

October 2020 NEWSLETTER <https://www.councilorchisholm.com>

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Any opinions contained herein are my own, and do not necessarily reflect the views of the City of Sedona or the Sedona City Council. Much of the content of this newsletter is taken directly (i.e. verbatim) from public documents. My highlights are not intended to be all inclusive - the public record is the final authority. You can reference greater detail and supporting documentation related to the city council meetings items via the following;  
<http://www.sedonaaz.gov/your-government/council-commissions-committees-boards/meetings-video-audio>

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<https://arizonatogether.org/mask-up/>

#### **Snapshot of Key Activities Since Last Newsletter**

**COVID-19:** City revenues i.e. sales and bed tax continue to improve. Our cities economic recovery appears to be doing well, at least at the macro level. In Arizona, the covid-19 transmission rate (<https://rt.live/us/AZ>) is 1.18, up from a low of 0.81 on July 22. Per the AZ Department of Health Services the number of 'positive or suspected inpatient covid-19 patients' in up (<https://www.azdhs.gov/preparedness/epidemiology-disease-control/infectious-disease-epidemiology/covid-19/dashboards/index.php>). We are asked to 'mask up' when unable to maintain at least 6' physical distance. Additionally, wash hands, stay home if not feeling well, and practice physical/social distancing. Check out Dr. Cara Christ blog from Nov 6, 2020 - <https://directorsblog.health.azdhs.gov/covid-19-safety-for-our-winter-visitors/>

**Sedona Emergency Department** – A recent statement put out by NAH (Northern Arizona Healthcare) leadership - "...Northern Arizona Healthcare is pleased to announce that we will maintain our commitment to continue to operate the Sedona Emergency Department for a period of at least 5 years...In our commitment to continue to operate the Sedona Emergency Department for a period of at least 5 years, we will continue to offer qualified staffing, appropriate diagnostics, transport services and coordination of patient care with other NAH entities...this will continue 24 hours a day, 7 days a week...Thank you for the honor of continuing to serve."

**10-13-2020 the city council unanimously approved a Proclamation (asked for by the Sedona Kind organization) making November 13, 2020 Sedona Kindness Day** - This is the write-up provided by Sedona Kind when asking for this proclamation - "Sedona Kind began as a project of Cornucopia Community Advocates in November 2015, and in 2020 became its own nonprofit. Our mission statement has always been "to encourage acts of kindness, large and small, locally and around the world." We continue to create and distribute free Kindness Charms, to date more than 6000 to all 50 states and 65 countries around the world. We have partnered with more than 20 local nonprofits and

organizations to create kindness events and programs, and to support community needs. Our Kindness in Schools project is in its fourth year, providing reading and activities to grades K-4 at West Sedona School on a regular basis, this year COVID-19 permitting. We have expanded include Oak Creek and Sedona Charter School. We have supported local teachers by filling their supply closets for the year and provided clothing and supplies to area homeless and foster school children. Members also volunteer at the school library and special events. We support local Veterans with Blessings Bags for the homeless during Kindness Week and in 2016 donated all the proceeds from our Kindness Day movie to local Veterans projects. In 2018 we donated 16 Kindness Benches to the City of Sedona, and in 2019 we provided grocery cards to every furloughed Forest Service worker during the Government shutdown. Last year, the Sedona chapter of ACF honored Sedona Kind as Non-Profit of the year. We would be honored to have the City of Sedona once again proclaim November 13th as Sedona Kindness Day. After this contentious election season, Kindness Day will be a valuable way to re-unite our community and move forward in kindness. Our activities will of course be dictated by COVID-19 safety protocols. If permitting our Gratitude Trees will again appear throughout town. Partnering with Sedona International Film Festival, we will be showing the award-winning film, "The Best Little Farm," as a fundraiser for The Sedona Food Bank and Manzanita Outreach. The film speaks to the surge in home gardening, food production and food insecurity. SIFF will offer the film both in person and virtually, and we already have a matching donor willing to contribute to the funds raised. All our events will be publicized in local media and through email broadcasts with our partner organizations. Our favorite quote is "Be kind whenever possible. It is always possible." A proclamation from our City declaring the importance of kindness makes our events and activities resonant and meaningful to our whole community.

**10-13-2020 the city council unanimously approved the award of a construction contract for the Sunset Drive Crossing Drainage Improvements Project** to J. Banicki Construction, Inc. in an amount not to exceed \$956,960.23. The scope of work for this project involves construction of a concrete arch culvert and wingwalls with a 20-foot wide by an approximate 8-foot high opening. The project includes asphalt removal and replacement with new curb and gutter to be constructed along the west side of the roadway. A 10-foot wide colored concrete shared use path will be constructed along the west side of Sunset Drive to make a connection between the existing sidewalks at S. Monte Verde Drive and Sunset Park. The project also includes construction of surface and subsurface drainage improvements. Finally, the project will incorporate some traffic calming strategies to reduce vehicular speeds in this area of Sunset Drive. Background: At the Council Meeting held on April 25, 2006, approval was denied for construction of a pedestrian wash crossing and pedestrian trail connection. The 2006 project included a pedestrian trail and pedestrian crossing only. This denial was due to the base bid, of the lone bidding contractor, being 360 percent higher than the engineer's cost estimate for construction. The new construction plans include a shared use path and raised vehicular crossing. Staff recommends constructing this project due to the following: • Since there is currently no capacity for runoff from Carroll Canyon Wash under the existing roadway, Sunset Drive is frequently closed at this low-water crossing.



- The existing low-water crossing creates a liability for the City and additional demand on our Maintenance and Police Departments.
- The Shelby/Sunset Live/Work CFA Plan prioritizes the installation of this wash crossing as well as a safe pedestrian connection between S. Monte Verde Drive and Sunset Park. The plan states, “A bridge on Sunset Drive is recommended to improve safety and make the road passable to vehicles, pedestrians, and bicycles when the wash is flowing”.
- These storm drainage improvements will provide enough crossing capacity underneath the roadway to convey the 25-year runoff event and add a new pedestrian connection.
- A raised water crossing at this location will drastically reduce the vertical curvature of the roadway. This will make the roadway safer and more comfortable to drive. To accommodate a project such as this one, the City obtained a 25-foot wide sidewalk/public access easement along the west side of Sunset Drive and adjacent to the Valley Shadows Unit 2 subdivision in 2006. By investing in bicycle and pedestrian infrastructure, the City of Sedona is showing a commitment of providing safe and convenient alternatives (or “active”) transportation options. In addition, accessibility to active transportation infrastructure encourages healthier lifestyles. An example of police response and standby for the common occurrence of stormwater flows overtopping Sunset Drive at the low-water crossing is shown in the photograph below. The contract for the Sunset Drive Crossing Drainage Improvements Project includes:
- Installation of a concrete arch culvert with a 20-foot wide by an approximate 8-foot high opening and associated wingwalls.
- Removal and replacement of the roadway surface between S. Monte Verde Drive and the Sunset Park entrance.
- New 6” Sedona Red vertical curb & gutter along the west side of Sunset Drive from S. Monte Verde Drive to the Sunset Park entrance.
- A 10’ wide Sedona Red concrete shared use path along the west side of the road from S. Monte Verde Drive to Sunset Park.
- Centerline striping and signage along the shared use path for safety.
- Dry-stacked red rock retaining walls to contain fill that supports the shared use path.
- A new raised crosswalk from the existing S. Monte Verde Drive sidewalk to the Morning Sun Condominiums.
- A new underground 24” drainage pipe will carry stormwater from the south side of S. Monte Verde Drive to the new arch culvert. The existing shotcrete lined roadside ditch will be eliminated.
- Crushed red rock hardscaping along the shared use path.

Project Area Outreach Efforts:

- On July 30, 2019, letters were mailed to property owners throughout the project area. This letter described this project and invited people to share ideas and comments for the design of the project. The letter also showed the project’s design/construction timeline.
- On February 5, 2020, a knock & talk outreach was performed for all project corridor properties between S. Monte Verde Drive and the Seventh Day Adventists Church. Packets were left that included a letter and project plan information.

Schedule and Access:

- The construction timeframe is set at 180 days and is anticipated to begin in November 2020.
- Permanent drainage easements were obtained from the Seventh Day Adventists Church and the Valley Shadows Unit 2 HOA as necessary to construct the drainage portion of this project.

Procurement Method: State Job Order Contract: Being a unique procurement process that helps facility and infrastructure owners complete repair, renovation and new construction projects with a single,

competitively-bid contract, a Job Order Contract (JOC) through the state JOC was utilized to receive a proposal from J. Banicki Construction, Inc. for this project. Unlike traditional bidding where each project is identified, designed and then put out to bid, JOC establishes competitively bid prices up front and eliminates the need to separately bid each project. The engineer's estimate to construct this project was \$853,458. Although the J. Banicki proposal is above the engineer's estimate, staff believes the proposal, based on competitive JOC unit prices, is in line with costs for recent city of Sedona projects, with similar scope. Again, staff believes the JOC proposal is good and reflective of the current construction environment. Therefore, we are recommending award of a construction contract to J. Banicki in the amount of \$956,960.23. J. Banicki is a very reputable construction company, and they would be a great fit for this project. Budget: The amount budgeted for the construction of this project is \$1,200,000. Of this budget amount, \$200,000 is from the Transportation Sales Tax, and the balance is from Capital Reserves. Due to budget restrictions resulting from the pandemic, we are not anticipating any funding from the Yavapai County Flood Control District for the construction of this project.

**10-13-2020 the city council unanimously approved the appointment of Kalie Gajewski and Lynn Zonakis to the Sedona Planning & Zoning Commission.** The Planning & Zoning Commission advertised seeking applicants to fill two (2) open seats on the Commission with an application deadline of September 10, 2020. The vacancies are the result of the upcoming expiration of terms for Kathy Kinsella and Larry Klein on October 31, 2020. Neither incumbent applied for reappointment, and a total of five (5) applications were received for these vacancies. The Selection Committee made up of Mayor Sandy Moriarty, Vice Mayor John Martinez, and P&Z Chair Kathy Levin interviewed the applicants on September 24, 2020 and unanimously recommended the appointment of Kali Gajewski and Lynn Zonakis to seats on the Planning & Zoning Commission. These terms began November 1, 2020 and will end October 31, 2023 or until a successor is appointed, whichever is later.

**10-13-2020 City Council discussed possible action regarding a public right-of-way vacation at 1800 and 1900 Cline Road, and a right-of-way acquisition at 665 Sunset Drive.** A majority of city council agreed to defer action on this issue until a later date. Background: The owner of the property at 1800 and 1900 Cline Road (APN 408-22-447M and N), Buillet Family Trust, has requested that the City of Sedona abandon 25' of the 50' Cline Road right-of-way adjacent to their property, a total area of approximately 5,212 square feet. The abandoned right-of-way (ROW) would then be incorporated into the properties at 1800 and 1900 Cline Road to facilitate construction of a driveway between the end of the existing improved roadway and the new residences. The City would retain a 25' wide right-of-way to connect Cline Road to the National Forest parcel to the west of the project site. The owner will be responsible for the relocation of the existing Cline trail to the remaining portion of the Cline Road ROW. It's uncommon for the City to consider abandonment of any ROW. This situation, however, is unique in a few important ways. Firstly, the property proposed to be abandoned is a short section of ROW between the improved roadway surface of Cline Road and Forest Service land. While the ROW extends all the way to the boundary of Forest land, the pavement stops approximately 200 feet to the east, ending in a small cul-de-sac. For some reason, the roadway plat extended the ROW to the Forest boundary, but the original developer did not extend the roadway into this area, likely because there were only two parcels beyond the improved roadway, facilitating access by driveways. However, the parcels are not oriented like those typical in cul-de-sac configuration. Since then, a single parcel north of the ROW was split by the current owner into 1800 and 1900 Cline Road; creating two parcels that have legal access provided by the ROW but no improved roadway to tie into. There is also a parcel south of the ROW, but that parcel has access to another improved roadway - Eagle Dancer, a private road that goes through the parcel and connects to the improved portion of Cline Rd. That parcel is also already addressed to Eagle Dancer Road. Secondly, since this area was developed (or perhaps before), a social trail has been created by area residents to access Forest Service land. The social trail starts where the roadway ends and meanders within the northern 25' of ROW. For this reason, any access built to 1800 and/or 1900 Cline Road would either eliminate the trail or would have to be built on the southern half of the ROW which would need to intersect the trail to access the properties to the north. Thirdly, alternatives to provide access appear to have worse tradeoffs than abandoning the proposed portion of roadway. One alternative is to extend the improved roadway surface all the way to the Forest Service boundary or at least far enough that the parcels can take access. But since the City cannot require the property owner to build a public roadway, doing so would come at a material cost to the City. In addition to the upfront and ongoing maintenance costs, a full roadway would have a greater footprint than a traditional driveway. Another alternative is to keep the ROW but allow the property owner to build one or two driveways in the ROW. However, this places extensive

private improvements within public property, creating confusion and potential conflict over access, maintenance, and liability. For these reasons, the preferred alternative is to abandon ½ the ROW, locate all private improvements within the abandoned portion (keeping driveways on private property) and relocating the trail in the southern portion of the ROW, which preserves access for area residents while avoiding conflicts with driveways. Maps provided as Exhibits C, D, E, and K can help with orientation. The following images also show the existing ROW: East end of Proposed Abandonment Area West end of Proposed Abandonment Area

In 2013, a similar Cline Road abandonment was requested by a previous owner when 1800 and 1900 Cline Road were a single parcel. That request was denied by Council. The 2013 proposal varies from the current proposal in the following main ways:

- In 2013, the abandonment was needed to accommodate the natural building envelope of the parcel which would not leave sufficient front setback. Some members of the public and/or Council may have objected to the idea of moving the house closer to the ROW by reducing the setback.
- Since 2013, however, the owner of the property at 1800 Cline Road obtained approval for a reduced front yard setback. First, the significant slope of the lot allowed the normal setback of 40' to be reduced to 20'. Further the 20' setback was reduced to 15' with a 25% administrative waiver, also based on the slope of the lot. While those approvals have since expired, the property still meets the justification for the same front yard setback reductions. In other words, the residence can be built in the same spot with or without the abandonment. Additionally, if the abandonment is approved, the property owner would agree not to seek any additional reductions in setbacks.
- The abandonment is mutually beneficial between the City and the adjacent property owner. By abandoning this area, the driveways for the adjacent parcels will not be located on public property, which reduces liability for the City and reduces future maintenance responsibility. It is not preferable to have long private driveways within public right-of-way. In addition, the trail reconstruction benefits the City's effort to improve walking and biking in the City.
- The 2013 proposed abandonment was 30' in width, and the current proposed abandonment is a maximum 25' in width and tapers down to less than 25' at the far west end.
- The 2013 proposed abandonment included trail reconstruction that would clear a width of 20' for the trail and would have required removing many mature trees and vegetation. The current proposed trail reconstruction would confine the impacted area to around 12' and will be aligned to meander around trails and vegetation in way that will preserve all trees and most vegetation.

Impacts: The proposal to vacate the right-of-way does not change the expected use of the area which is to accommodate access to adjacent residential development with driveways and access to a trail for area residents. The environmental and drainage impacts will be very minimal due to the use of natural material, maintaining natural contours and drainage patterns, and avoiding removal of trees and most vegetation. Considering this, the drainage flow will not increase or create a negative impact. The new trail will be constructed utilizing stormwater Best Management Practices to protect the adjacent wash from pollution during the construction phase. The Forest Service has reviewed the proposal and conceptual layout of the new Cline Trail and has no issues as long as all work takes place off Forest Service land, and no work will take place on Forest Service land.

Neighborhood Communication:

- A first letter was sent around April 1, 2020 to residents within 300' of proposed area to be vacated. See Exhibit H.
- A second letter was sent on September 21, 2020 to residents within 300' of proposed area to be vacated. See Exhibit I.
- City staff also responded by phone and email to residents in this area related to the proposed right-of-way abandonment.

Right-of-way Abandonment Value: The disposition of public roadways is governed under applicable provisions of Arizona Revised Statutes, Title 28 (Transportation), Chapter 20, Article 8 (Disposition of Public Roadways). Arizona Revised Statute (ARS) section 28-7215 allows the city to vacate ROW without compensation if it is deemed to have no public use and properties maintain legal access. ARS section 28-7208 governs in instances where the ROW has public use and requires commensurate compensation. Given the limited properties served by this ROW and the access preserved with a portion of the ROW remaining, staff believes the abandoned portion of ROW has little to no public use and therefore does not require compensation. However, even if the abandoned portion was determined to have public value staff believes the value of the trail improvements and reduced City maintenance and liability responsibilities offset the value of the proposed right of way abandonment for Cline Road. The value of the abandoned area was determined based on the following factors:

- \$318,011 (2020 county assessment full cash value) 1800 Cline Road, 1.0 acres
- \$318,011 (2020 county assessment full cash value) 1900 Cline Road, 1.02 acres
- Value adjusted to cost per square foot, at \$7.3/sf
- Value of proposed 5,212 sf abandoned area at \$38,050

Trail Improvements/Vacate Right-of-way Value: Value of improvements was generated based on recent contractor bids for similar trail improvement work with a range of \$22,000 to \$41,000. However, it is not clear how much of that cost would be considered improvement beyond the value of the current trail. Although staff has not quantified the City's value gained for vacating the right-of-way, there is a clear value, as this would make it clear that the liability and maintenance responsibility for this area would

be solely with the owner of the property the driveways serve. Vacating the ROW also separates the community trail use from the private driveway function. It is not ideal to have long private driveways in the public right-of-way. Based, in part, on these considerations, Staff has determined that the value of the vacated right-of-way is commensurate with considerations provided by the owner. Trail Improvements: The trail improvements will include the following: 1. Relocate existing boulders in path area to the sides of the new proposed walking trail. 2. Grade entrance off Cline Road to transition path to the street. 3. Grade, fill, and compact the entire approximate 200' length of new trail alignment at a width of 10'. 4. Place Boulders along sides of proposed path for purpose of retention for fill and erosion protection. 5. Finish trail with stabilized crushed rock. Right-of-way Exchange: Although staff believes the value of the trail improvements and avoided future costs compensate for some or all of the proposed ROW abandonment, by coincidence the owner of 1800 and 1900 Cline Road also owns property located at 665 Sunset Drive (APN 408-28-284). The City needs to acquire some portion of that parcel for the Shelby/Sunset roadway and pedestrian improvements project currently under design, see Exhibit J for Minor Plat Amendment. At first, staff proceeded with the Cline Road abandonment and the Sunset acquisition as two totally separate items to avoid any perception that the Cline Road abandonment could not stand on its own. However, after further consultation with the City Attorney, staff recommends that if Council approves of the abandonment that it should be combined with the acquisition of a portion of 665 Sunset, consistent with A.R.S. § 28-7204 (roadway exchange). The owner of the properties has expressed willingness to exchange the properties. Right-of-way Exchange Value: Per A.R.S. § 28-7204, the properties being exchanged do not need to be commensurate in value. However, it should be noted that the property the City seeks to acquire at 665 Sunset is approximately 30% larger than the proposed ROW abandonment (6,811 sf compared to 5,212 sf). Further, the 665 Sunset parcel has higher intensity zoning which is generally considered higher value than residential property.

10-13-2020 the city council received a briefing regarding updates to the City of Sedona Emergency Plan from the fire and police chiefs and discussed our Sedona "All Hazards" Plan update. This item was added at the request of City Council so staff can present regarding updates to the City's emergency planning efforts. The City has an existing Disaster Preparedness Plan; however, staff proposes updating that plan to ensure that it is contemporary and consistent with the Yavapai County Emergency Management Plan. In addition to updating the plan, staff is putting together plans with Sedona Fire, Yavapai and Coconino Counties, and other stakeholders to regularly organize tabletop exercises to practice various scenarios to ensure readiness for real emergencies. At the meeting, staff will reorient Council to emergency management planning and provide additional details of current progress to update the City's plan and proceed with plan exercises. Residents are encouraged to sign up for the various emergency alert systems already in-place – for example;

Coconino County - CodeRed (<https://www.coconino.az.gov/207/Emergency-Management>)  
Alerts from local agencies – Nixle (<https://local.nixle.com/county/az/yavapai/>)

In the case of an actual emergency citizens are asked to follow instructions given by the emergency management personnel assigned to the incident.

10-14-2020 Sedona In Motion (SIM) update – the city council received an update and discussed the various in-flight initiatives related to the Sedona In Motion ([www.sedonaz.gov/sim](http://www.sedonaz.gov/sim)) program.

1. SIM-4A, Y Slip Lanes – As previously reported an analysis of the two-month testing of the directional signing and turn restrictions is now complete. After a thorough analysis of the data, the ADOT project team and City staff did not see enough of a benefit from the dedicated right-turn lane test and the slip lane modeling, to continue moving forward with the project as previously scoped. As a result, the proposal to put a slip lane from SR 89A from West Sedona to southbound SR 179 through the ADOT property will not be pursued, no lanes will be added or changed, and there will be no encroachment on private property. ADOT and the City of Sedona are continuing to consider modernization enhancements to the roundabout and adjacent roadway including signing, striping, and minor pavement rehabilitation to improve the efficiency of the roundabout operations. Staff will continue to look for ways to improve efficiency in this area in the future, as it is a known bottleneck during congested times. In the meantime, the temporary modifications to the roadway which were put in place for the testing were removed in early October.

2. SIM-1, Uptown Roadway Improvements - Construction on the project was initiated on June 3, 2019, and the project was substantially complete on September 14, 2020. Artwork in the roundabouts was installed on August 30th. Significant travel time benefits have been realized for southbound SR 89A. Northbound delay continues to be an issue and staff is monitoring this condition and exploring possible solutions.
3. SIM-3A Uptown Parking Garage - At the February 26, 2020 Council work session, staff was directed to move forward with the north Forest Road lot location, utilizing a 3-level structure with 1 level subsurface. Property acquisition for these parcels has been completed. A Request for Qualifications was advertised in August for the design of the structure. 11 consultants submitted a Statement of Qualifications, and the top 3 firms of Walter P. Moore, Davis, and Gabor Lorant Architects were scheduled to be interviewed on October 15th.
4. SIM-4C Pedestrian Crossing at Tlaquepaque - The design contract for this project was approved by Council on September 24, 2019. Project design and review has progressed from scoping to a 90% design development stage. 90% progress plans are currently under review by staff. A permit application has been submitted to ADOT and we are awaiting their review and feedback before moving to the next stage of design. Design is expected to be complete by November, with construction starting in early 2021. Tlaquepaque ownership/management has expressed concern regarding the potential impact. Joint discussions between the city and Tlaquepaque are in-flight.
5. SIM-5A Portal/Ranger/Brewer Road Connections - The intent of these improvements is to require vehicles that enter the parking lot to exit out to Ranger Road and also provide signage for vehicles coming from the south side of Soldier Wash to use that exit if their destination is West Sedona or Uptown. Design is nearly complete for the Ranger Road connection through the Tlaquepaque parking lot and the City sewer lift station. Construction of these improvements is pending acquisition of the necessary access easement, which is under review by Tlaquepaque legal representation. Staff is also now coordinating with Los Abridados to provide a connection from their property through the City owned Ranger Station property to Brewer Road. Design for this project has just begun in early October and should take several months to complete.
6. SIM-5B Forest Road Connection - Design of the project was recently completed to the 90% progress development stage. 90% progress plans will be undergoing review by Staff, utility agencies, and ADOT. This review process is anticipated to be completed by end of October. The development of property survey mapping/descriptions to support the roadway right-of-way, as well as permanent and temporary easements for the planned roadway corridor is in process.
7. SIM-7/8 Enhanced Transit Service Citizen surveys, including the most recent budget survey, have consistently shown a majority of the community supporting transit including supporting an extension of the existing transportation sales tax beyond the ten-year timeframe in order to pay for transit (60% support). At the August 11, 2020 Council meeting, staff was directed to proceed with accepting a Federal Transit Administration grant in the amount of \$132,800 towards the hiring of a transit administrator position. This position has been advertised and interviews are scheduled to occur on October 22, 2020.
8. SIM-10 West Sedona Signal Improvements - At the urging of City staff, the ADOT Northcentral district has begun evaluating the performance of signals in West Sedona. Based on vehicular volumes at the Coffee Pot and Rodeo intersections, ADOT is considering removing one of the crosswalks on SR 89A at each intersection, which would increase green time on SR 89A by 20 seconds on each cycle. This project has been on hold and staff is awaiting further information from ADOT.
9. SIM-11 Bicycle & Pedestrian Improvements - These projects focus on improvements that can make walking and bicycling safer, more convenient, and more comfortable. The improvements we are currently pursuing begin the path toward a more bike-friendly and walkable Sedona. Currently several projects are in progress including paths along Soldiers Pass Road, Dry Creek Road, Sanborn/Thunder Mountain Road, Chapel Road, Navoti Drive to Dry Creek Road, and Pinon Drive. The GO Sedona master-planning effort has also been completed. This plan will be a blueprint for making Sedona a more walkable and bikeable community over the next 10 years, detailing what improvements the community wants to see and identifying the priority projects to complete. Collectively, the vision for these paths is to brand them as the Sedona Trails & Pathways System or "STEPS".
10. SIM-12, Traveler Information - ADOT has been displaying travel times to Sedona on the I-17 corridor since December 2018. Staff continues to engage ADOT to ensure that the information provided to travelers is

meaningful and accomplishes the objectives of the City. The data source for the ADOT signs has been compared with the City's data, and it is accurate within a couple minutes. Staff is continuing to monitor data and is in process of analyzing what effect the signage may have. ADOT has submitted a proposal for additional infrastructure that is included in Governor Ducey's rural broadband initiative. The proposal includes fiber-optic improvements and several dynamic message sign (DMS) boards along I-17 as well as additional cameras and wrong-way detection. ADOT is awaiting information on budget/revenue impacts before these projects may proceed. If/when this is approved, the City will coordinate to discuss options for using and locating a DMS board closer to the SR 260 intersection for northbound motorists. New cameras have been installed along SR 179 near Tlaquepaque and at midblock in Uptown to allow residents and tourists to view current traffic conditions. The City Information Technology Department is working on how to make the camera photos publicly viewable. Staff is pursuing other locations for cameras as well.

**10-27-2020 Executive Session re: Forest Rd Extension** – City Council, as allowed by AZ law, met in private at the city hall campus to discuss/consult with staff and the City Attorney regarding potential negotiations for the acquisition of real property to accommodate the extension of Forest Road and connection of that roadway to Hwy 89A. This matter was brought in executive session pursuant to A.R.S. 38-431.03(A)(3) & (7).

**10-27-2020 The city council unanimously approved a recommendation regarding an application for a Series 10 Beer and Wine Store Liquor License for Crazy Tony's Uptown Market** located at 361 Forest Road #A, Sedona, AZ (File #115268). A Series 10 Liquor License (Beer and Wine) is a non-transferable, off-sale retail privileges liquor license that allows a retail store to sell beer and wine (no other spirituous liquors), only in the original unbroken package, to be taken away from the premises of the retailer and consumed off the premises. A retailer with off-sale privileges may deliver spirituous liquor off of the licensed premises in connection with a retail sale. Payment must be made no later than the time of delivery. Community Development, Finance, the Sedona Police Department (SPD), and Sedona Fire District (SFD) have conducted a review of the application. No objections regarding its approval were noted.

**10-27-2020 The city council unanimously approved a Resolution authorizing an Intergovernmental Agreement between the City of Sedona and the Yavapai County Flood Control District for the Fiscal Year 2020/2021 financial contribution for flood control improvements.** A portion of tax money collected by the Yavapai County Flood Control District (YCFCD) and allocated for flood control is contributed to the City for flood control related projects. The City successfully leverages County flood control funds to complete flood control improvement projects. During FY 2020-2021, the County funds will be used toward the construction of the drainage portion of the Thunder Mountain/Sanborn Roadway, Shared Use Path, and Drainage Improvements Project. Background: Since the mid 1990's, the YCFCD has provided the City funds for flood control studies and projects located in the Yavapai County portion of the City on an annual basis, as requested. Consideration: ➤ The amount of funding contributed by the YCFCD is based on specific drainage projects requested for funding by the City. Yavapai County distributes funding at the discretion of the County Board of Supervisors. Over the past few years, the YCFCD has collected an average of approximately \$330,000 per year in secondary property tax from the Yavapai County portion of Sedona. The YCFCD keeps a portion of the taxes collected for floodplain management activities, overhead, general countywide studies, District projects, etc. ➤ For the City to accept the funds and agree to the terms and conditions for their use, an Intergovernmental Agreement (IGA) is needed. ➤ The IGA details each party's responsibilities related to the use of the funding, including the amount of the funding, fiscal year restrictions for its use, and the necessity for projects to be located within Yavapai County for flood mitigation meeting FEMA regulations. ➤ The resolution and IGA for City Council consideration provides the mechanism for the City to be reimbursed \$85,000 by the YCFCD for the Thunder Mountain/Sanborn Roadway, Shared Use Path, and Drainage Improvements Project. ➤ The City typically receives approximately \$350,000 per year from the YCFCD; however, due to budget constraints resulting from the pandemic, the IGA amount for this year is \$85,000. FY 2020-2021 Project: ➤ The Thunder Mountain/Sanborn Roadway, Shared Use Path, and Drainage Improvements Project includes a mill and overlay of an approximate one-mile section of Thunder Mountain Road/Sanborn Drive with new curb and gutter to be constructed along the south side of the

roadway. A colored concrete shared use path of varying width (8-feet to 10-feet) with accessible ramps will be constructed along with associated retaining walls and residential driveway reconstruction throughout the project corridor. The project also includes construction of drainage improvements at several locations throughout the project area. The Yavapai County Board of Supervisors was scheduled to approve this IGA at their November 4, 2020 meeting. The YCFCD has requested that the IGA be approved by Sedona City Council before their meeting.

10-27-2020 The city council unanimously approved a Resolution authorizing the execution of an Intergovernmental Agreement (IGA) between the City of Sedona's Police Department and the City of Phoenix's Police Department regarding the Internet Crimes Against Children (ICAC) Task Force. This IGA will provide funding to the Sedona Police Department on a reimbursable basis to support our efforts to investigate, prosecute, and deter the possession, production, and distribution of unlawful images depicting the sexual exploitation of minors and the utilization of the Internet to seek children as sexual victims. The Sedona Police Department will work together with the ICAC Task Forces by providing community education to both children and parents regarding online dangers and empower the user with information so they may safely visit the Internet.

10-27-2020 The city council unanimously approved a Resolution authorizing an Intergovernmental Agreement with Yavapai County for regional emergency operations management and disaster services. Staff requested Council approval of an intergovernmental agreement (IGA) and a resolution between the City of Sedona and Yavapai County for emergency operations management and disaster services. This is an IGA that we renew every 5 years. By entering into this agreement, Yavapai County will continue to coordinate the unified emergency management organization, and as a part of the contract, will review the City's preparedness plans for the preservation of life and property in the event of an emergency or disaster.

10-27-2020 The city council discussed a request for comments from the City Council as a referral agency to Yavapai County regarding a proposal to change the zoning and zoning map for an approximately 18.73-acre parcel located northwest of Sedona, north of Boynton Pass Road (APN 408-34-008) for the development of a lodging/campground project called Autocamp which is proposed to feature a mix of airstream suites and luxurious tents for nightly rental. Background: On October 6, 2020, Yavapai County Development Services Department officials requested comment from the City of Sedona, as a referral agency to Yavapai County, regarding a proposal to change the zoning and zoning map for an approximately 18.73-acre parcel located northwest of Sedona north of Boynton Pass Road (APN 408-34-008). The project, called AutoCamp Sedona, proposes to rezone from its current zoning of Residential; Single-Family; Rural with a 2-acre minimum lot size (RCU-2A) to Planned Area Development (PAD). The PAD zoning, as proposed, would facilitate the construction of a lodging/campground project which would consist of 100 campsites featuring a combination of Airstream trailers and luxury tents available for nightly rental. A clubhouse and other amenities are also proposed to be included in the project. As a referral agency, the City Council is being asked to provide its comments regarding the proposed AutoCamp development. Due to the proximity of the development to the City, the County process seeks input from those groups and agencies which may be directly impacted by this development proposal. While the proposed development is not located within the City's jurisdictional boundaries, it could be anticipated that the City will see impacts of a new development situated seven miles from the City Sedona (Dry Creek/89A) in area with no services (e.g. gas stations, grocery store, restaurants, pharmacy, etc.). The following are several issues to consider regarding potential impacts on Sedona: • Traffic/trip generation impacts from AutoCamp visitors seeking services o Traffic control on Dry Creek Road and at State Route 89A intersection with Dry Creek Road o Traffic impacts on West Sedona • Proposed land use location, intensity, and appropriateness o Appropriateness of zoning change to increase density • The proposed density would increase from 8-9 homesites to 100 lodging sites and potential event venue (weddings/business retreats). o Other land uses may be more appropriate • Economic development impacts o How an additional hospitality project does or does not contribute to City of Sedona goals for economic diversification o How the creation of additional hospitality jobs exacerbates affordable housing and available workforce challenges • Infrastructure impacts o Roads o Trails o Trailheads • Provision of emergency services o Increased people in the City on a daily basis o Possible impacts to

Sedona Police Department • Environmental impacts

- o Increased fire danger as a result of the use of fire pits and outdoor cooking at 100+ campsites surrounded by federally designated Red Rock/Secret Mountain Wilderness Area
- o Likely increase in Off Highway Vehicles (OHVs)
- o Increase in the intensity of land use adjacent to the federally designated Red Rock/Secret Mountain Wilderness Area.

The Community Development, Engineering, Police, and Economic Development Departments had an opportunity to provide preliminary comments at the request of the developer several months ago. Those comments were discussed with the developer in a subsequent meeting. Most are summarized below. Now that the County is seeking official referral agency comment, the City Council is being asked to weigh in. City staff will take any comments generated by the Council and forward them on to County planners for inclusion in the materials provided to the County Commissioners and/or Supervisors.

Department Review: Community Development - In general, property should develop in accordance with all adopted plans and zoning designations pertaining to a property within a jurisdiction. Adopted plans and zoning regulations pertaining to a property provide assurances to property owners in the vicinity and the larger community that certain development patterns are appropriate and acceptable on a particular property. Any changes to the adopted plans and zoning designations on a property should be substantiated and support a new shared vision for a particular property. Changes to the existing zoning and thus the development intensity should be evaluated to gauge the appropriateness of the proposed development in a particular location. Review of the proposed development raises several areas of concern regarding impacts upon the City. Those areas include:

- Current zoning is RCU-2A, which is single-family residential with a minimum lot size of 2 acres. The applicant's information indicates that the property is 18.73 acres. The County GIS shows the property at 17.68 acres, meaning a maximum of 8-9 single family residences would be permitted under current zoning.
- The proposal for 100 units would significantly increase the allowable density and would also change the use from residential to commercial.
- The proposal is equivalent to the size of a large hotel in Sedona, and incorporates a 4,500 square foot clubhouse, ancillary amenities, an onsite wastewater treatment and disposal system, 124 parking spaces, and outdoor multi-purpose pad being proposed to accommodate events like weddings and corporate gatherings.
- The location of the proposal in a remote area with no services will increase vehicular trips on Dry Creek Road specifically and the City as a whole, as guests seek services, such as groceries, retail, restaurants, entertainment, etc.).
- There will also be an increase in demand for recreational experiences (hiking, biking, sightseeing, OHV/ATV use) which brings with its additional traffic and parking impacts. With no public transit to this location and no shuttles provided, guest driving to their destinations in Sedona will add to the overcapacity parking problems at trailheads which overflow onto City streets such as Dry Creek.
- The proposed location adjacent to an extensive network of OHV routes and the outdoor recreation experience will lend itself to guests arriving with off-highway vehicles (OHVs). As these vehicles are street legal it is likely that AutoCamp guests with OHVs will also visit destinations such as Broken Arrow and Schnebly Hill Road, thus driving through the City and adding to residents' concerns about the noise generated from vehicles like ATVs and larger UTVs (utility or side by side vehicles). The City continues to try and address the noise created by these vehicles as they travel on Dry Creek Road and within the City.
- At this location, there is little potential for patrons to walk, bike, or take transit to anything other than a few trailheads. All trips will likely be by passenger vehicle.
- Employees and other service providers will also need to commute in (single occupancy) vehicles due to lack of transit or shuttles in this remote area.
- With a proposed staff of 25-45, plus contracted third party services, and no workers housed onsite, many more people would need to be housed in Sedona/Cottonwood/the Verde Valley. Finding workforce for existing business is already a challenge. Workforce housing is a further and increasing challenge. There should be consideration given to the need to provide housing for employees, preferably onsite, to mitigate the impacts if approved.
- An increase in density of this magnitude is a change which would typically be accompanied by elements in the proposal which result in a positive impact on a community. Associated community benefits are not readily apparent.

Police Department -

- It could be anticipated that from time to time Sedona officers will need to respond to the development if officers from the sheriff's department are not in close proximity or need back-up assistance. If assistance were needed and Sedona had adequate staffing, 1 or 2 officers might respond.
- It is likely that patrons of this proposed development would seek services and entertainment in Sedona. The increase in daily traffic within Sedona would be expected to increase the number of calls for services (e.g. auto accidents) to dispatch.
- A project of this scale would typically have security, especially during overnight hours.

There should be an assigned security person who patrols the property, attempts to mitigate potential issues, and is available for quick response before requesting law enforcement. Economic Development - • The diversification of Sedona's economy is a priority for Sedona. This includes growing and attracting sustainable industry sectors within Sedona. • Routinely, Sedona businesses state the biggest impediment to business and economic development is lack of workforce. Further, Sedona businesses have identified attainable housing as the biggest impediment to attracting and maintaining a local and regional workforce. • Beyond Sedona, in the Verde Valley Regional Economic Organization Strategic Plan the aging population, lack of housing diversity, and lack of housing affordability are identified as major challenges to Sedona and the region's workforce. This limits Sedona's and the region's ability to attract talent and capitalize on opportunities to diversify and sustain the regional economy. • The proposed lodging project does not contribute to local economic development goals to diversify employment and economic sectors or attract and maintain a workforce to help diversify our economy. Public Works - • Request developer conduct a Traffic Impact Analysis for the Dry Creek Road corridor and propose warranted improvements. o Sight distance is a concern at the White Bear Road and Kachina Drive intersections of Dry Creek Road. Added traffic may result in improvements being warranted. o Impacts to the Dry Creek Road and 89A intersection should also be assessed and addressed. • Request developer consider contributing to potential vehicular or shared use path (SUP) connections. Currently, to offset traffic and parking issues, the following projects are proposed in the vicinity of Dry Creek Road: o Dry Creek Road SUP (2 Fence Trail to USFS) o Dry Creek Road to Rodeo Road SUP o Navoti Drive to Dry Creek Road connection SUP o And/or coordinate with USFS for trailhead parking expansion projects

**10-27-2020 The city council unanimously approved an ordinance amending SCC 1.15.010 to allow service of a civil code violation citation by posting on the property after personal service and certified mail attempts have failed.**

Background: Current attempts to enforce civil City Code violations have been hampered by the inability to serve defendants notices of violations. There are two issues with the City's current code regulating service of these citations. First, Sedona City Code (SCC) Chapter 1.15.010(D)(2)(e) does not first require an attempt of personal service. A.R.S. § 9-500.21 (Civil enforcement of municipal ordinances) enables and controls how a municipality may enforce civil violations of city codes. It requires that personal service of the citation on the defendant must be attempted first. It then allows service by certified mail, return receipt requested. Current SCC Chapter 1.15.010(D)(2)(e) allows service of the citation on the defendant by either personal service or by certified mail, return receipt requested. Again, SCC does not require an attempt at personal service first. Secondly, both the state law and the SCC allow for service of the citation by certified mail, return receipt requested, but do not outline what happens if the certified mail is returned undeliverable or unclaimed (not signed for). The proposed amendment to SCC Chapter 1.15.010(D)(2)(e), resolves both concerns by requiring personal service if possible, service by certified mail, return receipt requested if not possible, and by allowing the citation to be posted on the property if the certified mail is not delivered.

### **Did You Know**

- The city of Sedona invites all residents to participate in an online, comprehensive quality of life survey beginning Oct. 28, 2020. Residents may complete the survey by visiting [www.sedonaaz.gov/2020survey](http://www.sedonaaz.gov/2020survey). The survey will include questions about important characteristics of community, services and priorities for the future. "The survey results will help city staff and City Council have a deeper understanding of the community's priorities and in turn, assist in making more informed decisions," said Lauren Browne, communications and public relations manager, city of Sedona. The city worked with independent consultant, National Research Center, Inc. (NRC) to develop the survey. The instrument, known as The National Community Survey, allows the city of Sedona to compare results and benchmark residents' opinions against other communities across the country. This online survey is part of a broader community survey effort with NRC that started with a survey mailed to a random sample of Sedona residents in September. The random sample will ensure the results are statistically valid. If you have already taken the survey through that initial mail effort, you do not need to take the survey again now that it is open to the general public. "It's important that we open this survey to all in the community to gather as much community feedback as possible," said Browne. Results from the 2020 survey will be

published online on the city's website at [www.sedonaaz.gov/communitysurvey](http://www.sedonaaz.gov/communitysurvey). Residents with questions about the survey may contact Browne by phone at (928) 203-5068 or by email at [lbrowne@sedonaaz.gov](mailto:lbrowne@sedonaaz.gov). The city of Sedona.

- Sewer spill occurs on SR 89A but does not enter Oak Creek Post Date: 10/28/2020 1:53 p.m. SEDONA, Ariz. – Between 8:15 and 9:15 a.m. on Oct. 28, 2020, a sewer spill of approximately 500 to 700 gallons occurred along State Route (SR) 89A near the Arroyo Pinon Drive intersection. The spill was due to tree roots creating a block in the sewer line and is not associated with the SR 179 Sewer Main Replacement Project. Because of the size of the spill, quick response and fact that this spill is miles from Oak Creek, no effluent went into the creek, any tributaries or sensitive areas. Untreated liquid effluent was reported to be coming out of a manhole in front of 3250 SR 89A and flowed across the highway and into a storm drain on Arroyo Pinon Drive where it was contained. The city disinfected with chlorine all areas where the effluent touched including the roadway and storm drain and cleared the blockage in the sewer line. “Tree roots can infiltrate the sewer system and grow rapidly because the sewer is an abundant source of water and nutrients for vegetation. We inspect our sewer lines on a regular basis to look for signs of roots or other debris that can cause a backup. This instance appears to be one where the roots grew so rapidly between inspections that a complete line blockage occurred,” said Roxanne Holland, director of wastewater, city of Sedona.

### **Upcoming**

(tomorrow) 11-10-2020 consent agenda item - Proposed Action & Subject: Approval of a Resolution adopting revised Planning and Zoning Commission Operating Rules and Procedures.

(tomorrow) 11-10-2020 regular agenda item - AB 2612 Public hearing/discussion/possible action regarding approval of a Resolution amending the Schnebly CFA Plan and a Resolution and Ordinance amending the Land Development Code regarding the density of permitted land uses, campgrounds and other related uses in the CFA Plan, Oak Creek Heritage District and other related sections in the Land Development Code – Case Number PZ 19-00014 (CFA, LDC).

(tomorrow) 11-10-2020 regular agenda item - AB 2613 Public hearing/discussion/possible action regarding a request for approval of a zone change of multiple properties in the Schnebly CFA to the Oak Creek Heritage Zoning District – Case Number: PZ 19-00010 (ZC).

11-24-2020 This tour of duty on council for Vice Mayor John Martinez and Councilor John Currivan ends. The council seats they occupied will be filled with new Councilor elects Plough and Kinsella.

11-24-2020 TENTATIVE regular session agenda item - 2021 Pool Hours to be discussed. The topic most likely will include discussion regarding year-round usage vs. the current ‘flexible dates’ open/close model, or a fixed open/close date model.