of-way of which the Grantee has been advised.

8.1 Grantee Work within the City: All work within City rights-of way Grantee performs or causes to be performed shall be done:

8.1.1 in a high-quality manner utilizing Grantee's Construction Specifications and Standard Specification Drawings approved by the City or MAG Standards and specifications for public works construction if such MAG Standard and specifications conflict with Grantee's Construction Specifications and Standard

Specification Drawings.

8.1.2 plans must be sealed by a Professional Engineer (PE) licensed in the State of Arizona if required by permits issued by the State, County or the City for work by the Grantee within City rights-of-way; and

8.1.3 in a timely and expeditious manner; and

8.1.4 in a manner which minimizes inconvenience to the public with traffic control provided per the most recent Manual for Uniform Traffic Control Devises (MUTCD) or at the City's discretion, the most recent Phoenix Barricade Manual; and

8.1.5 in a cost effective, professional, and efficient manner which (for construction exceeding $50,000 in cost) may include the use of contractors (for the trades specified) licensed in the State of Arizona; and

8.1.6 in a good and workmanlike manner and in accordance with all applicable laws, ordinances, regulations, and permit processes.

8.2 Inspection: The construction, maintenance, operation, repair, and replacement of any Grantee's Infrastructure Facilities in the City right-of-way by or on behalf of the Grantee shall be subject to permit inspection and approval by the City. Such inspection and approval may include but not be limited to the following matters: location of Grantee Infrastructure Facilities, cutting and trimming of trees and shrubs, and disturbance of pavement, sidewalks, and surfaces of City Streets. The Grantee agrees to cooperate with the City in conducting inspections and shall promptly perform any remedial action required by the City pursuant to all applicable laws, ordinances, regulations, and permit processes.

8.3 Compliance: The Grantee and all of its contractors shall comply with the requirements of all municipal laws, ordinances, regulations, pem1its, and standards including but not limited to requirements of all building and zoning codes and requirements regarding curb and pavement cuts, excavation, digging, and other construction activities. The Grantee shall assure that its contractors working in City streets hold the necessary licenses and permits required by law.

8.4 As-Built Drawings: For projects constructed after the date of this Agreement and upon written request of the City, the Grantee shall provide as-built drawings of any Infrastructure Facility installed within the City right-of-way or contiguous to the City right-of- way.

As built drawings refer to the Infrastructure Facility drawings if maintained in the ordinary course of business in the Grantee's Computer Aided Design (CAD), Geographical Information System (GIS), or any equivalent system. City will use the as-built drawings solely for its own infrastructure management purposes. If City wishes to design, permit, and construct new infrastructure, City will contact Grantee for updated as-built drawings.

8.4.1 Limited Use and Confidentiality: City will not use the as-built drawings for any purpose other than described in this Agreement. City will not disclose the as-built drawings other than as permitted by this Agreement and will safeguard the as-built drawings from unauthorized disclosure. If City deems it necessary to disclose the as-built drawings to any third party, City may do so only after receiving written approval of such disclosure from Grantee and only after the third party signs a separate confidentiality agreement with Grantee in a form acceptable to Grantee. In any event, City will be jointly and severally liable for any breach of such separate confidentiality agreement signed by any such third party. If City becomes legally compelled (such as by deposition, interrogatory, request for documents, subpoena, civil investigative demand, or other similar process) to disclose any of the as-built drawings, the City will provide Grantee with prompt and timely written notice so that Grantee may intervene and oppose disclosure or seek another appropriate remedy. In the event that disclosure of the as-built drawings is ordered, the City will only furnish that portion of the as-built drawings that is legally required.

8.5 Damage: The Grantee shall promptly repair any damage to the City right-of- way and remedy any situation within the City right-of-way that is caused by Grantee's activities or Grantee's Infrastructure Facilities that results in a dangerous condition or otherwise poses a hazard to the health or safety of the public. Upon the City becoming aware of any such situation, the City shall provide written notice to the Grantee as soon as practicable under the circumstances and the Grantee shall promptly, upon receipt of such notice, take action to abate said dangerous condition of hazard. If the Grantee fails to repair such damage or eliminate the dangerous condition within a reasonable time after notice, the City may take reasonable action to abate said dangerous condition or hazard and the Grantee shall reimburse the City for the reasonable costs thereof, provided however, that the Grantee shall not be liable for costs incurred by the City for providing

emergency police or fire services generally made available to the public.

8.6 Relocation: Except for Grantee's Infrastructure Facilities installed in locations prior to such locations becoming right-of-way, which City shall pay to relocate, the Grantee shall, at its sole cost and expense, temporarily or permanently remove, relocate, change, or alter the position or depth of any Grantee Infrastructure Facility in City right-of-way whenever the City determines that such removal, relocation, change, or alteration is necessary for the completion of any project undertaken by the City. City agrees to notify Grantee during the planning and design of City's projects in or outside of public rights-of-way that might require relocation of Grantee's Infrastructure Facilities and to coordinate its construction plans and schedules with Grantee to determine the most cost-effective design to mitigate Grantee's cost to relocate its Infrastructure Facilities. For all relocations, the Grantee and the City agree to cooperate on the location and relocation of the Grantee Infrastructure Facilities in the City's right-of-way in order to achieve relocation in the most efficient and effective manner possible. City and Grantee will take commercially reasonable steps to meet at least quarterly to discuss future relocations of Grantee's Infrastructure Facilities and to begin review of plans for City projects no later than the 30% design phase. Notwithstanding the foregoing, once the Grantee has relocated any Grantee Infrastructure Facility installed under this Agreement at the City's direction, if the City requests that the same Grantee Infrastructure Facility be relocated within one year, the subsequent relocation shall not be at the Grantee's expense unless said subsequent relocation is necessary to remedy public health and safety concerns not reasonably foreseeable by the City at the time of the prior relocation.

Section 9. Grantee will render efficient service, make repairs promptly, and will use commercially reasonable efforts to minimize the duration of service interruptions. Trained Grantee representatives will be available either live or by telephone to respond to customer inquiries and to assist customers during normal business hours. Grantee will also maintain a 24-hour emergency telephone number for customers. Grantee's business operations are regulated by the Arizona Corporation Commission and Grantee will comply with the Commission's rules and regulations. Grantee will make its Commission approved tariffs, including those which govern its terms and conditions of service and rates for service, available to customers on its website.

Section 10. City will in no way be liable or responsible for any acts or damage that may occur

in the construction, maintenance, or operation by the Grantee of its Infrastructure Facilities hereunder, which could have been avoided by exercise of reasonable care, and the acceptance of this Franchise will be deemed an agreement on the part of Grantee, its successors and assigns, to indemnify City and hold it harmless against any and all liability, loss, cost, damage, or expense which may accrue to City by reason of the negligence, default, or misconduct of Grantee in installing, maintaining, removing, relocating, and using its pipes and appurtenances hereunder.

Section 11. The right, privilege, and Franchise hereby granted may not be transferred in whole or in part by Grantee, its successors and assigns, unless a resolution consenting to such assignment has been adopted by the Mayor and City Council; City shall not unreasonably withhold consent to any transfer Grantee may request pursuant to this Section.

Section 12. This grant is not exclusive and nothing herein contained shall be construed to prevent City from granting other like or similar grants or privileges to any other person, firm or corporation or to deny to or lessen the power and privileges granted to City by Sections 9-501 and 9-502, Arizona Revised Statutes and revisions thereto.

Section 13. All ordinance and parts of ordinance in conflict with the provisions hereof are hereby repealed.

Section 14. If any section, paragraph, subdivision, clause, phrase or provision of this Agreement will be adjudged invalid or unconstitutional, the same shall not affect the validity of this Agreement as a whole or any part of the provisions hereof other than the part so adjudged to be invalid and unconstitutional.

Section 15. To preserve the public health, peace, and safety, it is necessary that this Agreement become immediately operative. It is, therefore, declared to be an emergency measure and shall take effect and become operative from and after its passage by the City Council, approved by the Mayor, and publication as required, following its submission to the qualified electors of City as required by law, and its approval by said election.

IN WITNESS WHEREOF, the Parties have executed this Franchise Agreement on this _____day of _____, 2024.

CITY OF SEDONA, ARIZONA

_____

Scott M. Jablow, Mayor

ARIZONA WATER COMPANY

By:_____

Title:_____

ATTEST:

_____

JoAnne Cook, CMC, City Clerk

APPROVED AS TO LEGAL FORM:

_____

Kurt W. Christianson, City Attorney

Ordinance No. 99- 09

AN ORDINANCE GRANTING TO ARIZONA WATER COMPANY, AN ARIZONA CORPORATION, ITS SUCCESSORS AND ASSIGNS, THE RIGHT, PRIVILEGE AND FRANCHISE TO CONSTRUCT, MAINTAIN AND OPERATE UPON, OVER, ALONG, ACROSS AND UNDER THE STREETS, AVENUES, ALLEYS, HIGHWAYS, BRIDGES AND OTHER PUBLIC PLACES IN THE CITY OF SEDONA, ARIZONA, AND FUTURE ADDITIONS THERETO, WATER LINES, PLANT AND SYSTEM, INCLUDING MAINS, LATERALS, PUMPS, MANHOLES, METERS, REGULATOR STATIONS AND RELATED EQUIPMENT, FACILITIES AND APPURTENANCES, FOR THE PURPOSE OF PROVIDING WATER SERVICE IN SAID CITY, FOR ALL PURPOSES, PRESCRIBING CERTAIN RIGHTS, DUTIES, TERMS AND CONDITIONS IN RESPECT THERETO; AND REPEALING CONFLICTING ORDINANCES.

BE IT ORDAINED by the Mayor and Council of the City of Sedona, Arizona, as follows:

Section 1. There is hereby granted to Arizona Water Company, a corporation organized and existing under and by virtue of the laws of the State of Arizona, its successors and assigns (hereinafter called "Grantee"), the right, privilege and franchise to construct, maintain and operate upon, over, along, across and under the present and future street, avenues, alleys, highways, bridges and other public places in the City of Sedona, Arizona (hereinafter called "Municipality"), water lines, plant and system, including mains, laterals, pumps, manholes, meters, regulator stations and related equipment, facilities and appurtenances, for the purpose of supplying water to said Municipality, its successors, the inhabitants thereof, and persons or corporations either within or beyond the limits thereof, for water service. Grantee's Application for Franchise is made a part hereof by reference thereto.

Section 2. All construction under this Franchise shall be constructed and maintained in accordance with Municipality standards with respect to repairs and maintenance of such streets, avenues, alleys, highways, bridges and public places of Municipality. A map showing the location of such installations shall be submitted to Municipality's Director of Public Works.

Section 3. In the event that any existing water lines and/or related facilities, located within the aforementioned streets, avenues, alleys, highways, bridges and public places of Municipality or within private streets open to the public and/or any future water lines and/or related facilities installed or constructed under this Franchise within the aforementioned streets, avenues, alleys, highways, bridges and public places of Municipality shall at any time be found by Municipality to interfere unduly with any planned project of Municipality that will affect sewers and/or the aforementioned streets, avenues, alleys, highways, bridges and public places of Municipality, Municipality and Grantee hereby agree that, within a reasonable amount of time after notice thereof by Municipality, Grantee will remove or relocate said lines and/or related facilities so as to minimize said interference; provided, however, that such

MICROFILMED

requests to remove or relocate shall be made only when Municipality lacks sufficient area for the feasible installation or construction of its project within the public right-of-way clear of Grantee's facilities, it being understood and agreed that such requests shall otherwise be reasonable in scope and effect so as to minimize the cost of said removal or relocation. Grantee and Municipality further agree that, 75% of the cost for each removal or relocation under this Section 3 will be borne by Grantee, and 25% will be borne by Municipality. Municipality agrees to reimburse Grantee for Municipality's 25% share of the cost within twenty (20) days following the presentation of an invoice from Grantee to Municipality evidencing the cost of such removal and/or relocation.

Section 4. Grantee shall save Municipality harmless from any losses occasioned by reason of the exercise of this Franchise by Grantee.

Section 5. As a further consideration for the franchise hereby granted, Grantee will pay to Municipality a sum equal to 3% of the gross receipts of Grantee from the sale of all water at retail for residential, commercial and industrial purposes within Municipality's corporate limits, as shown by Grantee's billing records, such payments to be due and payable quarterly. For the purpose of verifying the amounts payable hereunder, Grantee's books and records shall be subject to inspection by duly authorized officials or representatives of Municipality, at reasonable times.

Said payment shall be a franchise tax and shall not be taken or considered to be in lieu of any tax or taxes, license, fees, charges or assessments of Municipality now existing or hereafter levied upon Grantee's business or property, or its successors, provided that Grantee may deduct any tax, license or other exaction paid by it, which is assessed or levied by Municipality exclusively upon public utilities up to the amount payable under the terms of this section, and provided further that the amount of such franchise tax may be lawfully and specifically added to customer bills.

Section 6. The right, privilege and franchise hereby granted shall continue and exist for a period of twenty-five (25) years from the effective date hereof.

Section 7. The right, privilege and franchise hereby granted may be assigned by Grantee in whole or in part.

Section 8. This grant is not exclusive and nothing herein contained shall be construed to prevent Municipality from granting other like or similar grants or privileges to any other person, firm or corporation.

Section 9. All ordinances and parts of ordinances in conflict with the provisions hereof are hereby repealed.

Section 10. If any section, paragraph, subdivision, clause, phrase or provision of this Ordinance shall be adjudged invalid or unconstitutional, the same shall not affect the validity of this Ordinance as a whole or any part of the provisions hereof other than the part so

adjudged to be invalid and unconstitutional.

Section 11. Municipality reserves the right and power to purchase or condemn Grantee's water system within its corporate limits or any addition thereto as provided by law.

Section 12. Upon the expiration of this Franchise, if Grantee shall not have acquired an extension or renewal thereof and accepted the same, it may remove its facilities and system within Municipality, or at its option, may continue operating its facilities and system within Municipality until a new franchise can be effected with Municipality.

PASSED AND ADOPTED BY THE MAYOR AND COUNCIL OF THE CITY OF SEDONA, ARIZONA, this 8th day of June, 1999.

Alan Everett

Alan Everett, Mayor

ATTEST:

Marie Brown

City Clerk

APPROVED:

City Attorney

CITY COUNCIL AGENDA BILL

AB 3027
March 26, 2024
Regular Business

Agenda Item: 8e
Proposed Action & Subject: Discussion/possible direction/action regarding proposed State legislation, short-term rental legislation and State budget and their potential impact on the City of Sedona.

Department	City Manager
Time to Present	15 Minutes
Total Time for Item	30 Minutes
Other Council Meetings	Jan. 23, 2024; Feb. 13, 2024; Feb. 28, 2024; Mar. 12, 2024
Exhibits	None

Finance Approval	Reviewed 3/19/24 CRW
City Attorney Approval	Reviewed 3/18/24 KWC
City Manager's Recommendation	For discussion and direction only.

Expenditure Required	
$	N/A
Amount Budgeted	
$	N/A
Account No. (Description)	N/A

SUMMARY STATEMENT

Background: During the course of the State Legislative Session, many bills are introduced that have a potential impact on the City of Sedona. The League of Arizona Cities and Towns, the City's legislative advocate and City staff routinely monitor bills of interest as they progress through the legislative process.

This item is scheduled to provide a summary update on relevant bills and the proposed State budget, to answer questions that the City Council may have regarding any individual bill or the budget, and to consider the need for the City Council to take a formal position in support or opposition of any particular bill.

Climate Action Plan/Sustainability Consistent: ☐**Yes** - ☐**No** - ☒**Not Applicable**

Board/Commission Recommendation: ☐**Applicable** - ☒**Not Applicable**

Alternative(s): None

MOTION

I move to: For presentation and direction purposes only.