

Tranquil Garden Proposal

Tranquil Lane

Sedona, Arizona 86336

City of Sedona
Planning and Zoning Commission
Attention: Nicholas R. Gioello

RECEIVED
NOV 28 2011

CITY OF SEDONA
COMMUNITY DEVELOPMENT

November 23, 2011,

Dear Nicholas,

Please see herewith a Letter of Intent from the Verde Food Council (VFC) and its partners to begin the review process for the City of Sedona's consideration for creating a community garden on private land that is currently zoned for private use. The targeted land currently is owned by the Christ Center Wesleyan Church (CCWC). Pastor Frank Robinson and the CCWC Board of Directors have agreed to provide up to three acres of the nine acres they currently own, for the purpose of creating a community garden. VFC and its partners are requesting a Special Use Permit to use this land publically for the benefit of the entire community of Sedona. The benefits of this zoning change will be multiple:

- Families and individuals will learn to grow their own food and will therefore become more self-sufficient, productive members of our community
- This plan responds directly and immediately to repeated requests at the Imagine Sedona Community Input Meetings from local community members for more gardens and community gathering spaces. At these meetings, community members have been assured over and over that their voices will be heard. This is a perfect opportunity for the City Planning Commission to respond sooner, rather than later to these requests, thus showing good will by displaying a willingness to listen and respond to the needs and desires of community members.
- This garden is also intended as a micro model / prototype for utilizing and redirecting storm water (flood water) so that it permeates into the ground and is therefore available to the garden vegetables and other trees and vegetation in the area, rather than serving to flood areas below it as it has done in the past. Other similar prototype models have proven to actually raise the water table in the designated area. Given the exceptional value of water in the desert, especially in times of drought, this practice used city-wide could prove to be invaluable.
- In multiple communities all over the country, in addition to the obvious community garden benefits of increased food production, added benefits include:
 - Incorporating local leadership, local resources, volunteers and community partners offers enhanced communication and skills-building opportunities for all participants (This goal also speaks to the goal of the City of Sedona: "The City's goal of protecting Sedona's natural and environmental qualities combined with

On October 30, 2011 the Verde Food Council, in collaboration with the Living in Harmony neighborhood of 500 homes in the area surrounding the Tranquil Garden land and other partners, held a second gathering, this time on the garden site, with the permission of and in partnership with Christ Center Wesleyan Church. Every home in the Living in Harmony Neighborhood received notification of this community garden pot luck as well as the community at large. (See attached flyer.) Approximately fifty people attended this community gathering with food, music, raffle prizes and fun. Not only were there no complaints, but the community support for this event was outstanding.

In accordance with the requirement for the *Conditional Use Permit*, this proposal will be mailed out to every resident within 500 feet of the garden site along with a cover letter inviting interested parties to the city council hearing on this topic scheduled to be held in the City Council Chambers on February 7, 2012, at 5:30 PM. Contact information for the Executive Director of the Verde Food Council both by telephone and email will be included to accommodate any questions local residents may have regarding this proposal. Moreover, we will include a statement in the cover letter offering a Spanish translation of this proposal upon request. All inquiries and questions regarding this issue will be logged and submitted as a "Participation Report" at the appropriate time before the February 7th hearing date.

Development Review Application:

- **Site Design:** The Verde Food Council and its partners are absolutely committed to remaining sensitive to preserving the natural beauty of the land to which we have been entrusted. We have gathered a team of environmental experts who are studying the natural flora and fauna of the land as well as the natural contours, elevations and flow of water through this flood-zoned parcel. This team of experts, Chris Anderson, Ryan Matson, Gwynne Reese and Marianna Hartsong has a phenomenal understanding of Permaculture, sustainability, watersheds, supporting local eco-systems, community organization and development as well as multiple, natural gardening techniques that not only feed the people, but also feed (give back to) the land.

In the area designated as the Tranquil Garden, all natural, indigenous and significant growth will be preserved. For example, Mesquite trees and some cacti provide ongoing beneficial nutrients to the soil, ultimately requiring less fertilizer for the garden and keeping soil amendment costs to a minimum.

Garden plots, swales, berms and slopes will be arranged according to the natural contour of the land and for maximum, natural water retention. (See Garden Plot Plan)
Approximately 80 garden plots will be cultivated with organic gardening methods with only natural, fertilizers and soil amendments. Regular, free gardening classes will be held in the garden for all those who want to learn organic gardening techniques and each member will agree to adhere to organic practices. Each garden participant will be

historically significant building. This would allow for the expansion of the community park into an educational “Sustainability Park”. It is fitting that this house, the first true adobe structure ever built in Sedona, becomes the *Sedona Sustainability Center*.

Drainage Design:

Since the plot of land under consideration for this community garden is in the middle of a flood zone, VFC and its partners plan to make optimal use of available watershed and water conservation technologies by creating a natural water-capture system that will not only save the community garden from flooding, but will benefit the immediate and surrounding lands and homes by capturing the excess water and returning it to the earth. The purpose of any and all excavation on this property will be focused on monitoring areas of erosion and serve to mitigate that erosion and will be kept to an absolute minimum. This proposal is an action plan for enhancing the natural beauty of the land by reducing erosion and desertification and creating a recreation and community gathering space for education and community building, while providing a source for healthy food at the same time. This approach will create a win/win scenario for all concerned which is the motivating factor for the community-building prototype we are presenting to the City of Sedona for review.

The existing run-off will be interrupted by earthen swales on contour, in order to slow, spread, and infiltrate the water into the ground. Each swale will be a long, narrow catchment basin that runs perpendicular to slope (a.k.a. on contour). Excavated earth from the swales will create a berm on the downslope, followed by another swale. (See example swale elevation cross section on Tranquil Garden Plot Plan.)

Drainage Ways:

Each swale will have a strategic point in the berm (a.k.a. “overflow”) where excess water is routed to a lower swale. Each overflow drainage will be lined with rock and / or be in the current drainage channel, in order to prevent erosion. Excess water will still leave the property via the main wash at the southern end of the property.

Stormwater Detention Basins:

Each swale will function as a stormwater detention basin. These swales on contour will have the added benefit of being planted with trees, shrubs, and other vegetation, and being heavily mulched with organic material such as leaves, adding to each basin’s ability to absorb moisture like a living sponge.

Stormwater Mitigation:

There will be a straw wattle continuously along the lower edge of the garden, just above the drainage basin. Approximately 1/3 of the straw wattles are trenched in below ground

Conditional Use Permit:

This community garden will encompass .75 acres (800 ft. perimeter, 32,630 sq. ft.) on Tranquil Lane in Sedona, just off Andante. It will consist of 80 or more garden plots of various sizes and configurations, so that individuals and whole families may tailor their plot to their own needs. The cost of renting a garden plot will be between \$20.00 and \$50.00 per year dependent upon the size of the plot. CCWC has agreed to pay \$50.00 per month toward the water bill and VFC is requesting a reduced water rate for agricultural purposes.

The **hours of operation** will be from dawn to dusk seven days per week. All people working the garden will either be volunteers (including the Master Gardeners and teachers who will be teaching classes in the garden) or the community members who have rented their individual garden plots.

Traffic Impact: Since the majority of the people coming to the garden to participate will already live in the neighborhood of the garden, we do not anticipate any impact on area traffic. Parking will be alongside the private driveway off Tranquil Lane and if needed there are additional parking spaces at the end of the private road.

We will be happy to respond to any questions you any have and we thank you in advance for your consideration.

Sincerely,

Debra Emmanuelle
Chris Anderson
Ryan Matson
Marianna Hartsong
Gwynne Reese



DEPARTMENT OF COMMUNITY DEVELOPMENT
Current Planning Division

**104 Road Runner Drive
Sedona, Arizona 86336**

**Tel: 928-203-5100
Fax: 928-282-7124
TDD: 928-282-3113
ngioello@sedonaaz.gov**

December 14, 2011

Debra Emmanuelle
Verde Food Council
54 Bowstring Drive
Sedona, AZ 86336

RE: CUP2011-6

Department of Community Development staff have completed a preliminary review of the submitted materials for the above referenced project and has no request for revisions to the submitted materials

Any other ideas or comments on this application will be provided to you at the Project Review meeting. Copies of comments and concerns provided by other reviewing agencies will be provided to you at this meeting. The Project Review meeting for your proposal will be held in the Department of Community Development Fishbowl Conference Room at 104 Roadrunner Drive on **Thursday, December 29, 2011 at 9:30 a.m.** Please be prepared to address my comments and concerns at this meeting, and provide any data and materials requested. If plan revisions are required, we suggest bringing one set of revised site plans for discussion. Additional sets to be included in the Planning and Zoning Commission packet, modified as necessary, must be submitted by **January 16, 2012**. The Citizen Participation report will also be due at this time.

There will be an introductory work session held on the same day as the Project Review meeting, on **Thursday, December 29, 2011 at 3:30 p.m.** in the Vultee Conference Room. The regular work session is scheduled on **Thursday, February 2, 2012 at 3:30 p.m.** in the Vultee Conference Room. The Planning and Zoning Commission's public hearing is scheduled on **Tuesday, February 7, 2012 at 5:30 p.m.** in the City Council Chambers. You or your designated agent must attend all of these meetings. An agenda will be provided to you with a copy of the staff report when it is distributed to the Commission a week prior to the regular work session.

If you have any questions or comments on this matter, or require any additional information, please call me at the numbers provided above.

Sincerely,

Nicholas R. Gioello, Senior Planner
Department of Community Development

Vicinity Map

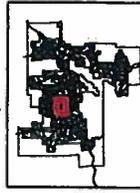
Parcel #
408-24-087
Tranquil Community
Garden

- Parcel #408-24-087
- Zoning Boundary
- Building Footprint
- Parcel Boundary
- Trail
- Street Centerline

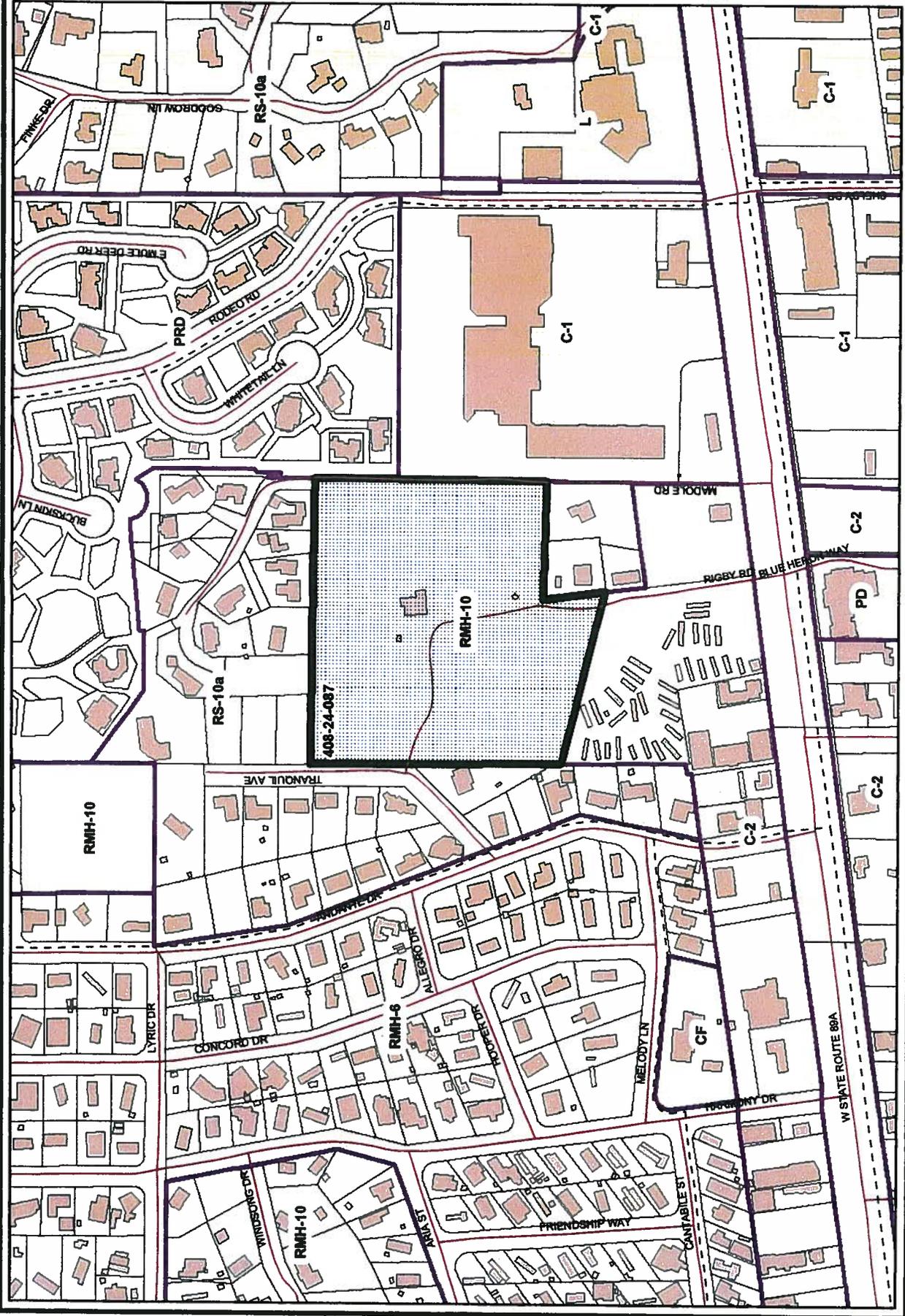


0 80 160 Feet

City Index



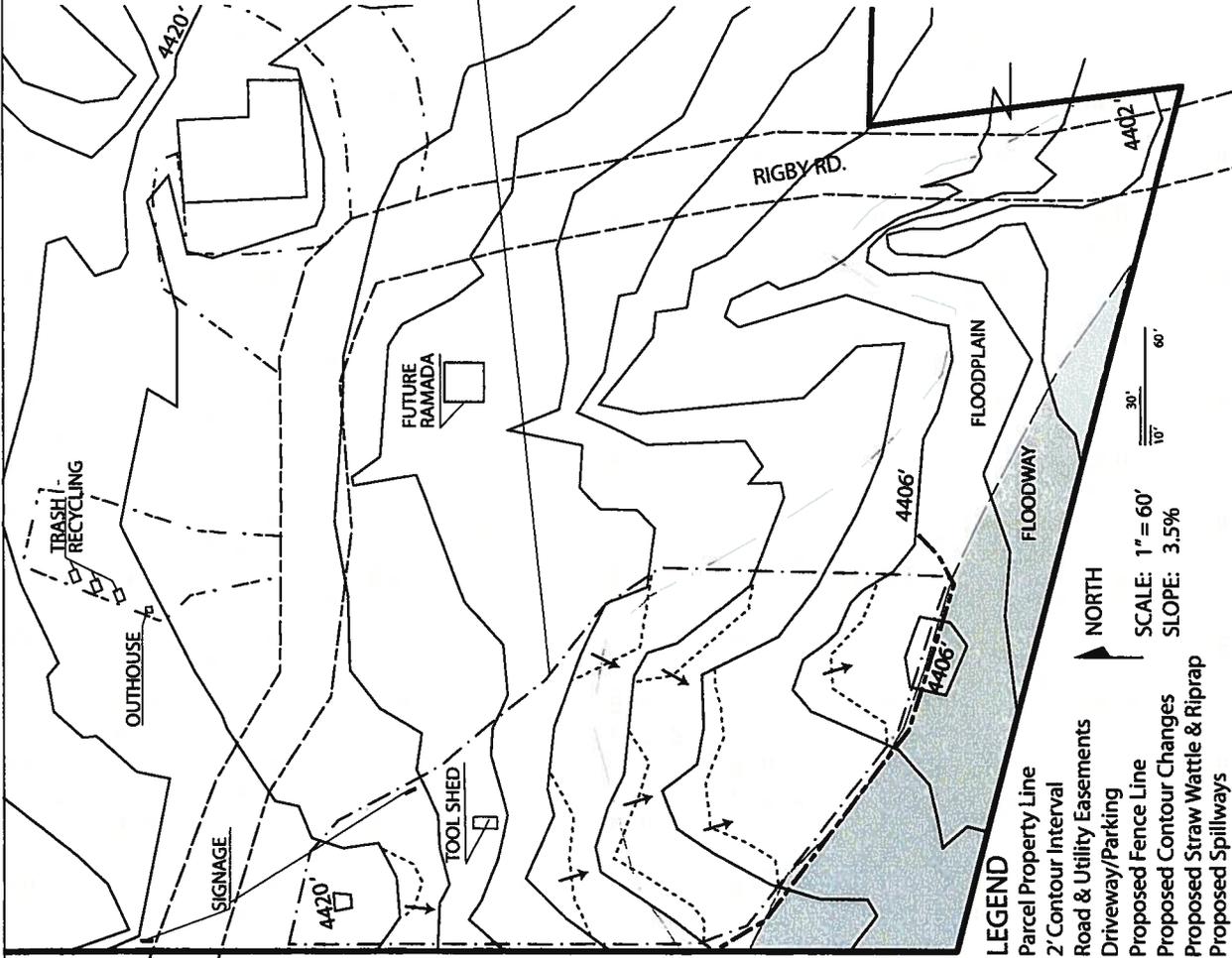
City of Madison
Planning Department
408-24-087 - Vacinity Map
This map is prepared for the City of Madison Planning Department. It is not intended to be used for any other purpose. The City of Madison Planning Department is not responsible for any errors or omissions on this map. The City of Madison Planning Department is not responsible for any damages or losses resulting from the use of this map. The City of Madison Planning Department is not responsible for any claims or liabilities resulting from the use of this map. The City of Madison Planning Department is not responsible for any claims or liabilities resulting from the use of this map.



TRANQUIL GARDEN PLOT PLAN

50 TRANQUIL AVE
 PN 408-24-087 ZONING: RMH-10
 S11 T17N R5E G1LA & SALT RIVER
 BOOK 3665 PAGE 594

TRANQUIL AVE



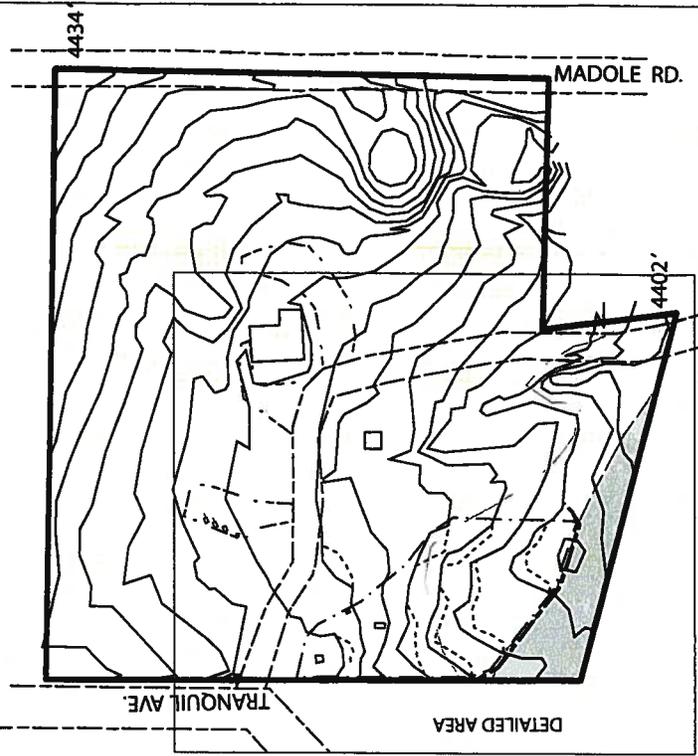
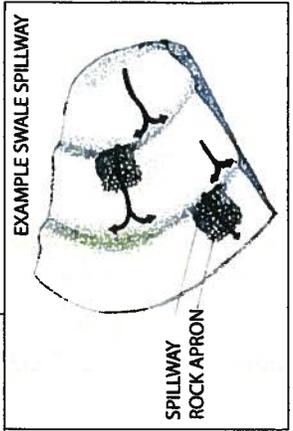
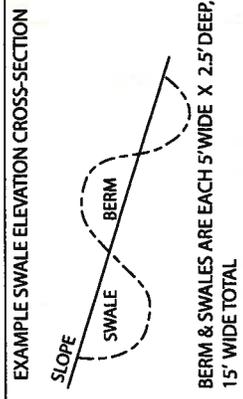
- LEGEND**
- Parcel Property Line
 - - - 2' Contour Interval
 - Road & Utility Easements
 - - - Driveway/Parking
 - - - Proposed Fence Line
 - - - Proposed Contour Changes
 - - - Proposed Straw Wattle & Riprap
 - - - Proposed Spillways



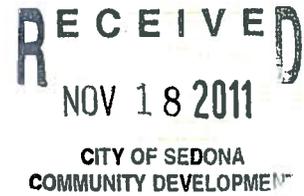
SCALE: 1" = 60'
 SLOPE: 3.5%



FENCED AREA DIMENSIONS:
 PERIMETER ~ 800 FT
 AREA ~ 32630 SQ FT - .75 ACRES



Arizona Safari Jeep Tours LLC
335 Jordan Road
Sedona, AZ 86336
928-282-3012



November, 18, 2011

RE: Letter of Intent for Conditional Use Permit for Safari Gas& Repair

Attached is our original letter of intent. Over the last five years we have not had any changes other than less use for picking up Jeep Tour Customers. We have had approximately 1 time per year that we have picked up Jeep Tour Customers at the station.

We also have a more mature business now so we know what the impact of our operation of the Gas Station with tours and rentals is and it has had no adverse effect.

With the new roundabouts traffic egress and ingress works well and there are not problems.

The only new thing in the future that I see is that we have been working for a while to be a branded station and that may happen soon. I do not see this causing any change to the business.

I would request a 10 year CUP at this time because we are a mature business with minimal changes in the future that would be within the scope of the CUP and we would work with city staff if there were any concerns that come up.

A handwritten signature in blue ink that reads "Dan Sustun". The signature is written in a cursive, flowing style.

Arizona Safari Jeep Tours
335 Jordan Road
Sedona, AZ 86336
928-282-3012

December, 20 2011

RE: Revised Letter of Intent for Conditional Use Permit for Safari Gas&Repair

Attached is our original letter of intent. Over the last five years we have found that we are not picking up people for Jeep tours very often. We have averaged 1 per month. We have found that we needed 2 more rental vehicles because they break a lot so we found we had enough parking for 3 total without a shared parking agreement and if we need 1 more we will obtain a shared parking agreement.

We also have a more mature business now so we know what the impact of our operation of the Gas Station with tours and rentals is and it has had no adverse effect.

With the completion of the roadwork and the roundabouts we find we have more room to park vehicles and the egress and ingress works well and there are not any problems.

I would request a 10 year CUP at this time because we are a mature business with minimal changes in the future that would be within the scope of the CUP and we would work with city staff if there were any concerns that come up.

Thanks,

Dave Swartwout

Arizona Safari Jeep Tours

RE: Letter of Intent for Conditional Use Permit for Safari Gas & Repair

Location 145 W. Hwy 89A

This location will be an auxiliary Tour and sales office to our Jordan Road location and an outlet for the rental of vehicles. The majority of our customers are picked up and dropped off at their resorts. This property is zoned C-1 and therefore is qualified for a Tour and Rental Company per 620.02B-12 of the city code subject to the conditional use permit requirements.

We anticipate the picking up of guests for jeep tours to be minimal because we have another location and most of our guests are picked up at their resort. I would think the maximum would be an average of one pick up per day. The tour guests will be loaded and unloaded in the fuel lane closest to the building so they won't be walking across traffic at the pumps. We plan on renting vehicles such as Jeeps and Tom Cars. We would plan on at the most four rental vehicles being based at the station at one time.

At this time we don't see the need to rent ATV's but we will be servicing all types of vehicles. As our business would change we would work with the director to make sure there are no additional concerns that need to be addressed and address those to his/her satisfaction.

Vehicle washing will only be done as an incidental event not as often as has been done in the past at this location. At no time would there be any run off onto adjacent property. If we decide to use this location as our primary wash facility we will use a sediment trap to trap any contaminated waste water.

Washing of the bays into the street will not be done as we have tiled the floor in the bays. The pavement may be commercially washed when needed by a contractor licensed to do this. We are not asking to modify the legally non conforming uses only add the ability to sell jeep tours and rent vehicles.

Vehicles will occasionally be towed to and from the station.

In accordance with section 402.6 of the Land Development Code this operation will not materially be detrimental to the community because our activities are very low impact and 95% of our guests are picked up at their resorts. This business compliments our existing service business providing customers something to do while they wait for their vehicle to be serviced. There will not be any substantial increase in traffic because of the new activities and there are no safety, noise, health or compatibility issues that have not been addressed.

Our jeep tours will be primarily run from our Jordan road location but once in a while we may pick someone up at the station and so we want to be covered by the CUP. Our rentals are generally for several hours and will not have a constant flow of activity.

If there is a change in our business we will work with the community development director to mitigate any items in section 402.6 of the city code.

2. Access

Two existing city curb cuts for access. In Addition we are adjacent to Hart road to provide safe access and starting next May we will be between two roundabouts providing safe ingress and egress.

3. Parking

We have seven parking spaces available. We also are entering into a shared parking agreement with Burger King for Four additional spaces. We are required six for the existing business (two for the mini mart which is 400 square feet and 4 for the service bays. In reality no one ever parks and goes in to the store to shop they stay in the fuel lane and come inside to shop. We will utilize four parking places for tour and rental vehicles. The shared parking will be used for employees and guests that may rent a vehicle or go on a tour.

4. Grading and Drainage --Existing

December 26, 2006

Page 3

5. Wastewater disposal—Existing
6. Vegetation and Landscaping – existing with additional screening per site plan
7. Exterior lighting—Existing
8. Utility Connections – Existing
9. Signage- Existing



DEPARTMENT OF COMMUNITY DEVELOPMENT
Current Planning Division

104 Road Runner Drive
Sedona, Arizona 86336

Tel: 928-203-5100
Fax: 928-282-7124
TDD: 928-282-3113
ngioello@sedonaaz.gov

December 14, 2011

Dave Swartwout
PO Box 20667
Sedona, AZ 86341

Dear Mr. Swartwout:

RE: CUP2011-5

Department of Community Development staff have completed a preliminary review of the submitted materials for the above referenced project and has the following comment:

- Staff has assessed the parking requirements for the gas station and auto repair at six spaces. Staff has also determined that the service apron in front of the two service bays qualify for two of these spaces. The site plan shows seven parking spaces, therefore only three of those spaces can be used for the storage of jeeps. The letter of intent should be revised to indicate this. If an offsite parking space can be obtained from a neighboring business with excess parking, then the fourth jeep parking space can be added.

Any other ideas or comments on this application will be provided to you at the Project Review meeting. Copies of comments and concerns provided by other reviewing agencies will be provided to you at this meeting. The Project Review meeting for your proposal will be held in the Department of Community Development Fishbowl Conference Room at 104 Roadrunner Drive on **Thursday, December 29, 2011 at 10:30 a.m.** Please be prepared to address my comments and concerns at this meeting, and provide any data and materials requested. If plan revisions are required, we suggest bringing one set of revised site plans for discussion. Additional sets to be included in the Planning and Zoning Commission packet, modified as necessary, must be submitted by **January 16, 2012**. The Citizen Participation report will also be due at this time.

There will be an introductory work session held on the same day as the Project Review meeting, on **Thursday, December 29, 2011 at 3:30 p.m.** in the Vultee Conference Room. The regular work session is scheduled on **Thursday, February 2, 2012 at 3:30 p.m.** in the Vultee Conference Room. The Planning and Zoning Commission's public hearing is scheduled on **Tuesday, February 7, 2012 at 5:30 p.m.** in the City Council Chambers. You or your designated agent must attend all of these meetings. An agenda will be provided to you with a copy of the staff report when it is distributed to the Commission a week prior to the regular work session.

If you have any questions or comments on this matter, or require any additional information, please call me at the numbers provided above.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nicholas R. Gioello". The signature is fluid and cursive, with the first name being the most prominent.

Nicholas R. Gioello, Senior Planner
Department of Community Development

Vicinity Map

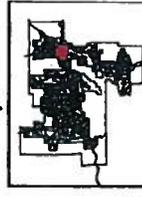
Parcel #
401-17-005
Safari Gas & Repair

- Parcel #401-17-005
- Zoning Boundary
- Building Footprint
- Parcel Boundary
- Trail
- Street Centerline

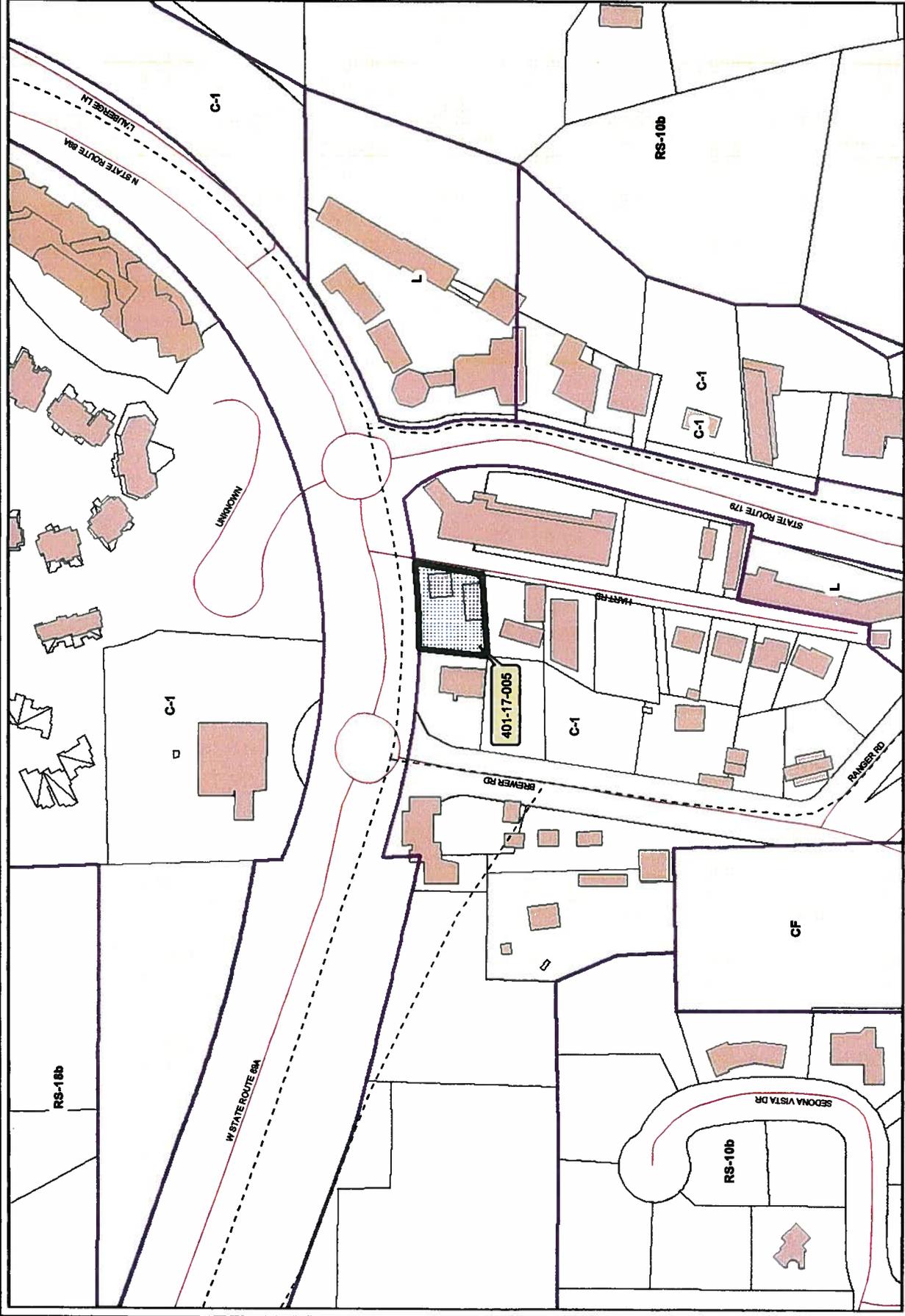


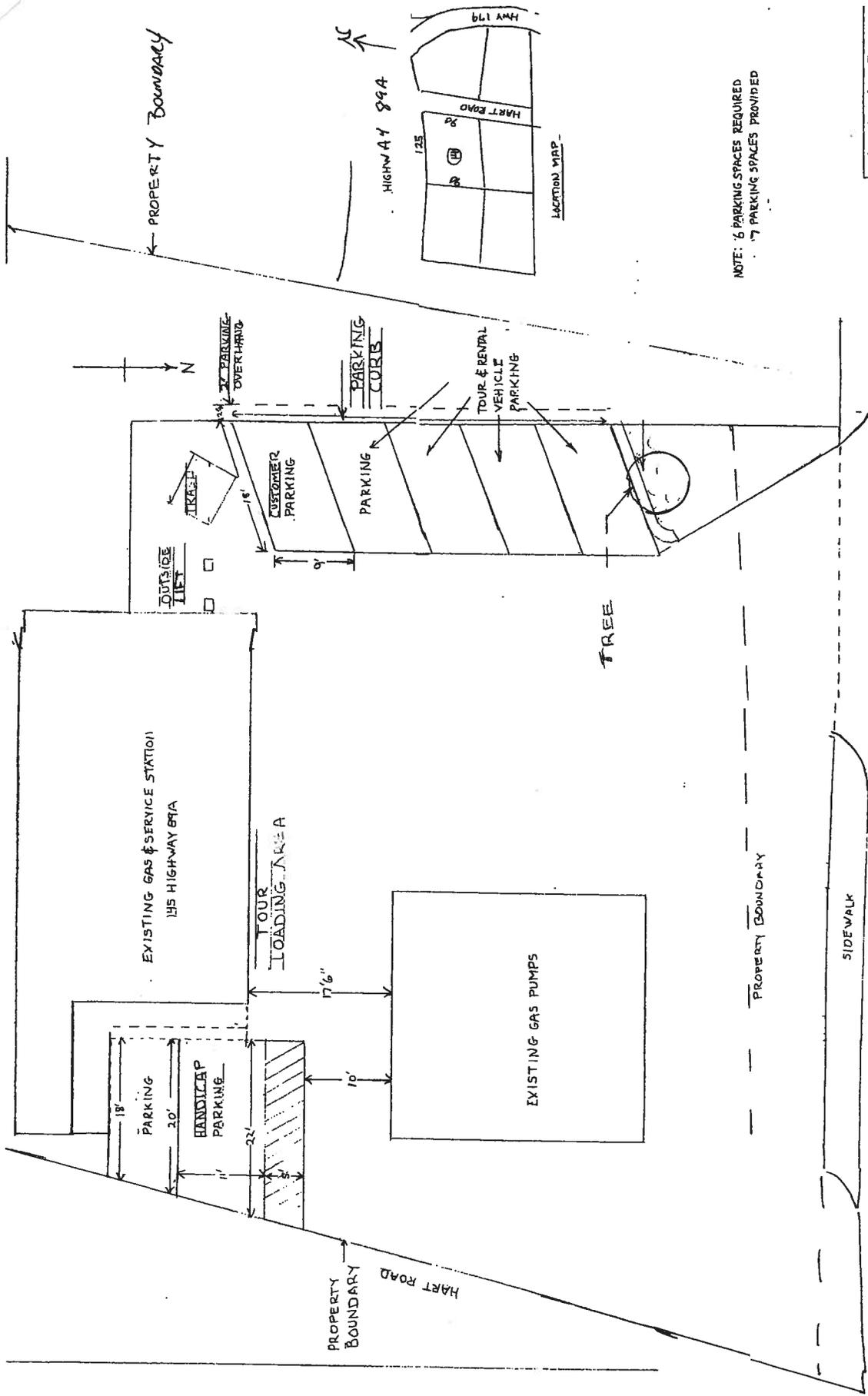
0 55 110 Feet

City Index



City of Sedona
11/20/2011
Safari Gas & Repair
401-17-005
This map is for informational purposes only and does not constitute a contract. The City of Sedona is not responsible for any errors or omissions on this map. The City of Sedona is not responsible for any damages or losses resulting from the use of this map. The City of Sedona is not responsible for any changes to the map data.





NOTE: 6 PARKING SPACES REQUIRED
 7 PARKING SPACES PROVIDED

The Creative Group
 Project name: SAVAGE GAS & SERVICE
 Drawn by: C-15 Date: 12-2-2
 Scale: 1/8" = 1' Draw # 1
 Title: SITE & LANDSCAPE PLAN
 SAVAGE GAS & SERVICE
 115 HWY 894
 SECONDA, P.O. 86236

RECEIVED
 NOV 23 2010
 COMMUNITY DEVELOPMENT



DEPARTMENT OF COMMUNITY DEVELOPMENT
Current Planning Division

104 Road Runner Drive
Sedona, Arizona 86336

Tel: 928-203-5100
Fax: 928-204-7125
TDD: 928-282-3113
ngioello@sedonaaz.gov

SUMMARY SHEET
Natural Grocers, DEV2011-1

Action requested: Development Review

Staff recommendation: Approval with conditions

Parcel number: 408-26-030E

Meeting date: January 3, 2012

Applicant: Leadership Circle, LLC

Project summary: Retail grocery store approximately 13,903 square feet, and associated parking

Location: 1915 SR-89A, along the south side of SR-89A, between Kallof Place and the Walgreens commercial development.

Site Size ± 1.7 acres

Current zoning: C-1 (General Commercial)

Current land use: Undeveloped

Current SCP designation: Commercial

	<u>Area zoning</u>	<u>Area land uses</u>
North:	C-1	Commercial development (Basha's Plaza)
South:	L	Commercial development (professional office)
East:	C-1	Commercial development (Troia's Restaurant)
West:	C-1	Commercial development (Walgreens)

Report prepared by: Nicholas R Gioello, Senior Planner

Natural Grocers Summary Page

The applicant is requesting a Development Review to construct a new retail grocery store:

- Single-story building approximately 13,903 sq. ft.
- 60 parking spaces.
- Shared SR-89A access with existing Walgreens driveway.
- Small outdoor seating area.
- Existing drainage channel will be preserved in its natural state.

Strengths:

- Meets all Land Development Code requirements..
- Use of existing Walgreens access will reduce traffic impacts on the access from Kallof Place.
- No additional primary access on SR-89A.
- ADA pathway from SR-89A sidewalk to the building.

Weaknesses:

- None noted

Attachments:

1. Revised Letter of Intent (date stamped October 31, 2011).
2. Addendum to the Letter of Intent (date stamped November 14, 2011).
3. Letter from Walgreens denying construction of a pedestrian bridge.
4. Vicinity map.
5. Aerial view.
6. Site plan, aerial site view, landscape plans, elevations, architectural and sign details, topography drawing, preliminary grading plan and cross sections, and perspective drawings.



STAFF REPORT

To: Planning and Zoning Commission

Through: John O'Brien, Director
Department of Community Development

From: Nicholas Gioello, Senior Planner *NRG*
Department of Community Development

Meeting date: January 3, 2012

Applicant: Leadership Circle, LLC

Case number: DEV2011-1

BACKGROUND

The applicant met with staff in May, 2011 for a pre-application meeting to discuss the potential development of this property with a new retail grocery building. The applicant submitted the required documents for a conceptual development review on July 27, 2011. An introductory work session and site visit was held with the Planning and Zoning Commission on September 1, 2011. On October 4, 2011 a public hearing was held for Conceptual Review of the proposal. The applicant filed the necessary documents for Development Review on October 31, 2011. A project review meeting was held by telephone and email correspondence since there were only several minor revisions necessary from all reviewing agencies involved. No introductory work session was held since there were few changes made to the proposal since the Conceptual Review hearing.

SITE CHARACTERISTICS

- The approximately 1.67 acre subject site is undeveloped.
- An open drainage channel runs along the west property line. Runoff from adjacent areas north of SR-89A crosses under the highway and through this channel.
- The front half of the site is relatively flat, with an abrupt grade change in the middle of the property so that the rear portion of the property is approximately six to sixteen feet lower (from east to west) than the road surface of SR-89A.
- The property has a shared access connection to SR-89A from the existing curb cut and deceleration lane entrance for Walgreens. The property also has access to Kallof Place.
- The front portion of the site is sparsely vegetated. The rear portion of the site contains typical vegetation for the Sedona area consisting of juniper and pinon pine trees, grasses and clusters of manzanita, sumac, catclaw and scrub oak.

DEVELOPMENT PROPOSAL

- The project is proposed in one phase.
- The proposed building totals approximately 13,903 sq. ft., with a ground floor total of 13,226 sq. ft. and a small raised business office mezzanine of 677 sq. ft.
- Loading dock at the rear of the building.
- Sixty delineated parking spaces.
- The existing open drainage channel along the west side of the property will remain in its current state.

Site Area, Lot Coverage

- Total site area is 1.67 acres (72,745 sq. ft.).
- The maximum allowable lot coverage for the C-1 zoning district is 25% (18,186 sq. ft.).
- The proposed building is approximately 13,226 sq. ft. on the ground floor and a 677 sq. ft. office mezzanine on the second floor. Total lot coverage of the site is approximately 18.2%.

Access

- The main vehicular access to the project is proposed from a shared connection with the existing Walgreens driveway, which connects to SR-89A. This access point is a right-in, right-out only driveway connection to SR-89A.
- A secondary vehicular access point is proposed from Kallof Place near the southern property line.
- Pedestrian access is provided adjacent to both driveway connections and will meet ADA requirements from the existing sidewalks to the building entrance.
- A third non-ADA pedestrian access is proposed from the corner of SR-89A and Kallof Place, with steps that will connect from the right-of-way down into the parking area.

Parking

- The applicant has proposed 60 parking spaces.
- The Director of Community Development has determined that the proposed number of parking spaces will be adequate for the uses on the site. The analysis of the parking requirements is provided on page 9 of this staff report.

Traffic Impacts

- According to the submitted traffic report:
 - 1,310 daily trips are predicted, including 46 A.M. and 135 P.M. peak hour trips for the proposed site.
 - A right turn deceleration lane at SR-89A and Kallof Place is not warranted.
 - Proposed traffic volumes do not warrant a dedicated right turn lane for eastbound traffic from S.R. 89A onto Kallof Place.

Grading/Drainage

- The proposed discharges for the developed site with the proposed detention pond and landscape detention ponds will be below the peak discharges that exist under current

conditions. No further mitigation of storm water runoff is required. The proposed improvements will not cause significant changes to the historic drainage patterns.

Wastewater disposal

The development will be connected to the City's wastewater system.

Design Review Manual Compatibility

Architectural Character and Style

- The architecture of buildings in the surrounding area varies with exterior materials ranging from stucco and native sand stone cladding, slump block, thick wood beams, and flat roofs. The prominent building styles in the immediate area are contemporary with some elements of southwest design.
- The applicant is proposing a modern contemporary design. A combination of stucco walls and native sandstone veneer in all elevations offers a variety of building surface texture. A flat roof with parapets of varying heights is proposed.
- Covered walkways along the front and both sides of the building will provide pedestrian protection from sun, rain and snow, as well as break up the appearance of larger wall masses and provide strong shadow lines. Rusted metal roofs are proposed for the pedestrian walkway roofs. Staff notes that rusted metal roofs are listed as a desired element in the Design Review Manual (pg. 105).

Proportion and Scale of Project

- The use of varying vertical and horizontal planes and single-story building will reduce the visual impact and scale of the buildings from the highway right of way, enhancing the building's human scale and small town character.
- The building pad area will be lowered so that the finish floor will be six to nine feet below the highway grade. This will significantly reduce the overall height of the building as it appears from the highway and the existing developments to the north. Staff notes that since the building pad area will be lowered, the actual building height of the tallest parapet (as depicted in the North Elevation drawing) will be approximately 24-feet above finish grade, however, when measured from natural grade, this same area of the building would be measured as approximately 20-feet in height.

Building Heights and Application of Alternate Standards

- The building is proposed with multiple parapet heights. A majority of the building will be less than 22-feet in height as measured from natural grade.
- The applicant proposes the use of Alternate Standards, with a 2.5-foot penetration above the 22-foot parallel to natural grade line along the south portion of the building where the terrain drops off dramatically. A maximum Light Reflectance Value of 21% is required to utilize Alternate Standards for 2.5 additional feet.

Staff note: *The Director has determined that the abrupt grade change in this area, where the property drops approximately 14 feet in elevation within a 25-*

foot wide area, meets the definition of “small areas of rugged terrain” as described in section 903.03-A.2 of the Land Development Code. Therefore this area, as prescribed by the code, “shall not increase or reduce building height”. A corner of the building along the west side that sits over this area of rugged terrain would actually be approximately 26-feet above natural grade but will not be counted towards the overall height per the section of the Land Development Code.

Building Massing

- The proposed massing appears well broken up with multiple definable masses in plan view and four roof masses in elevation view, and exceeds the code requirements for massing.

Building Materials and Textures

- Stucco.
- Rusted metal for the pedestrian walkway roofs.
- Native rock veneer on walls, and on the support columns of the pedestrian walkway roofs.

Building Colors

- An integral stucco wall color with a Light Reflectance Value of approximately 21% is proposed.
- The proposed roof color is approximately 14% or less.

Citizen Participation Report

- During the Conceptual Review process, the applicant held an open house on September 1, 2011, as part of the Land Development Code citizen participation requirement. One person attended and gave positive feedback on the proposal.
- For the Development Review process currently underway, the applicant conducted a second citizen participation outreach with letters mailed to all property owners within 500 feet of the project. One neighbor contacted the applicant for information but did not express any concerns with the proposal.

Vegetation/Landscaping

- The landscape pallet is consistent with the City of Sedona Low Water Plant List and the number of proposed trees and shrubs exceeds the code requirements of the Land Development Code.
- Proposed percentages of evergreen and native plant species are as follows:
 - 50% of all proposed shrubs are native species.
 - 100 % of the proposed shrubs are evergreen.
 - 70% of all proposed trees are evergreen.
 - 57% of all proposed trees are native evergreen.
- Thirteen juniper/cedar trees are proposed for removal, and of these trees four are proposed for transplanting elsewhere on the site. Eight pinon pine trees exist on site, of

which none are proposed for removal and six are proposed to be transplanted elsewhere on the site. Three volunteer elm trees are proposed for removal.

- In addition to the proposed 10 transplanted trees, 56 trees and 244 shrubs are proposed.
- The proposed landscape plan layout meets the requirements of the Land Development Code.

Signage

- All proposed signs shall meet the requirements of the Land Development Code and sign permits shall be required.

Outside lighting

- All proposed lighting shall meet the requirements of the Land Development Code.

Mechanical Equipment

- Roof mounted mechanical equipment will be strategically placed behind the tallest parapets to provide screening. Units will be painted to match the surrounding roof color.

COMMENTS AND CONCERNS

Community Development - Long Range Planning Division

Community Plan Recommendation:

- The project is consistent with the Community Plan's commercial designation.
- This project is consistent with the Community Plan that encourages uses within the Shelby/Coffeepot Focused Activity Center to be "complementary to or similar to established uses" in the "hub" of West Sedona. (Element 5.0, Land Use, pg. 5-24).

Community Development - Current Planning Division

- During the Conceptual Review process a comprehensive list of comments and concerns were provided to the applicant as a result of staff's initial review of this project and the Planning and Zoning Commission's input. A number of revisions were made as a result of this input, which include:
 - The addition of a pedestrian stair connection at the corner of SR-89A and Kallof Place.
 - A pedestrian walkway connection from the proposed Kallof Place driveway through the parking lot.
 - Delineation of pedestrian walkways through the parking lot.
 - Relocation of vehicle parking directly facing the front (north) and east side of the building. Parking was relocated to face the north and east property lines that provide better screening of vehicles due to the grade change between the highway and parking lot and also the frontage landscaping along these areas.
 - Relocation of the dumpsters.
 - Expanded width of the driveway adjacent to the loading dock.

- Addition of bicycle racks.
 - Native stone clad bases for the support columns of the pedestrian walkway roofs.
 - Flat roof color shall meet the Land Development Code exterior color requirements instead of applying for a variance approval for a lighter color.
- In addition to the changes made during the Conceptual Review process, the applicant has made several additional changes (see attached Addendum to the Letter of Intent by the applicant 's architect, Vega Architecture), which include:
- Elimination of six parking spaces along the entry driveway that connects to the Walgreens driveway at the northwest corner of the property.
 - The pedestrian stair connection to the right-of-way at the northeast corner of the property has been realigned.
 - The finish floor of the building has been raised 6-inches to reduce the height of the retaining wall and pedestrian stairs at the northeast corner of the property.
 - Relocation of the freestanding monument sign to the west.
 - Three windows added to the west building elevation.
- Staff is supportive of the use of native stone on the building walls and support columns. The applicant's submitted materials board shows native red rock as the stone choice.
- Staff is supportive of the massing both in elevation view and in plan view. The building is broken up well with multiple varying roof elevations. Wall planes are also broken with offsets and pop-outs to create strong shadow lines and with different wall textures by utilizing a mixture of stucco and native stone.
- During the Conceptual Review process staff had initially asked the applicant to consider placing the building close to the corner of SR-89A and Kallof Place and locating parking around the sides and rear of the building. The applicant has provided a rationale that parking along the front of a grocery store is a functional necessity, limiting the parking along the north and east sides of the building to one row of parking facing the north and east property lines. The parking lot surface adjacent to the front (north) property line ranges from seven to ten feet below the surface of the adjacent highway right-of-way, as depicted in the North-South Section shown on the civil plans (Preliminary Cross Section, page C2). This grade differential plus the amount of vegetation proposed along the highway frontage will effectively screen the visibility of cars parked in this area.
- The application of Alternate Standards for 2.5-feet of additional height requires a reduction of the LRV to 21% or less for the exterior wall colors. The provided color palette shows wall colors of 21% and less, which meets the requirements for the application for Alternate Standards.
- During the Conceptual Review process, the Planning and Zoning Commission requested that the applicant approach Walgreens management and investigate the possibility of a pedestrian bridge connection across the wash to connect both developments. The applicant did contact Walgreens management and received correspondence from them declining to allow the bridge connection. This letter is attached at the end of this report.

- The landscape plan appears adequate to provide screening of parking areas and to soften the appearance of the building. The landscape pallet is consistent with the City of Sedona Low Water Use Plant List. Staff is supportive of the applicant's intent to retain native vegetation by transplanting eight trees to other areas of the site.
- The strict interpretation of the Land Development Code regarding parking calculations would require 70 parking spaces for the total square footage of the building (13,903 sq. ft.). However, the code (section 912.03-E) does allow for flexibility in determining adequate parking by allowing the Director of Community Development to reduce the applicable parking standards provided that the applicant demonstrates a unique nature of the proposed use, unusually large number of pedestrian or transit trips and that the reduced number of parking spaces will still accommodate the vehicular traffic needs without impacting surrounding areas and neighborhoods. The proposed use of the building is similar to a mixed use with specific areas within the building assigned for the different uses and products sold: 5,416 sq. ft. devoted to grocery/produce, 1,717 sq. ft. devoted to vitamins and supplements, and 626 sq. ft. for health and beauty products. The remainder of the buildings square footage is devoted to storage, utilities, mechanical and administrative uses. By assessing the parking needs bases on a mixed use scenario the grocery store and auxiliary uses would require 46 spaces and the vitamin and health/beauty use would require 9 spaces, for a total 55 spaces. The Director of Community Development has determined that the proposed 60 parking spaces will adequately meet the needs for this use for a number of reasons as discussed above and as follows:
 - The building is located in a pedestrian focused area near the Coffee Pot Drive and SR-89A intersection.
 - Pedestrian movement is anticipated between the adjacent Walgreens development. A higher than normal amount of pedestrian movement is also anticipated from the neighboring time share development and bed and breakfast establishment located on Kallof Place. Additional potential pedestrian traffic is anticipated from neighboring residential neighborhoods such as Casitas Tranquil, Tierra Sienna and Bella Vistas subdivisions and the Sunset Village Moblie Home Park, all located along Sunset Drive to the southwest of the project.
 - A transit stop is located near the Coffee Pot and SR-89A intersection.
 - Bicycle racks are provided to encourage bicycle traffic to the site.

City of Sedona Building Safety Division

- All exterior accessible routes shall conform to the latest amendments of ADA.
- Sprinkler system approval and inspection shall be per the Sedona Fire Marshal.
- A grease interceptor may be required per the requirements of the City's Wastewater Division.
- Additional comments shall be provided at the time of building permit review.

City of Sedona Engineering Department

- Provide a copy of the ADOT comments regarding the Traffic Impact Analysis along with their determination on the right-turn lane.
- Any dedication of drainage easement(s) to the City of Sedona shall be Class III as defined in the Yavapai County Drainage Criteria Manual, and shall meet the minimum dimensions per Chapter 8 of the Land Development Code.
- Other project specific requirements are detailed in the Conditions of Approval.

City of Sedona Police Department

- No comments provided.

City of Sedona Arts and Culture

- An art contribution is required and shall be an approved on-site installation of exterior artwork, an equivalent cash contribution to the City of Sedona Art in Public Places Fund, or a combination of both.

Sedona Fire District

- Fire hydrants will be required as directed by the Fire Marshal.
- Automatic fire sprinklers will be required for this project.
- Other project specific requirements have been provided to the applicant.

ADOT

- The proposed planting of 15 new trees along SR-89A frontage must be installed outside the SR-89A clear zone. ADOT is not responsible for landscape maintenance within the right-of-way.
- All sidewalks within ADOT right-of-way must be ADA accessible/compliant.
- A joint access agreement between the two property owners, Natural Grocers and Walgreen's, signed, notarized and recorded with Yavapai County Records Office will be necessary. The Joint Access Agreement documents shall accompany the submittal of an ADOT Encroachment Permit application for Joint Access. An easement between the two properties for access should be established.
- Sealed final engineering & architectural plans for this development (including landscape) are required.
- Through the development process, the retaining wall should remain outside ADOT right-of-way.

Oak Creek Water Company

- Water usage data for will need to be submitted for meter & line sizing (including irrigation). Information on water service connections, fire lines and adequate separation installation details will need to be included with the building plans.
- It is suggested that an 8-inch line extension from Kallof Place to the Walgreens development along SR-89A be installed. A fire hydrant and service connection at the existing driveway near Walgreens should keep a constant water flow through such an extension. A new fire hydrant at the Walgreens driveway along with the

existing fire hydrant on Kallof Place should satisfy the Sedona Fire District requirements.

- Proper backflow data on all connections is required

Yavapai County Health Services

- No concerns regarding this project. If the City grants approval for this development, plans must be submitted for approval with the applicable health codes.

Yavapai County Flood Control

- The property is outside the FEMA Special Flood Hazard Area. Any drainage review will be under the jurisdiction of the City of Sedona.

Unisource Energy Services (Natural Gas)

- Natural gas for this project will need to connect from the southeast corner of the property.

APS

- No comments provided.

Suddenlink Cable

- No comments provided.

REVIEW, COMMENTARY and ANALYSIS

DEV2011-1 DEVELOPMENT REVIEW:

Staff's review focused on:

Compliance with ordinance and reviewing agency requirements

Ordinance requirements and reviewing agency concerns have either been satisfied or will be through application of conditions of approval.

Consistency with the Sedona Community Plan and other Specific Area Plans

As noted above, the development proposal is consistent with the Sedona Community Plan.

Consistency with the Development Review Ordinance (DEV)

In considering an application for Development Review approval, the review process is guided by the following criteria noted in Section 401.06 of the Land Development Code:

- *The degree to which all of the applicable provisions of this Code and all other ordinances have been complied with.*
- *The degree to which the proposed development of buildings, uses or structures conforms to the design standards as set forth by the Design Review Manual.*

- *The degree to which the proposed development integrates the proposed built environment into the natural environment with minimal disturbance to view corridors, existing native vegetation and/or established landscaping, the natural topography of the site, natural drainage ways, known wildlife habitats, rock outcrops, and other natural features.*
- *The degree to which the proposed development integrates into, and is compatible with, the built form of surrounding properties and existing developments with regard to building height and character, landscaping, signage, building materials, historical structures or features, and pedestrian and vehicular circulation.*
- *That the proposed use is in general conformance with applicable goals, objectives and recommendations described in the Community Plan and adopted specific plans.*
- *The degree to which proposed vehicular ingress, egress, internal traffic circulation, off-street parking facilities, loading and service areas and solid waste collection are designed to promote public safety and convenience.*
- *The degree to which pedestrian circulation is facilitated both on and off-site through interconnected passages, pathways and plazas, and is designed to promote public safety and convenience.*
- *The degree to which the proposed development addresses concerns cited by participating reviewing agencies with jurisdiction in the areas of public health and safety.*

In reviewing Section 401.06, staff finds the proposal consistent with the Development Review Ordinance and the Design Review Manual in the following ways:

- The proposal meets the Sedona Land Development Code requirements, is consistent with applicable goals and objectives of the Community Plan, and as conditioned, will satisfy reviewing agency requirements.
- The vehicular and pedestrian proposals relating to site ingress, egress, and internal and external traffic circulation, and off-street parking facilities have been planned or will be conditioned according to code requirements.
- The proposed architectural style is respectful of and compatible with Sedona's character and unique environmental setting.
- The building is broken up with varying wall planes and surfaces. Appropriate exterior colors and textures are proposed on the building. The proposed building complies with the City of Sedona's massing and overall building height requirements.
- Building materials and the exterior colors are cited as desirable in the Design Review Manual. Light Reflectance Values of 21 % or less are proposed for exterior walls and roof colors. The choice of building materials such as native sandstone, stucco and rusted metal roofs are listed as acceptable materials in the Design Review Manual.

- Low-key fully shielded exterior lighting consistent with the Land Development Code goals of preserving Sedona's night sky is proposed.
- The proposed landscaping is consistent with the list of low water use native and adaptive plants incorporated into the Design Review Manual. The chosen landscape pallet will provide colors and textures to complement the proposed building and provide screening of parking areas. It is staff's opinion that the landscape plan meets the intent and requirements of the Land Development Code.
- The Design Review Manual includes a section called Sedona Area Sensitive Design Principles. These Design Principles are the essence and foundation of the Design Review Manual, and they have as their core value the "belief that new development should respect and enhance the unique red rock landforms, climate, topography, vegetation and historical context of Sedona's natural forest and creek environments". In staff's opinion, the proposed Natural Grocers project meets these Design Principles. The project incorporates desirable character and design features as defined in the Design Review Manual and from neighboring buildings, by utilizing contemporary design features, similar building materials and appropriate landscaping, which complements existing developments within the vicinity. Appropriate building materials and colors consistent with the Design Review Manual and the Land Development Code have been chosen. The building has been designed with an architectural style compatible with surrounding developments. The building's relative low overall height in relation to the adjacent highway enhances the project's small town character and human scale.
- The applicant has also demonstrated a strong commitment to established sustainable practices as follows:
 - Bag-free checkout.
 - 100% internal LED lighting.
 - Refrigeration heat reclamation.
 - Airius fans to equalize internal temperature.
 - Solar faucets in the restrooms.
 - Polished Concrete Floors.
 - Tile with recycled content.
 - 100% Post-consumer recycled toilet partitions.
 - Low VOC paint.
 - No use of particle board.
 - Formaldehyde free insulation.
 - On-site cardboard bailer and recycle bins.

RECOMMENDATION

Based on compliance with ordinance requirements as conditioned, general consistency with and conformity to the Sedona Community Plan, conformance with the requirements of the Development Review Section of the Land Development Code, consistency with the Design Review Manual and compatibility with surrounding land uses and the character of the surrounding area, staff recommends approval of case number DEV2011-1, subject to applicable ordinance requirements and the conditions of approval listed at the end of this staff report.

Recommended Motion for Approval

I move for approval of case number DEV2011-1, based on compliance with Land Development Code requirements, Development Review criteria, and consistency and conformance with the Community Plan and Design Review Manual, subject to all applicable ordinance requirements and the conditions as outlined in the staff report.

Alternative Motion for Denial

I move for denial of case number DEV2011-1, based on the following findings (Please specify findings).

(Please note that the above motions are offered as samples only and that the Commission may make other motions as appropriate.)

CONDITIONS OF APPROVAL
DEV2011-1 Natural Grocers

1. The Development Review approval for Natural Grocers project shall be valid for a period of two years and shall expire on January 3, 2014, unless a valid building permit has been issued and the building is under construction and being diligently pursued towards completion.
2. Development of the subject property shall be in substantial conformance with the applicant's representations of the project, including the site plan, landscape plan, grading and drainage plans, letter of intent and addendum, and all other supporting documents, as reviewed, modified, and approved by the Planning and Zoning Commission. Proposed changes to the approved exterior building materials and colors determined to be substantial by the Director of Community Development shall require reconsideration by the Planning and Zoning Commission at a public meeting.
3. Prior to the issuance of grading and building permits, the applicant shall satisfy the following conditions and provide written documentation of such compliance to staff:
 - A. The applicant shall provide a Final Grading and Drainage plan, including a Final Drainage Report, for review and approval by the Engineering Department. The Final Drainage Report shall include the following information: The 2, 10, 25, and 100 year storm events need to be 24-hour using the intensities from the attached tables for all runoff and detention calculations. Please use company letterhead on the coversheet.
 - B. On the Site Plan, provide information showing that the new sidewalk and curb ramps will be ADA compliant (include detailed slope and grading information). In the construction of ADA compliant pedestrian facilities, ADA grade tolerances shall be met, not Maricopa association of Government standards (MAG).
 - C. The applicant shall provide a Storm Water Pollution Prevention Plan (SWPPP) along with a completed (City of Sedona) NOI application. Storm water pollution prevention measures shall be in place prior to start of-construction. Storm water permitting will be per City of Sedona Code, Chapter 14 requirements.
 - D. The applicant shall provide a Dust Control Plan for review and approval. The plan shall include, at a minimum:
 - A watering schedule for dust mitigation (or other methods, i.e. palliatives).
 - All trucks hauling material into or out of the site shall be covered.
 - A track out plan defining methods of mud and dust removal from truck tires prior to their exiting the site.

**Staff Report, Planning and Zoning Commission
Natural Grocers – DEV2011-1
January 3, 2012**

- E. All requirements of ADOT concerning ingress/egress for the site shall have been satisfied. An ADOT Right-of-Way permit shall be acquired for any work proposed within ADOT rights-of-way.
- F. A right-of-way permit through the City of Sedona shall be required for any work proposed within the Kallof Place right-of-way, including the proposed driveway connection and any landscaping.
- G. The applicant shall provide a Traffic Control Plan for review and approval for any proposed work within SR-89A right-of-way and the Kallof Place right-of-way.
- H. The applicant shall provide a Neighbor Contact and Response Plan. The plan shall define site signage, which shall include a hotline number.
- I. The applicant shall provide a Haul Plan for review and approval. No dumping of excavated material is allowed within city limits without prior authorization from the City of Sedona Engineering Department.
- 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. Drainage improvements impacting the adjacent parcel shall be coordinated with the owner of that parcel.
- L. A detailed landscape and irrigation plan shall be submitted for review and shall have received approval from the Director of Community Development. Said plan shall substantially reflect the intent of the preliminary landscape plan as approved by the Planning and Zoning Commission and the requirements of the Land Development Code.
- M. The site plan, grading plan and landscape plans shall be carefully coordinated and any discrepancies resolved.
- N. A detailed lighting plan with lighting cut sheets of all exterior lights shall be submitted by the applicant, and reviewed and approved by the Director of Community Development. The lumen calculation table shall also include all exterior sign lights. A maximum of 167,000 lumens is available for all exterior lights on the entire property.
- O. Drawings showing the placement and method of screening or painting of all mechanical equipment shall be submitted and reviewed and approved by the Director of Community Development.

- P. Provide a copy of the geotechnical report.
 - Q. Provide utility construction details on plans.
 - R. Provide the actual details with the plans. Provide construction details for concrete structures (walls, curb, etc.), location of roof drains.
4. 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. All on-site improvements shall substantially conform to the plans on which grading and building permits were issued.
 - B. All buildings shall be connected to the City of Sedona wastewater collection system and all applicable capacity and connection fees shall have been paid.
 - C. Installation of all proposed landscaping shall be complete and in accordance with the approved landscape plan.
 - D. 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.
 - E. All new utility lines shall be provided through underground installation.
 - F. 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 right-of-ways.
 - G. All requirements of the Sedona Fire District shall be satisfied.
 - H. The applicant shall provide copies of all required testing to the Engineering Department.
 - I. As-builts shall be provided to the City in digital and hard copy formats acceptable to the City Engineer.
 - J. All areas of cut and fill shall be landscaped or dressed in such a manner as to reduce the potential for erosion.

Staff Report, Planning and Zoning Commission
Natural Grocers – DEV2011-1
January 3, 2012

- K. Exterior paint samples shall be applied to large wall sections of the building for review and approval by City staff and the Planning and Zoning Commission.
 - L. 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.
 - M. Sewer construction shall comply with Chapter 13 of the City of Sedona City Code.
 - N. 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.
5. 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.
6. 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.

Vicinity Map

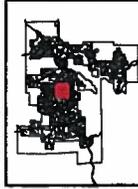
Parcel #
408-26-030E
Natural Grocers

- Parcel #408-26-030E
- Zoning Boundary
- Building Footprint
- Parcel Boundary
- Trail
- Street Centerline

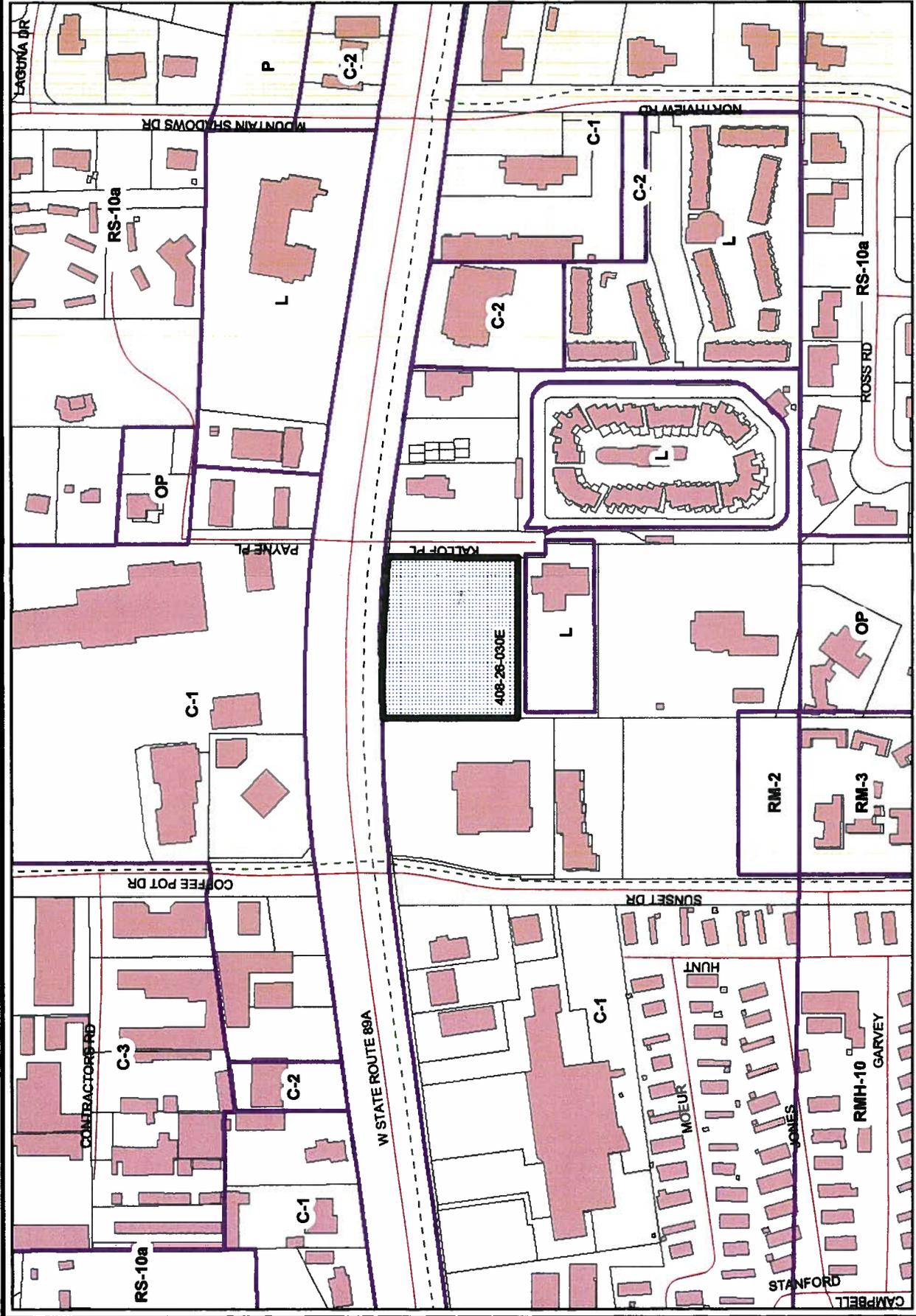


0 62.5 125 Feet

City Index



City of Florence
City Code
Ordinance
408-26-030E, City Index
This map is prepared for informational purposes only. It is not intended to be used for any other purpose. The City of Florence is not responsible for any errors or omissions on this map. The information on this map is subject to change without notice. The information on this map is not to be used for any other purpose. The information on this map is not to be used for any other purpose.



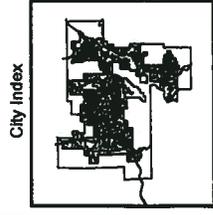
Aerial View

Parcel
#408-26-030E
Natural Grocers

- Parcel #408-26-030E
- Parcel Boundary
- Street Centerline



0 15 30 Feet



GIS, City of Sedona
07/17/2011
g:\arcgis\mxd\408-26-030E.mxd

This map is intended to provide information about Sedona and the
area presented for general planning and informational purposes only.
Every effort has been made to make this map as accurate and up-
to-date as possible. However, no warranty of fitness for liability,
accuracy, or completeness is made by the City of Sedona or
any other person or entity. The City of Sedona is not responsible for
any errors or omissions on this map.



W STATE ROUTE 89A

PAYNE PL

KALLOUF PL

408-26-030E

970.249.3398 office
970.249.7353 fax
P.O. Box 239, 1521 Oxbow Drive, Suite 210
Montrose, Colorado 81402

RECEIVED
OCT 31 2011

CITY OF SEDONA
COMMUNITY DEVELOPMENT

October 27, 2011

**City of Sedona
Planning and Zoning Commission
Community Development Department
104 Road Runner Drive
Sedona, AZ, 86336**

**RE: Natural Grocers Letter of Intent Development Review
 1915 W State Route 89A APN 408-26-030E**

Planning and Zoning Commission Chair and Commissioners:

Project Description

This project is an approximately 13,000 square foot retail grocery store to be built on a previously undeveloped site adjacent to Walgreens in West Sedona on Highway 89A.

Business Summary

Since 1955, Colorado-based and family-owned Natural Grocers by Vitamin Cottage has grown from the "Mom & Pop" grass-roots business to a growing national chain, employing over 1200 employees to date. Started by Margaret & Phillip Isely in Lakewood, Colorado, the company is still run by their children and grandchildren.

Natural Grocers provides over 25,000 different natural and organic quality products, including only 100% certified organic produce, body care products and one of the nation's largest selection of vitamins, minerals, and herbal combinations, together with a trained and knowledgeable staff.

Best known for its Every Day Affordable Pricing and high quality standards, the chain also has a 55-year commitment to being environmentally responsible. Education and customer service are the cornerstone of Natural Grocers, as evidenced by their in-store nutritional support programs, free nutritional coaches, and free public health and wellness seminars. The tenant recently decided to add a residential-style demonstration kitchen for teaching purposes.

Natural Grocers currently has 30 stores in Colorado, 1 in Missouri, 4 in New Mexico, 10 in Texas, 1 in Utah, 2 in Wyoming, 2 opening in Kansas in November, and 1 opening in Nebraska in spring 2012. Natural Grocers typically open their stores with approximately 15 local employees, with the expectation to grow the store payroll to around 50 employees. The store hours will fall within the ranges of Monday through Saturday: 8:56am – 8:04pm and Sunday: 9:56am – 6:06pm.

Citizen Review Process

Leadership Circle will send a letter to all required property owners notifying them of this application and providing a link to our application packet on the Community Development Department website.

Design

Our overall goal with the design of the Natural Grocers in Sedona is to create a functional building which fits within the natural landscape and community. It is our desire that this building adds to the visual and

functional life of the city and becomes a source of pride for the community. Below, we specifically plan to address the design as follows:

1. Site Design

- a. Sensitivity to Natural Features - While the majority of the existing site is somewhat level, there exists a wash along the west side and a 10 to 13 foot grade break that runs east and west along the bottom two thirds of the property. In an attempt to retain as much of the existing natural features as possible, we intend to locate the building on the northeast corner of the site.
- b. Arrangement of Spaces – By providing a landscaped buffer at the perimeter of the property, covered walkways and sitting areas, access to the municipal sidewalk, and by sharing ingress/egress with the Walgreens curb cut, we believe that the site design creates attractive and functional spaces for the community.
- c. Viewshed Analysis – With the majority of the significant geologic features on the north side of 89A, we believe that our proposed building will minimally limit views for the community. Nonetheless, a view of the mesa to the south (on which the airport is located) is visible across our site. To respond to this, as well as to the desire to make the building more horizontal than vertical, the center mass of our building will be the lowest mass in order to maximize the view of the mesa. The result is a proportionally low and horizontal building which blends into the surrounding topography well.
- d. Sensitivity to Historical Sites, Structures and Roadways – We do not believe this section applies to our site.

2. Drainage Way Design

- a. Drainage Ways – Existing drainage ways will be preserved where feasible. Any new drainage ways will be constructed with native rock and planted with riparian tree species in order for them to blend with the natural environment.
- b. Storm Water Detention Basins – Storm water detention basins will be implemented where required. We plan to break any necessary detention up into smaller basins where possible and design them with natural materials and with organic shapes so that they may relate to the natural environment. They will be located in vegetated areas.
- c. Soil Erosion and Sedimentation Control – The site design is arranged to preserve the existing vegetation and landscape to the greatest extent feasible for long term erosion and sedimentation control. On a smaller scale, the contractor will provide a sedimentation control plan prior to obtaining the building permit. This will address plans to deal with soil erosion and control sedimentation during the construction phase.

3. Building Placement and Orientation

- a. Relationship to Adjacent Developments – We propose a continuous landscape buffer will be generally aligned between the existing Walgreens to the west and Troia's Italian Restaurant to the east. In addition, the preserved natural space on the west and southwest sides of the property will visually act as a shared open space between our site and Walgreens.
- b. Relationship to the Public Realm – We designed the entrance to the building on the north side of the building in order to be readily visible and accessible from the public realm. The entrance will be further identified with a modest canopy.
- c. Corner Sites – We intend to place the building on the northeast corner of the lot in order to create a strong visual relationship to buildings along both Highway 89A and Kallof. We propose a grand stairway from the corner to allow a strong pedestrian connection between the site and the intersection. While parking in front of the building is a functional necessity for a grocery store, we propose that the parking in front and on the east side be only one aisle wide to allow the building to be as close to the corner as is reasonable. Additionally, this parking is located along the property lines of 89A and Kallof and will have minimal visual impact due to the lower elevation of the site. The bulk of the parking field has been placed on the west side of the building so that it is not visually dominant, to minimize site disturbance and maintain the existing drainage ways.
- d. View Considerations - As mentioned in section 1.c, we designed the center mass of our building be the lowest mass in order to reinforce a low horizontal proportion which

respects the surrounding topography as well as minimizes the impact of the view of the mesa to the south.

- e. Relationship to Topography and Vegetation – While the majority of the existing site appears somewhat flat, it does slope 10 to 13 feet down to the south across the site with an additional grade change at the existing wash along the west edge. The west and southwest portions of the site are also the areas where the bulk of the existing vegetation is growing. By placing the building and parking as much to the northeast as we can, we hope to preserve as much of the existing vegetation and topography as possible. Vegetation we are unable to preserve will be considered for transplanting. Additionally, we propose to drop the finish floor of the building and immediately adjacent site down approximately 4 feet to reinforce the downwards movement of the site and to minimize the building height as much as possible. This drop in building elevation is also necessary to accommodate usable space at the drop in grade (and thus drop in allowable building height) south across the site.
 - f. Climate Considerations – Because the building is oriented to the north, heat gain will be minimized during the summer through the front, where the majority of the glazing exists. Additionally, we propose covered walkways to shade the pedestrians and protect the building from heat gain. This will also provide enjoyable areas for pedestrians and customers to sit and enjoy the weather with the benefit of shade. We are also proposing one row of windows on the east elevation for the purpose of providing natural light inside the store. The east orientation of these windows will minimize late afternoon heat gain.
4. Linkage and Circulation
- a. Vehicular and Pedestrian Connections – We will link our site with the adjacent site with a continuous sidewalk and a shared curb cut along 89A, and an additional connection from the Kallof Place driveway for pedestrians from neighboring developments. We have contacted Walgreens regarding the pedestrian bridge connection requested by Commissioners and they have declined to allow the connection. Within the site, we have designed covered pedestrian walkways and spaces for rest to encourage pedestrian connection.
 - b. Parking Lot Walkways – We propose delineated crosswalks where pedestrians cross traffic flows from 89A, Kallof Place, and the intersection. Bicycle racks will be provided at the northwest corner of the building.
 - c. Traffic Impact – Customer parking and delivery access will be from a shared access driveway off of Highway 89A. Additional customer parking access and delivery egress will be off Kallof Place.
5. Parking
- a. Parking Area Design and Landscaping – We will locate the majority of our parking on the west side of our building which will allow us to preserve the existing topography as much as possible while moving the parking field away from the street. We designed a landscaping berm between the parking and the public streets and included landscaped islands within the parking lot to minimize uninterrupted stretches of paving and to provide shade to the parking area.
 - b. Parking Structures – This section does not apply to our use.
6. Exterior Lighting
- a. General – We propose that all exterior lighting be full cutoff fixtures with a color temperature of 4000k or warmer. We hope to find a LED site light with a warmer temperature range for energy efficiency, but if those are not available, we will look for low pressure sodium for efficient but warm lighting.
 - b. Parking Area Lighting – We intend to use parking area lighting that achieves a low, but safe level of lighting. The lighting fixtures will be integrated into the landscaping as much as possible.
7. Signage
- a. Design – We propose to utilize individually lit pan channel letters for signage.

- b. Location – We propose to place signage both on the building (on the north elevation facing Highway 89A and east elevation facing Kallof Place) as well as on a monument sign in front at the northwest corner of the property.
- 8. Building Equipment and Services
 - a. Service Areas, Loading Zones and Refuse Enclosures – The location for service areas, and loading zones is at the south (or rear) of the building. Deliveries should take place during normal business hours; late night deliveries are not anticipated. This area will be screened from 89A and the main parking lot entrance as well as partially screened from the adjacent property to the south. The refuse enclosure will be constructed with stucco coated masonry walls for durability and to relate to the architectural features of the building. The gates will be constructed of a solid steel paneling in a color that relates to the building. Shopping carts will be stored inside of the building.
 - b. Mechanical and Electrical Equipment. We intend to screen all ground mounted equipment and locate it on the south side of the building, away from view of traffic. Rooftop mounted equipment will be fully screened from the adjacent pedestrian levels with parapet walls.
- 9. Fences and Walls
 - a. Design – The refuse area enclosure wall will be a stucco coated masonry wall intended to relate to the architecture of the building. Landscaping will be provided on the south side of this wall to soften its visual impact. Retaining walls at the east and northeast corner of the site will be faced with indigenous rock and/or constructed to blend with adjacent surroundings.
 - b. Location - We are proposing a retaining/screening wall adjacent to the loading area along the south side of the property.
- 10. Architectural Character and Building Form
 - a. Architectural Character and Style – The building design is not a specific style but rather was informed by the geology of Sedona, the nature of the site and the surrounding architectural forms. This design is a low horizontal building that reflects the vertical undulations of the surrounding mountains and mesas. It is also important to maintain the view of the mesa to the south of the property. Basic color tones are used to relate to the existing adjacent buildings and recently completed projects along Highway 89A.
 - b. Proportion and Scale – The proportions of the proposed design are intended to give the building a horizontal emphasis with a few undulations in the vertical heights to reference the geology of Sedona and to preserve views as much as possible. The human scale is prioritized with low pedestrian walkways and a relatively low entrance.
 - c. Building heights and any proposed alternative standards – We are proposing four heights for this design. The lowest mass (at the southwest corner of the building) is to be 13' above finish floor. The first intermediate mass (in the center of the building) is to be from 16' to 18' above finish floor. The second intermediate mass (on the east side of the building) is to be 21' above finish floor, and the tallest mass (on the west side of the building) is to be 24' above finish floor. Due to the grade break at the southern two thirds of the site, the maximum buildable height plane has been elevated to 24.5 feet above the natural grade to allow room for the southwest corner of the building. To achieve the additional 2.5 feet in buildable height, the maximum LRV has been limited to 21%.
 - d. Building Massing – The design consists of four masses as described above. Each is offset from the adjacent mass in height and in horizontal dimension. Additionally, the masses have jogs in their respective walls as well in order to reduce the visual impact of the building. Smaller scale elements such as pedestrian walkways, stone wainscots, landscaping, and cornices further break up the apparent mass of the building.
 - e. Building Materials and Textures – The materials for this design are Sedona Red sandstone, integrally colored stucco, and a dark brown TPO roof. While the material for the pedestrian canopy has not yet been finalized, it is likely it would either be a durable wood or a Cor-Ten (rusted) steel.

- f. Color – The intent of the color selection is to blend with the surrounding natural landscape, and the colors are therefore neutral earth tones. The colors proposed will be between 7% and 21% LRV, and will have a flat finish.
- g. Architectural Details – The architectural details relate to the natural materials and geography of Sedona and are evident in the proposed design, such as the pedestrian walkway, columns, stonework and cornices.

11. Landscape

- a. Design – The goal of this design is to provide a landscape that reflects the character of the surrounding neighborhood and overall Sedona area. To accomplish this, the landscape design is broken down into two categories, FUNCTIONAL DESIGN and AESTHETIC DESIGN.
 - i. Functional Design refers to design solutions that resolve specific site needs and/or specific requirements of the city. This would include vegetative screening of parked cars and parking areas, accentuating the vehicular entries, foundation planting against the building to break up and soften building mass, break up/soften/cool the parking area, terminate views, screen adjoining properties and provide shade in pedestrian areas.
 - ii. Aesthetic Design refers to general beautification and visual enhancement throughout the site through the use of accent plants, seasonal color, variety in plant sizes and shapes, etc. The proposed design will provide ample beautification to soften the proposed structural improvements while blending with and enhancing the adjoining properties.
- b. Preservation of Existing Vegetation and Topographic features – There are a total of 32 existing trees on the property consisting of volunteer elms, cedars and pinon pines. A specific breakdown of these trees and their status (to be removed or to remain) is provided as part of the conceptual landscape plan. The volunteer elms will be removed and, as being invasive non-native trees, they will not be transplanted. The cedar trees are not good candidates for transplanting. The pinon pines will be evaluated for transplanting and a report on their status will be presented during the public hearings. An existing engineered drainage channel occurs along the southern half of the west property line and will not be impacted by the development plan proposed. The 10 to 13 foot high fill slope running east to west through the southern half of the property (as a result of the front half of the property being filled from Hwy 89a expansion in the 70's) will be transitioned as a result of proposed grade reconfiguration.
- c. Plant Selection – All plants proposed for this project are drought tolerant and are on the Recommended Plant List. The plants consist of non-natives and natives, both proposed will meet or exceed the minimum requirements for the categories of ON-LOT or BUILDING FOOTPRINT, ROADWAY FRONTAGE and PARKING. Plants were selected for their ability to satisfy specific design needs or requirements throughout the site, i.e. the need to screen parking areas and cars, the need for foundation planting, the need to frame or terminate views, soil/slopes protection, etc. The plants best suited to satisfy the specific requirements above were the plant selected. The best shrub or tree, available to perform the various specific tasks (functional requirements) were the plants selected for use without regard for being native or non-native. As mentioned earlier, the minimum water use requirements for natives and non-natives is the same and therefore there is no benefit in reducing water usage by using more or less natives than non-natives or vice versa. The majority of plant choices proposed are evergreen for the benefit of year around foliage. A smaller percentage of plants are deciduous for use in secondary locations with the benefit of seasonal bloom, color and special effects, Native plants are the primary choice for use as accents, i.e. yuccas, beargrass, desert spoon, etc.
- d. Outdoor Spaces – With the exception of large open areas near the store entry, there will be no designated open space areas.
- e. Water Conservation Measures – All plants will be provided with an automatic underground irrigation system designed and programmed to disperse the minimal water amounts required and capable of automatic shut off during periods of naturally wet soils

resulting from rain or snow. The irrigation system, with the plant selections proposed, may be slowly phased down and ultimately deactivated after a period of 4 to 5 years. The non-native and native shrubs proposed for this project are all drought tolerant and both have the same minimum water requirements, 1.5 gals every two days per shrub, non-native or native. Likewise, non-native and native trees have the same minimum water requirements: 15 gal tree = 2.5 gals every two days; 24" box tree = 3.0 gals every two days. The proposed irrigation clock timer will be programmed to provide the plants with water at the prescribed rates above for a period of 18 months after which time the rates will be reduced with continued scheduled reductions to follow until such time (3 ½ to 4 ½ years) that the irrigation system will be deactivated.

We believe this design meets the intent of the Design Review Manual, and exceeds it in many instances. By creating a relatively low building, sited to preserve the existing site as much as possible, and with materials which reflect the geography and built environment of Sedona, we hope to create a building which the people of Sedona will be proud of.

Art

We will likely incorporate art into this project although the final design has not been selected. At this time we are considering custom artistic railings at the grand staircase or a free standing sculpture near the seating area.

Thank you for your time and consideration.

Sincerely,

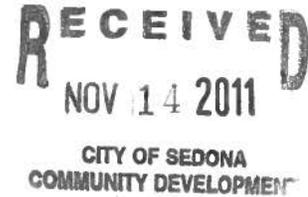


Monel Ragsdale



Nicholas Gioello
Senior Planner
City of Sedona
102 Roadrunner Dr.
Sedona, AZ 86336

Date 11/14/2011



Addendum to the Letter of Intent: Summary of design changes and response to Planning & Zoning Commission comments.

Dear Mr. Gioello,

Below is a summary of the changes in our current proposal over the last version presented to the Planning and Zoning Commission.

1. We have eliminated the (6) parking spaces on the NW corner of the site by the entrance drive aisle. This was explored at the request of the commission in order to reduce pedestrian activity near a major vehicle access point. Because the "grocery" section of the proposed store only comprises approximately 52% of the public retail space, we felt like our reduction of the parking count by 6 spaces (9%) still meets the intent of the Development Standards. The remaining retail space is used for supplements, beauty products (23%) and other general spaces such as restrooms and checkouts (25%). Additionally, this area has strong pedestrian activity and a transit stop in close proximity. We do not anticipate that this will negatively impact the parking on the property.
2. We explored the idea of installing a pedestrian bridge over the wash on the west side of the property in order to connect to the existing Walgreens site. We sought approval for a pedestrian bridge from Walgreens, as it would require construction on their property and they declined to participate. Please see the attached letter from Walgreens.
3. The site stair was adjusted to align with the corner of the building.
4. Per Commissioner Taylor's suggestions, the finish floor of the building was raised 6" in order to reduce the retaining wall height and site stair height. Civil adjusted their plan accordingly.
5. The Monument sign was relocated in order to avoid visibility issues at the intersection of Kallof Place and Hwy 89a. It was relocated to the NW corner of the site, within the property line.
6. Site lighting has been shown on the site plan.

7. The building elevations have been updated with the signage intended to be used by the tenant. We believe this meets the intent of the Design Manual and regulations in the Development Standards.
8. In response to Commissioner Brandt's and Commissioner Messer's suggestions about more window locations, three windows were added on the western elevation of the building.
9. The Landscape Plan was updated to match the current site plan.
10. One way traffic through the site was explored at the request of Chairman Losoff. After looking at several solutions, we felt that one way traffic would lead to confusion and traffic problems if drivers tried to go against the traffic flow to access their desired site exit.
11. Arizona Public Service Rebates are currently being explored by the tenant.
12. Chairman Losoff's suggestion of placing the entrance on the west elevation of the building was explored, but we felt that in doing so it de-emphasized the corner, substantially reduced the frontage to HWY 89A and the did not meet intent of the Design Manual with respect to connecting the building with the community.



There's a way™

October 18, 2011

Leadership Circle LLC
Pete Neumann
Po Box 239
Montrose, CO 81402

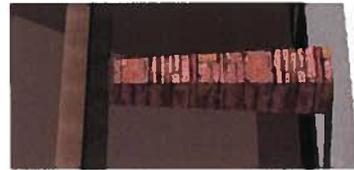
RE: Pedestrian Bridge
Sedona, AZ
(Walgreens #4065)

Dear Pete,

The information and site plan, for the pedestrian bridge, has been reviewed. Construction of this bridge would result in the loss of at least one of our primary parking spaces. The bridge would also be a potential liability to the owners and tenants of the properties. For those reasons, Walgreen Co. chooses to deny the construction of a pedestrian bridge.

Sincerely,

Cathy Norman
Property Manager



BATTERED COLUMN



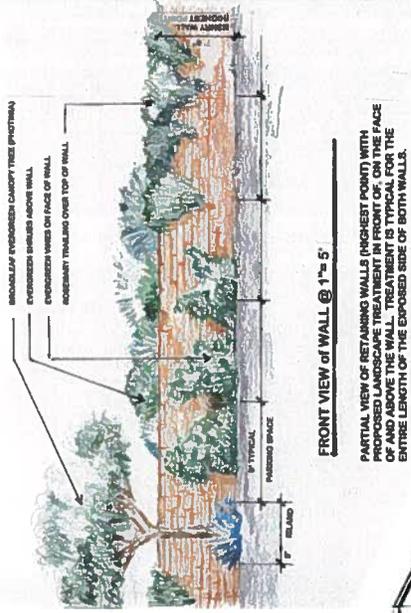
SEDONA RED SANDSTONE



CORNICE

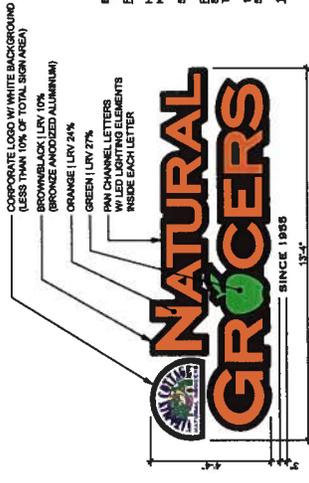
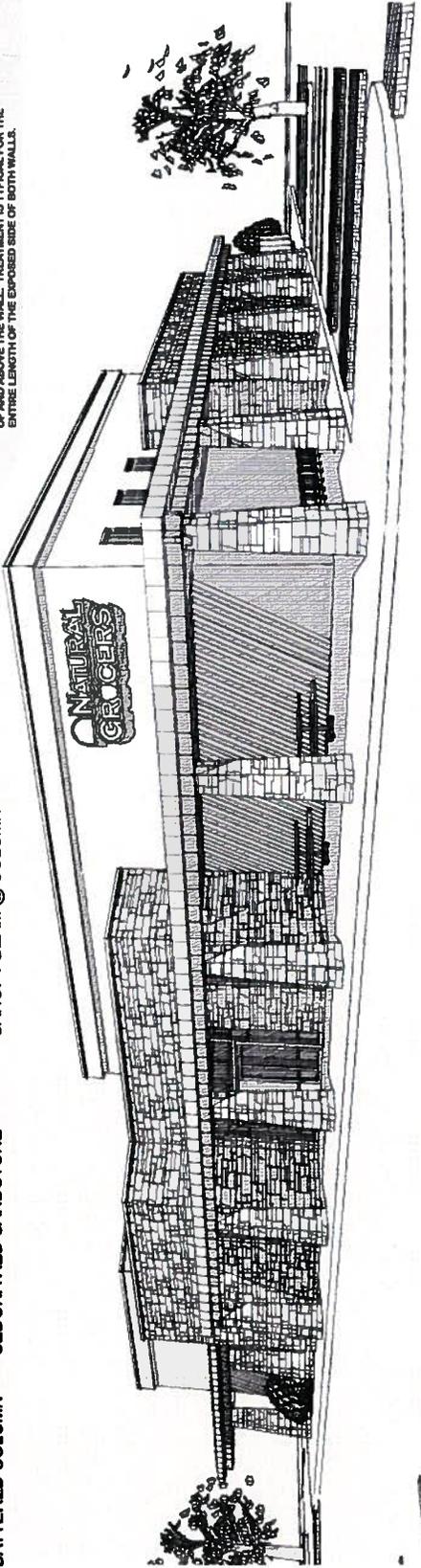


CANOPY BEAM @ COLUMN



FRONT VIEW of WALL @ 1"= 5'

PARTIAL VIEW OF RETAINING WALLS (HIGHEST POINT) WITH PROPOSED LANDSCAPE TREATMENT IN FRONT OF. ON THE FACE OF AND ABOVE THE WALL. TREATMENT IS TYPICAL FOR THE ENTIRE LENGTH OF THE EXPOSED SIDE OF BOTH WALLS.



BUILDING MOUNTED (WALL) SIGNS

BUILDING MOUNTED (WALL) SIGNS
PER 1107.0.3:
HIGHWAY 89A FRONTAGE = 297' - 00" x 028' - 13" = 80 SF
VALLEY PLACE FRONTAGE = 237' - 00" x 177' - 3" = 59 SF
50 SF MAXIMUM ALLOWABLE SIGNAGE PER STREET FRONTAGE PER 1107.0.4, WHERE SIGNS WITH RELIEF ARE PROPOSED. ONLY 50% OF THE COPY AREA OF THE SIGN SHALL COUNT AGAINST THE ALLOWABLE SIGN AREA.
100% - 85% = 15%
50 SF x .15 = 7.5 SF = 68 SF
13'-4" x 10'-0" = 134 SF

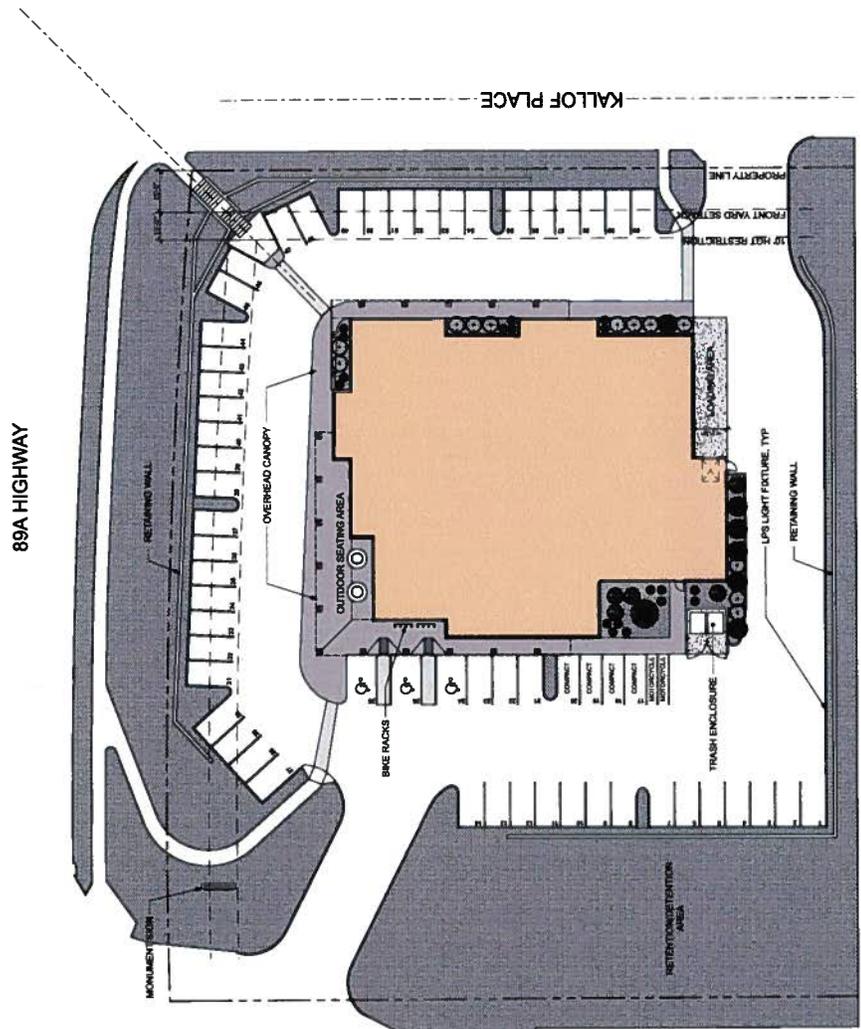


MONUMENT (FREESTANDING) SIGN

MONUMENT (FREESTANDING) SIGN
PER 1107.0.3:
HIGHWAY 89A FRONTAGE = 297' - 00" x 150'
50 SF MAXIMUM ALLOWABLE SIGNAGE PER STREET FRONTAGE PER 1107.0.4, WHERE SIGNS WITH RELIEF ARE PROPOSED. ONLY 50% OF THE COPY AREA OF THE SIGN SHALL COUNT AGAINST THE ALLOWABLE SIGN AREA.
100% - 85% = 15%
50 SF x .15 = 7.5 SF = 37 SF
12'-0" x 10'-0" = 120 SF

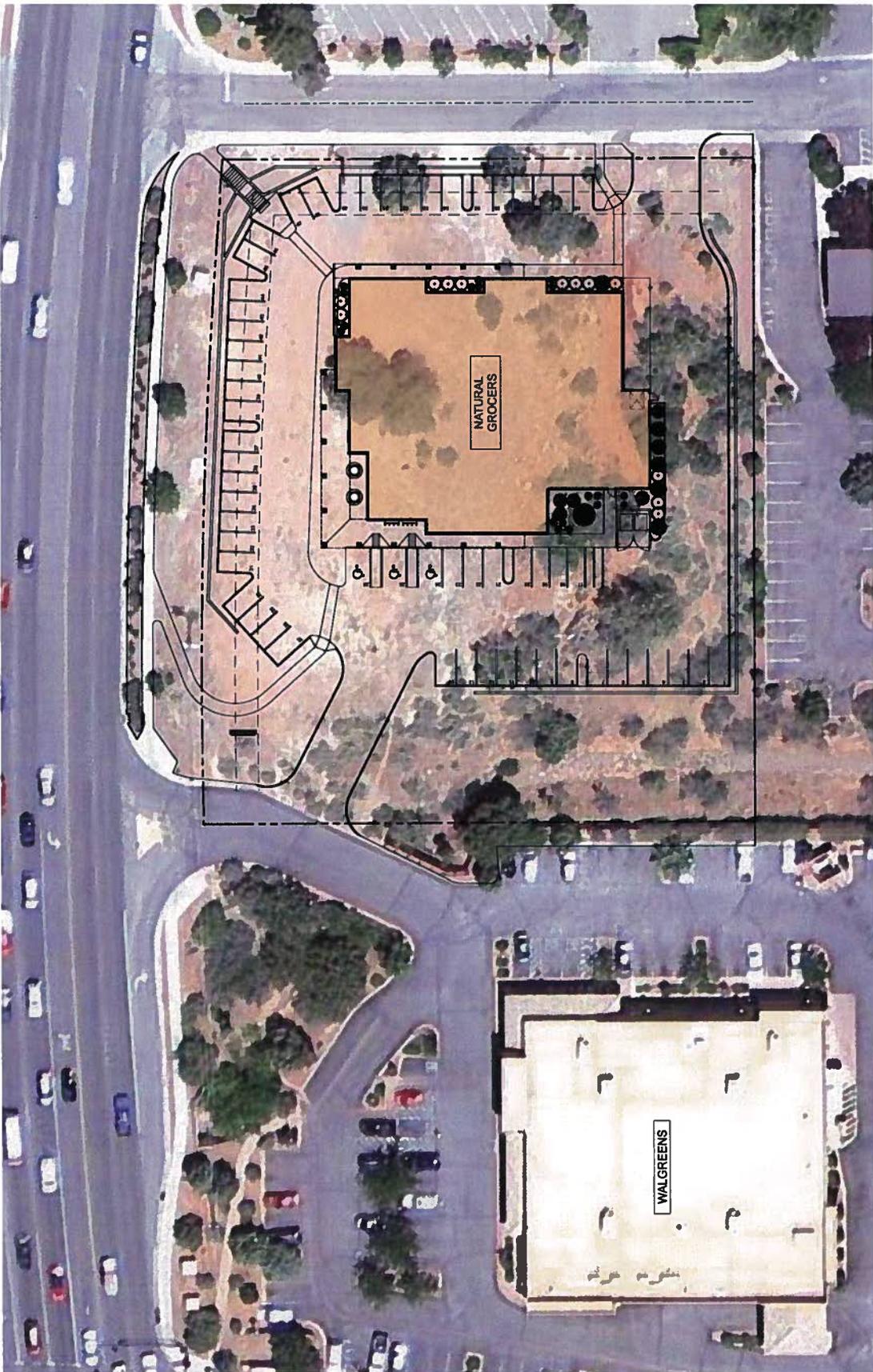


Vicinity Aerial



LOT AREA	72,917 SF	(1.674 ACRES)
BUILDING AREA	13,226 SF	(18% LOT COVERAGE)
FLOOR AREA RATIO	0.181	
TOTAL PARKING REQUIRED*	60 SPACES	
TOTAL PARKING PROVIDED	60 SPACES	
ACCESSIBLE PARKING	3 SPACES	
VEGETATIVE AREA OF LOT	22,091 SF	(30% LOT COVERAGE)
TOTAL VEGETATIVE AREA	31,464 SF	

*PER DIRECTION OF SEDONA PLANNING DIVISION

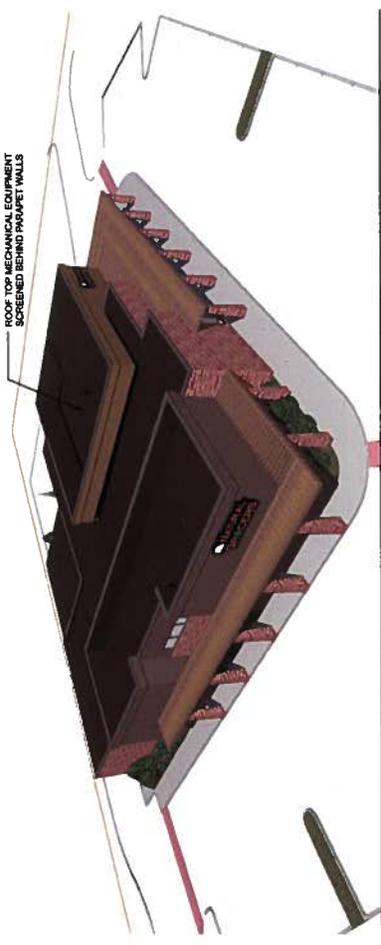




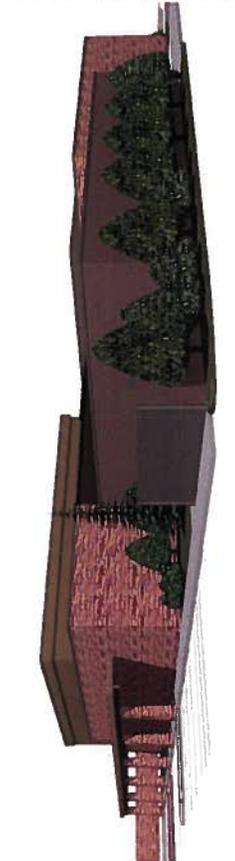
View from NW



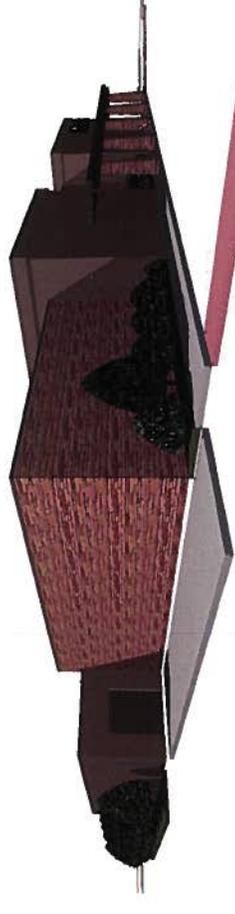
View from NE



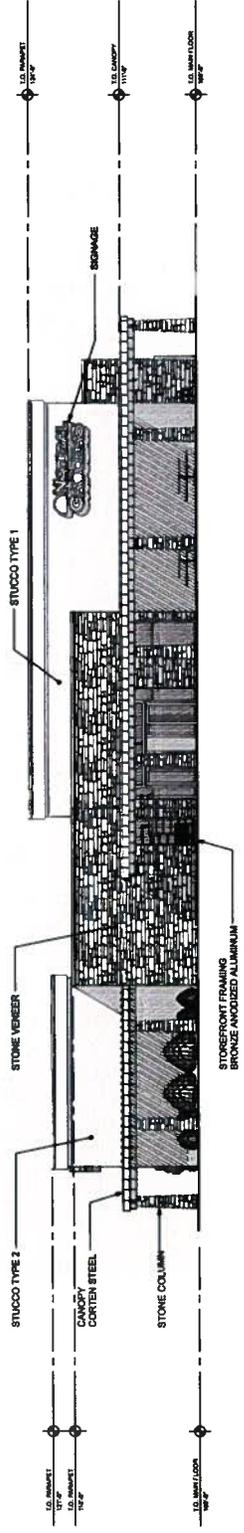
Bird's Eye View



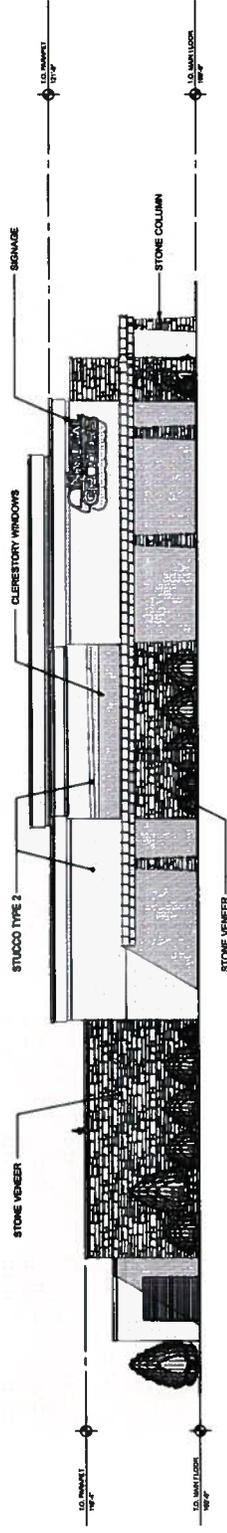
View from SW



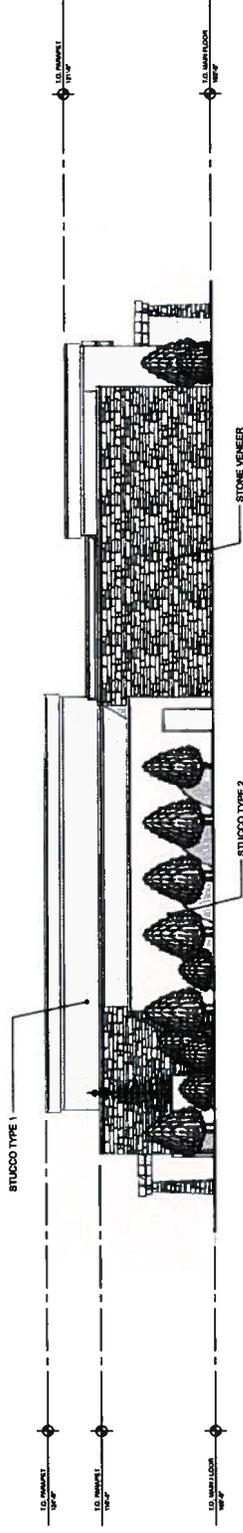
View from SE



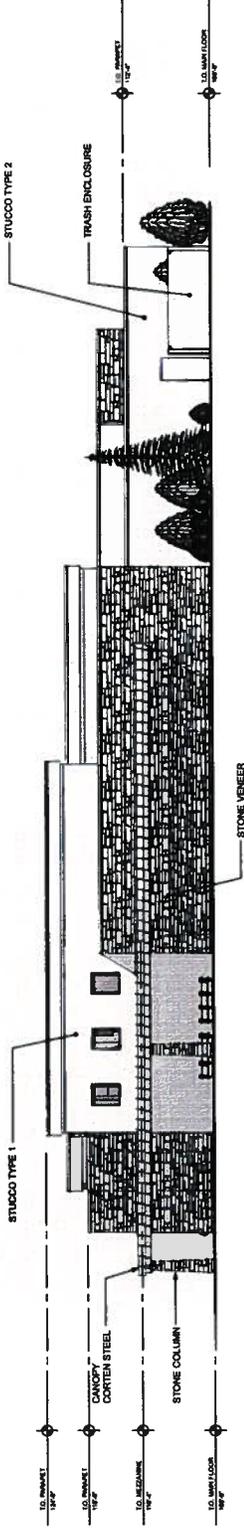
Proposed North Elevation



Proposed East Elevation

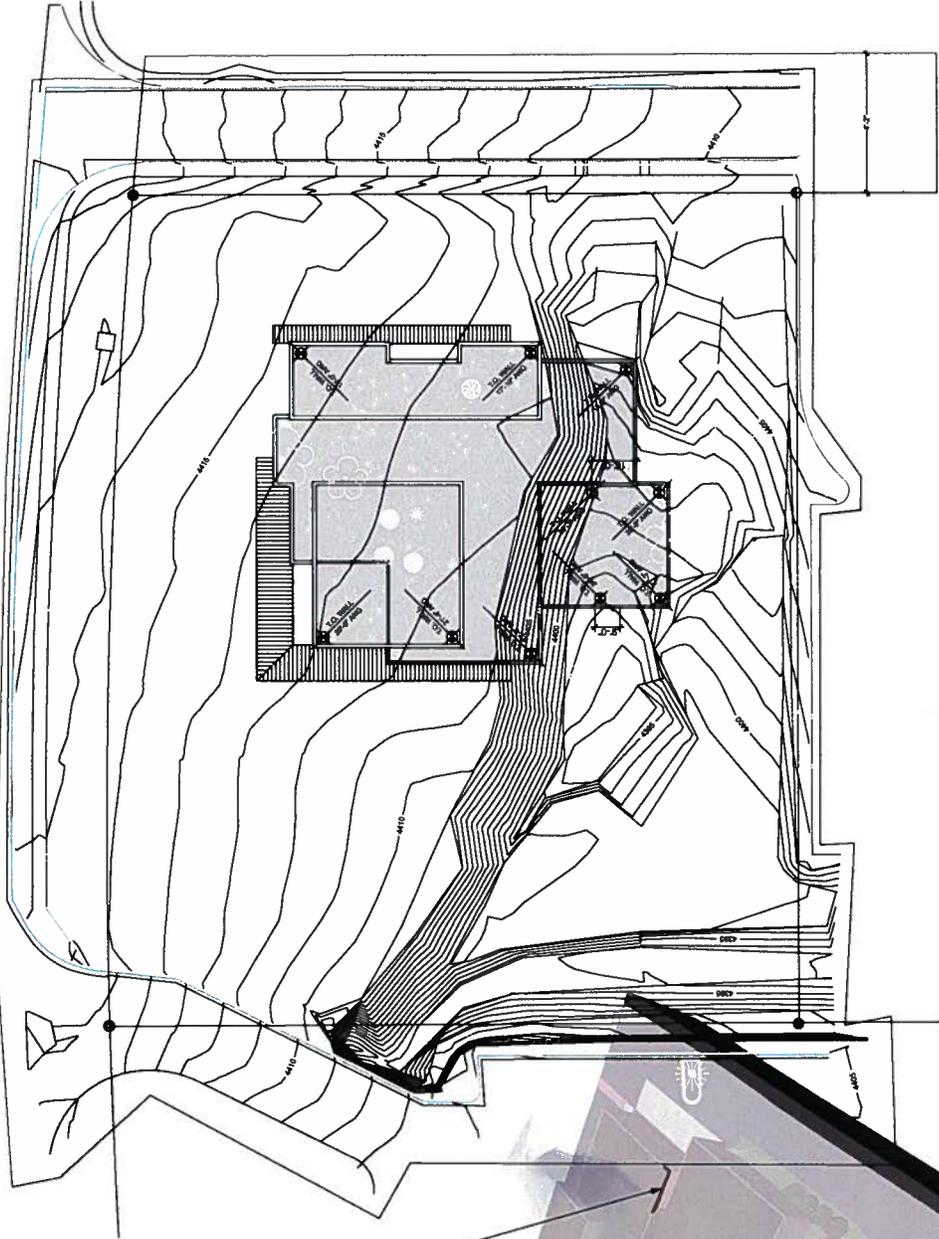


Proposed South Elevation

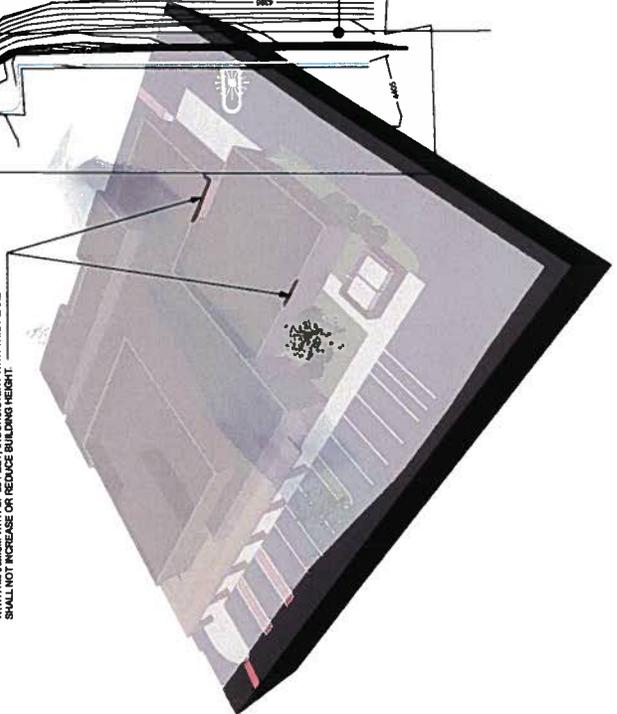


Proposed West Elevation

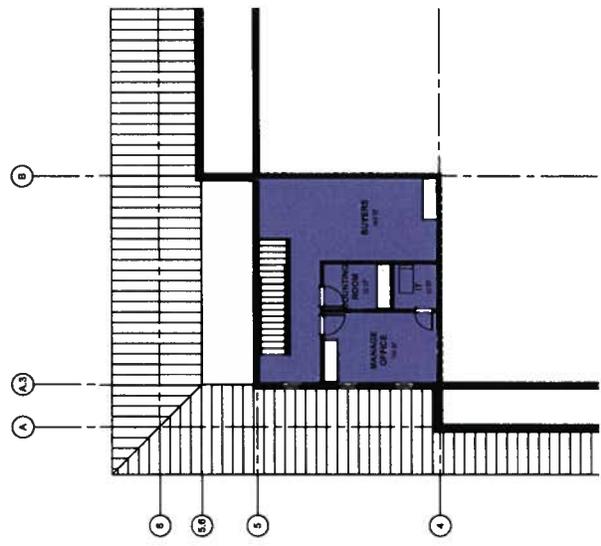
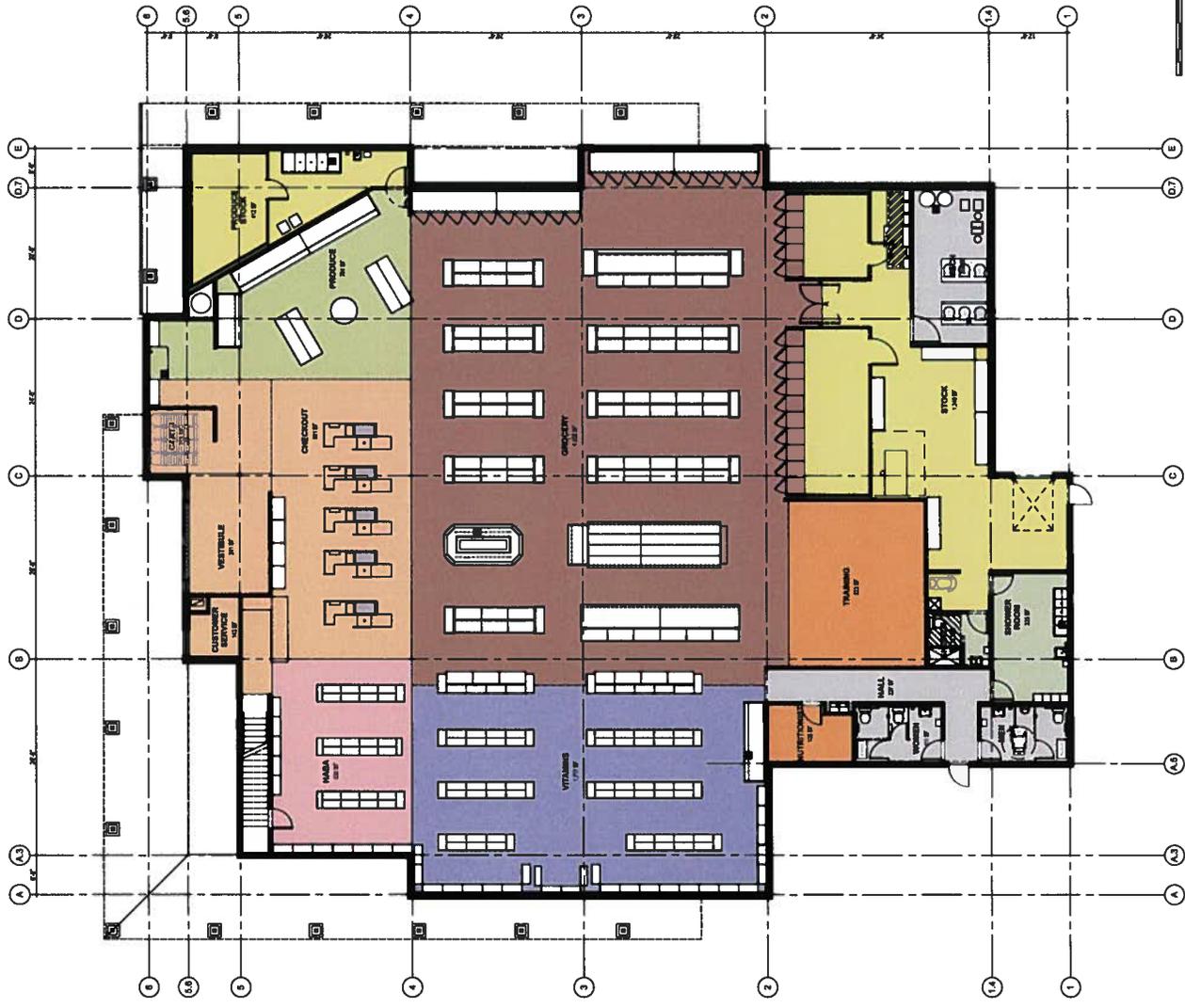




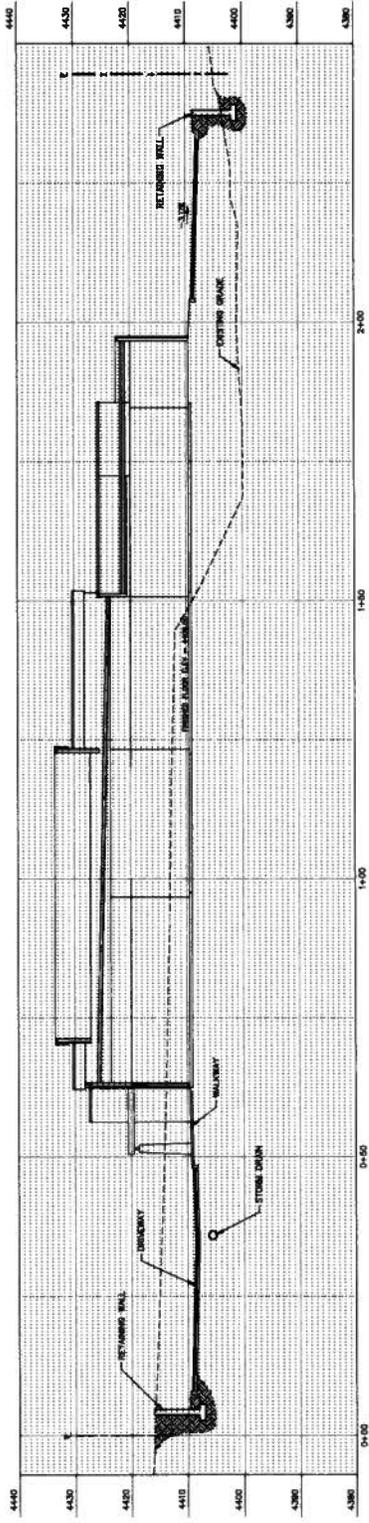
PORTIONS OF BUILDING EXCEEDING MAXIMUM BUILDING HEIGHT SHALL BE CONSIDERED AS A SEPARATE BUILDING. SMALL AREAS OF RUGGED TERRAIN (SUCH AS DRAINAGE CHANNELS WITH A MAXIMUM WIDTH OF 25 FEET) INCONSISTENT WITH THIS PLANE SHALL NOT INCREASE OR REDUCE BUILDING HEIGHT.



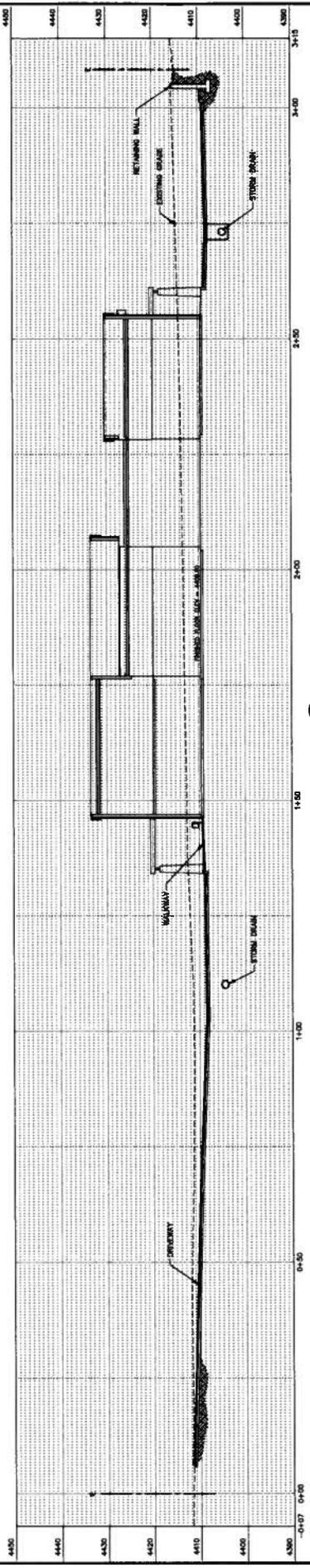
Building Height Plane from SW



Proposed Mezzanine Plan



1 (C1)



2 (C2)

CALL THE EXPERTS ON STAKE-IT
1-800-STAKE-IT

NO.	DESCRIPTION	DATE	BY

SWI
Shepherd & Westcott, Inc.

75 North Phoenix
Suite 100, AZ 85018
918.282.1010
918.282.2000 Fax
www.swi.com

JOB NO.	ISSUE
DATE	BY
SCALE	DATE
DESIGNED	DATE
CHECKED	DATE

NATURAL GROCCERS
PRELIMINARY CROSS SECTIONS

SC00A
ARZ00A

DATE: 08/28/2011 8:07AM
C2
2
2

LANDSCAPE LEGEND / LIST

symbol	botanical name	common name	size	qnt
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	18
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	4
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	7
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	8
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	19
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	5
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	8
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	83

TREES:

(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	18
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	4
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	7
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	8
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	19
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	5
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	8
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	83

SHRUBS:

(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	18
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	4
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	7
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	8
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	19
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	5
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	8
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	83

GROUND COVERS:

(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	18
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	4
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	7
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	8
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	19
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	5
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	8
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	83

VINES:

(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	18
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	4
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	7
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	8
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	19
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	5
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	8
(circle with dot)	AGAVE PARVIFLORA	AGAVE	18"	83

GENERAL NOTES:

ALL PLANT MATERIALS, NATIVE AND NON-NATIVE, IS TO BE OBTAINED FROM A REPUTABLE NURSERY. ALL PLANT MATERIALS SHALL BE PROVIDED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM PROGRAMMED TO OPERATE ON A 12 HOUR CYCLE. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE THE MINIMUM WATER REQUIREMENTS FOR NON-NATIVE AND NATIVE PLANTS AT THE FOLLOWING RATES: (the minimum water requirement for non-native and native plants is equal)

- 5 gal shrubs every two days
- 15 gal trees every two days
- 24" box trees every two days
- 3.5 gal every two days

THE IRRIGATION SYSTEM CAN BE DE-ACTIVATED AFTER 4 YRS. OF USE.

ALL LANDSCAPE AREAS WILL BE TOP-DRESSED WITH A MINIMUM 2" DEPTH OF DECOMPOSED GRANITE COLOR "TAN" AND/OR A 1/2" DEPTH OF DECOMPOSED BARK MULCH.

PHOTINIA TREES PROPOSED ARE INTENDED TO PROVIDE A FULL BROAD LEAF EVERGREEN "CANOPY" AND ARE NOT TO BE PRUNED FOR THE ENTIRE LIFE OF THE TREE. SEE EXISTING EXAMPLES AT BANK OF AMERICA ENTRANCE, GRANT GAS STATION (TUTTILLA DR. ENTRANCE) OR THE LAGOON COURTYARD AT SEDONA MARKETPLACE.

SUBSTITUTIONS IN THE TYPE, SIZE OR LOCATION OF PLANT MATERIAL IS NOT ALLOWED WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT. THE CITY REQUIRES THE INSTALLATION OF THE PLANT MATERIALS TO BE IN ACCORDANCE WITH THE APPROVED LANDSCAPE PLAN OR WITH REVISIONS APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.

TREATMENT OF EXISTING TREES - 32 TOTAL

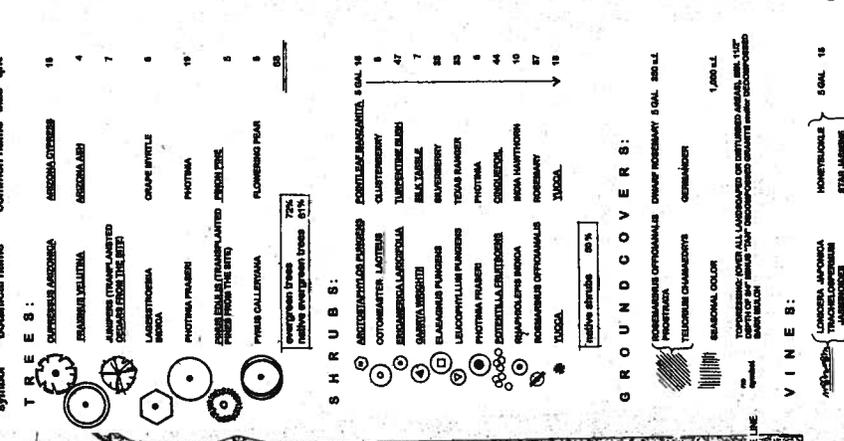
type of tree	total	to remain	remove	transplant
DECIDUOUS (volunteer elms)	3	0	3	0
JUNIPER CEDAR	19	1	11	7
PINON PINE	7	2	0	5
totals	29	3	14	12

A PROFESSIONAL ANALYSIS OF WHICH EXISTING CEDAR AND PINON TREES QUALIFY FOR TRANSPLANTING HAS NOT YET BEEN CONDUCTED. THEREFORE, THE PROPOSED DISTRIBUTION OF THESE EXISTING TREES IS PRELIMINARY. THE SEASONALITY IS ACCURATE, HOWEVER, THE SPECIFIC TREES TO BE TRANSPLANTED IS YET TO BE DETERMINED. THE LIMITED NUMBER OF CEDAR TREES PROPOSED FOR TRANSPLANTING IS DUE TO EXCESSIVE SIZE, ROOTS IN POOR CONDITION AND/OR POOR SHAPE OR CONDITION OF THE CEDAR TREES CONSIDERED FOR TRANSPLANTING.

EXISTING TREE LEGEND:



LANDSCAPE PLAN



LANDSCAPE REQUIREMENTS

code requires 1 tree and 8 shrubs per 200 s.f.

U.S. BSA FRONTAGE	400 s.f. by 10 ft or 1,000 s.f.	800 s.f. by 10 ft or 2,000 s.f.
1 tree	1 tree	1 tree
8 shrubs	8 shrubs	8 shrubs
45 shrubs	45 shrubs	45 shrubs
45 shrubs	45 shrubs	45 shrubs
50 shrubs	50 shrubs	50 shrubs
1 tree	1 tree	1 tree
1 tree	1 tree	1 tree
25 shrubs	25 shrubs	25 shrubs
45 shrubs	45 shrubs	45 shrubs
45 shrubs	45 shrubs	45 shrubs

BUILDING FOOTPRINT

code requires 1 tree and 8 shrubs per 200 s.f.

U.S. BSA FRONTAGE	400 s.f. by 10 ft or 1,000 s.f.	800 s.f. by 10 ft or 2,000 s.f.
1 tree	1 tree	1 tree
8 shrubs	8 shrubs	8 shrubs
45 shrubs	45 shrubs	45 shrubs
45 shrubs	45 shrubs	45 shrubs
50 shrubs	50 shrubs	50 shrubs
1 tree	1 tree	1 tree
1 tree	1 tree	1 tree
25 shrubs	25 shrubs	25 shrubs
45 shrubs	45 shrubs	45 shrubs
45 shrubs	45 shrubs	45 shrubs

PARKING REQUIREMENTS

code requires 1 tree and 8 shrubs per 4 spaces

U.S. BSA FRONTAGE	400 s.f. by 10 ft or 1,000 s.f.	800 s.f. by 10 ft or 2,000 s.f.
1 tree	1 tree	1 tree
8 shrubs	8 shrubs	8 shrubs
45 shrubs	45 shrubs	45 shrubs
45 shrubs	45 shrubs	45 shrubs
50 shrubs	50 shrubs	50 shrubs
1 tree	1 tree	1 tree
1 tree	1 tree	1 tree
25 shrubs	25 shrubs	25 shrubs
45 shrubs	45 shrubs	45 shrubs
45 shrubs	45 shrubs	45 shrubs

USE of PHOTINIA TREES

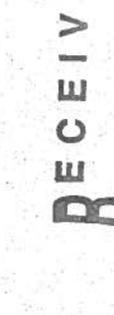
supplemental reading for those curious about the use of photinia trees.

THIS PLAN RECOMMENDS THE USE OF PHOTINIA TREES IN THE LANDSCAPE. PHOTINIA TREES ARE A NATIVE PLANT SPECIES WHICH IS WELL ADAPTED TO THE ARIZONA CLIMATE AND IS WELL SUITED TO THE DRY CLIMATE OF THE STATE. PHOTINIA TREES ARE A NATIVE PLANT SPECIES WHICH IS WELL ADAPTED TO THE ARIZONA CLIMATE AND IS WELL SUITED TO THE DRY CLIMATE OF THE STATE. PHOTINIA TREES ARE A NATIVE PLANT SPECIES WHICH IS WELL ADAPTED TO THE ARIZONA CLIMATE AND IS WELL SUITED TO THE DRY CLIMATE OF THE STATE.

LANDSCAPE / SITE PLAN

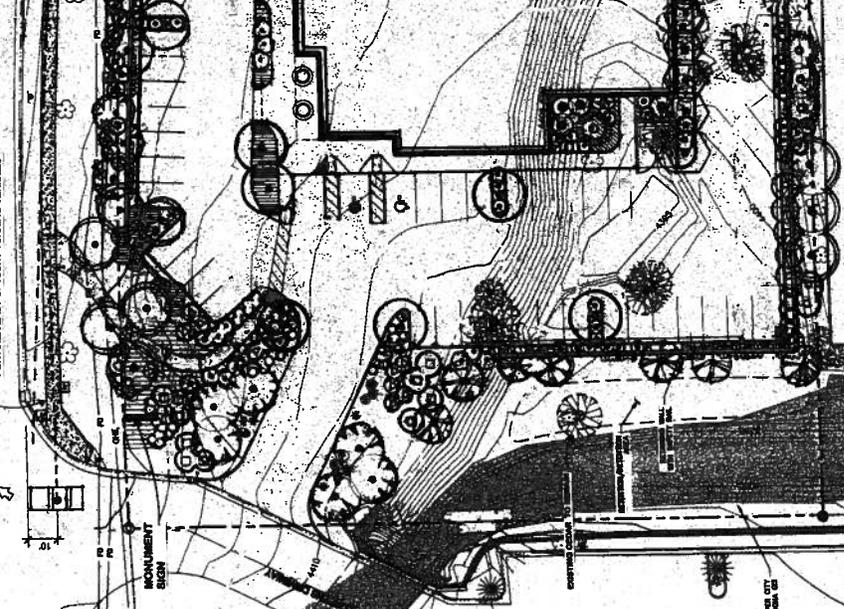


LANDSCAPE / SITE PLAN



scale 1" = 20' 0"

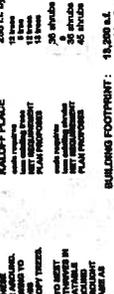
LANDSCAPE / SITE PLAN



LANDSCAPE / SITE PLAN

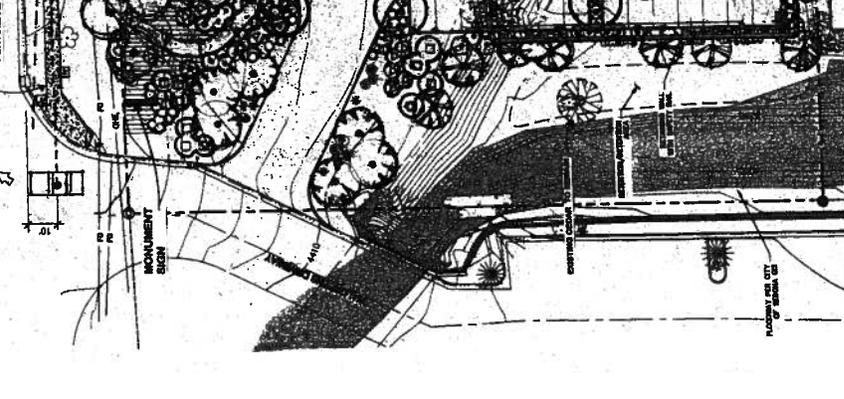


LANDSCAPE / SITE PLAN



scale 1" = 20' 0"

LANDSCAPE / SITE PLAN



LANDSCAPE / SITE PLAN



LANDSCAPE / SITE PLAN



scale 1" = 20' 0"

LANDSCAPE / SITE PLAN



LANDSCAPE / SITE PLAN



LANDSCAPE / SITE PLAN



scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

scale 1" = 20' 0"

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN

LANDSCAPE / SITE PLAN



**Department of Community
Development
Long Range Planning**

102 Roadrunner Drive
Sedona, AZ 86336
(928) 282-1154

Memorandum

TO: Planning and Zoning Commission

FROM: Michael Raber, Senior Planner
Department of Community Development *MR*

MEETING DATE: January 3, 2012 Planning and Zoning Commission meeting

SUBJECT: Discussion regarding the Community Plan update -
Proposed Next Steps for Planning Process, Committee
Structure and Public Outreach

The Citizens Steering Committee met on December 20 and clarified and simplified the planning process and committee structure from the memorandum staff sent out a few weeks ago. We will discuss the following on January 3.

Now that we are "turning the corner" in our planning process, the following is a description of a potential next stage of our planning process, based on Steering Committee's December 20, 2011 meeting. This covers:

- Analysis of public comments.
- New staff-appointed working teams/planning teams.
- A public outreach program to proactively seek out those who may not have been participating thus far in the Community Plan update process.

The end result of this phase of the planning process would be development of goals and plan alternatives by April 2012.

Analysis of Public Comments

The Steering Committee, Planning and Zoning, Housing and Sustainability Commissions have all been invited to review the community input we have received. The Commissions will meet individually to each agree on the key thoughts and ideas emerging from all the public comments. Each Commission will pass their results on to the Steering Committee by mid-January. Since

individual Steering Committee and Planning and Zoning Commission members are currently reviewing the comments, staff is requesting that both Steering Committee and PZC members provide their analysis of key thoughts and ideas and forward these to staff by January 10, if possible. Staff will then forward these to the Steering Committee in their packets for January 17. On January 17, the Steering Committee will try to reach agreement on the key elements and direction from the community so far, based on all the comments. These results will be used by the Planning Teams (described later in this memo) in the preparation of goals and Plan alternatives. Staff has also **attached** Steering Committee members' visions for Sedona from their December 6 retreat.

Planning Teams (established as staff working teams)

Purposes

- Planning Teams would be comprised of local architects, Steering Committee and Planning and Zoning Commission members and potentially graduate students. The Planning Teams could also include members from other commissions (e.g. Housing, Sustainability). Each team would collaborate over a two to three month period to develop wholistic Plan alternatives for the community. These teams would be led by Steering Committee members Mike Bower and John Sather. There will probably be three Planning Teams.
- The Planning Teams would rely on key thoughts and direction gleaned from the public comments so far to develop goals and planning concepts.
- Planning teams would work in the Community Room, thereby expanding its appeal and accessibility to the public.

Community Plan Format (Document Review) Working Team

This team had their first two meetings on December 12 and 19. Members include Jim Eaton, Elemer Magaziner and J.T. Thompson from the Steering Committee and Michael Hadley from the Planning and Zoning Commission. This team will develop a template for a draft Plan document and write the necessary Plan elements based on the Plan alternatives generated by the Planning Teams.

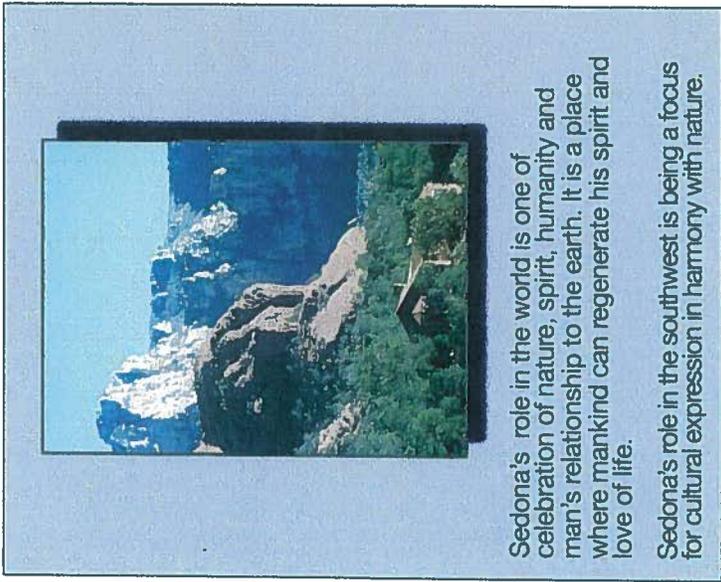
Community Outreach

The Steering Committee is taking a multi-tiered approach to proactively seek out those who may not have been participating thus far and that are other important voices in this Plan update. For this approach, the Steering Committee must first agree on the key ideas and direction we have been hearing from the community

so these key ideas can be presented to others who may not have contributed. The goal is to deploy these outreach efforts by the end of January.

- Group Discussion with former City Officials
All of Sedona's former mayors, council members and Planning and Zoning Commission members would be invited to a group discussion. The discussion would begin with a brief powerpoint overview and presentation of what we know so far about the community's key issues and thoughts. Since all of these individuals have played a key role in this community, the discussion would then focus on things we might be missing, things that we might need and provide an opportunity to share visions, goals and ideas from the different perspectives of this group. The format would depend on attendance, but could involve breakout groups if there are more than 25 participants.
- Non-Profit Organizations
This approach would be similar to the group discussion for former City officials, and involve executive directors and board members of Sedona's non-profit organizations.
- Spiritual Leaders Group
Again, a similar approach as the non-profits and former City officials.
- Discussions with Key Community Leaders
Key community leaders would be invited to meet with Planning Team leaders in the Community Room to get their perspectives on key community issues and their vision for Sedona.
- Institutions and organizations
For institutions such as the Library, Verde Valley Medical Center and Yavapai College, staff would try to get on their board meeting agendas.
- Other clubs and organizations
Staff would provide brief updates (not solicit input). We would also identify those groups we may have missed previously.
- HOA's
Would invite Homeowners Association boards to a Community Plan briefing.

Imagine Sedona

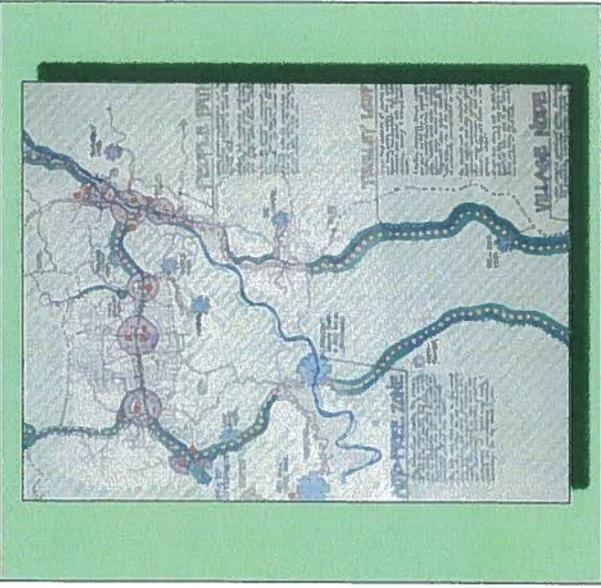


Sedona's role in the world is one of celebration of nature, spirit, humanity and man's relationship to the earth. It is a place where mankind can regenerate his spirit and love of life.

Sedona's role in the southwest is being a focus for cultural expression in harmony with nature.

Sedona has become an example and catalyst for other communities in their search for quality of life. It is a place where cooperation between individuals is nurtured for the enhancement of personal and communal growth. It's physical structure encourages interaction of all peoples by providing civic plazas, pedestrian promenades, pristine nature walks and mixed-use environments where man can live-work-play without the hectic intrusion of car traffic.

The built environment is organized about a system of pedestrian connections, such as; the Oak Creek Walk, Soldier Wash Way, Carrol Canyon Trail, Bell Rock Path and the Gallery District Stroll. It is also organized around a Transit Loop which connects Sedona to Oak Creek Canyon, the Loop Road and Big Park areas. This combination of transportation alternatives is functional for residents and visitors; getting people where they want to go and exposing them to incredibly tranquil places along the way.



West Sedona has become legible as string of three distinct Village Pearls . . . Soldier Pass Park, Cofee Pot Plaza and Dry Creek Center. These "pearls" anchor a meaningful transit system and each is a walkable pedestrian environment where people enjoy daily life. The Uptown "pearl" has blossomed into a wonderful people place, as transit has minimized traffic impacts. Each of these Village Pearls includes: a focal, outdoor plaza; a healthy mix of uses with residences and lodging above retail, offices and restaurants; inter-connected patios and courtyards; a strong pedestrian orientation; integrated parking structures (built into the terrain and featuring tennis courts, restaurants and parks on top); and strategically located transit stations.

Sedona has many parks and vista points developed as "Auto-Free Zones", accessible only by path or transit. Environmental protection and awareness is maximized, as vast land area does not need to be used to store parked cars. A beautiful stone, low water crossing spans the creek at Red Rock Crossing, but only pedestrians, bicycles and transit buses can use it (no cars, except fire and ambulance). The combination of "tour" with transit has made Sedona's bus system function economically without government subsidy. In fact, the affordable fee structure for strategic parking and thorough transit service has resulted in an income that generates funds for other community projects. One such project is the solar electric array that charges the clean, running transit buses and has also allowed electric vehicles to proliferate in Sedona.

Socially, Sedona feels like an aggregation of friendly, small town neighborhoods. Citizens demonstrate goodwill and love for one another. Litter-Lifters wave at friends passing by on the bus. Neighbors gather to celebrate, sunbathe and engage in meaningful dialogue. Planning wisdom has identified about 9000 people as the maximum for meaningful sense of community, and Sedona has strengthened identifiable neighborhoods below this threshold. Each neighborhood has developed an identifiable "center", such as: the community garden, the small park or the quant market/newspaper stand. Many of the neighborhood centers are complimented by assisted living options and small apartments. These, along with live/work studios have co-mingled with the single family homes to create a social and economic diversity that enhances neighborhood vitality and the quality of life.

Environmentally, Sedona minimizes itself in deference to our majestic surroundings. Water and air quality are priorities. Recycling, solar utilization, organic agriculture and other environmental ideals permeate our decision making. Architectural character varies in relation to environmental zones. For example: riparian areas accommodate different materials and building heights than piñon/juniper chapparal, the overriding architectural pattern is the use of natural rock. A sense of "Parkitecture" prevails. Orchards are, once again, a prominent visual compliment to our landscape. We have formed a "Grid of Gardens" throughout our neighborhoods; producing fresh food for citizens and local restaurants.

Sedona has diversified its visitor-based and retirement economies by developing Arts & Culture, Health Care and Education as synergistic, economic compliments. We have created diverse opportunities for meaningful work, respectful of our "place". The concept of synergy centers around the whole being greater than the sum of it's parts.

Many used to state that Sedona should never have been developed...that this land should have been a national park. However, by accepting our responsibility as stewards of this special place and achieving great things, through our planning, many now say the City of Sedona offers the best expression of man's relationship to the earth.

Jim Eaton

In 2020 and Beyond, the City of Sedona has a safer, more efficient flow of traffic. Off-road pathways for bicycles and pedestrians have connected residential areas with business centers, allowing those who are able to use these alternatives. Public shuttles serve residents as well as visitors. Highway traffic has been reduced by strategic road connections between subdivisions and business locations.

At the same time, we have recognized that automobiles are here to stay, both for residents and to bring visitors here. On Highway 89A, a combination of roundabouts, traffic signals, and center medians have minimized left turns and made traffic flow more smoothly and safely. The medians are landscaped, with attractive plantings to control pedestrian crossings. There are low-level streetlights in the medians at pedestrian crossings.

The West 89A streetscape has improved where recent new development has made it possible. More commercial parking areas have been connected, making it possible to close some curb cuts. The improvement in landscaping has continued, complementing the beautified medians.

Commercial signage has become more attractive, as old grandfathered signs have disappeared. Sign lighting has been revised so there is no distraction to traffic. The night skies have are darker, because upward lighting has been controlled and additional landscaping has reduced reflected glare.

Neighborhoods are more friendly because some have small privately-owned convenience stores can serve residents within easy walking distance. Small neighborhood parks provide peaceful gathering places.

As you all know, I have resisted the idea of talking about our personal visions of Sedona's future at least until we had thoroughly explored what the public's vision was. Partly, this was out of concern that we not let our own ideas undermine our responsibility to listen with a completely open mind. But there was another reason for my reluctance, which I've only recently realized: I don't have a personal vision.

At least, I don't have one that can be described in physical terms, such as plazas, pedestrian walkways, art museums, recycling bins, ice skating rinks, and the like. In fact, when these and other ideas were proposed by citizens during our outreach sessions, I found that I didn't strongly like or dislike any of them. Instead, what concerned me most was what effect each might have. Would a local Yavapai College or NAU environmental studies program bring in students and teachers who would also have a positive influence on our city's sustainability goals? Would a conference center attract a different kind of visitor, who would stay longer and require services that would evolve our tourist economy in a positive direction? Would a central plaza for all ages and backgrounds minimize polarization and incivility in our city? Would our youth really be inclined to stay in Sedona if we had the kind of job opportunities that light manufacturing or high-tech industry would provide; and is it even important that our youth remain here? In short, it was the effects of each idea that seemed important to me, rather than the ideas themselves.

So instead of a vision, which should be a descriptive and tactile narrative that can be seen in the mind's eye, all I have to offer is a feeling about what living in Sedona will be like in 2020 and beyond. First, we will act more in unison than in conflict with each other. Second, we will treat visitors as equals or better, always aware that we are really no more than visitors ourselves. And third, we will create a place of human beauty that will somehow be worthy of the natural beauty that surrounds us.

Jon Thompson

Marty Losoff

IMAGINE SEDONA 2020 AND BEYOND

1. A PLACE THAT HAS BECOME RECOGNIZED AS A MODEL CITY FOR ITS RESIDENTS WITH.....

...AN EFFECTIVE, EFFICIENT CITY INFRASTRUCTURE (PEDESTRIAN FRIENDLY, ALTERNATIVE VEHICULAR OPPORTUNITIES AVAILABLE, AND ECONOMIC/ENVIRONMENTAL SUSTAINABILITY PRACTICES IN PLACE)

...THE STRING OF PEARLS CONCEPT DEVELOPED ALONG WITH THE CULTURAL PARK FOR NEIGHBORHOOD AND CITY WIDE "GATHERINGS"

...ITS NATURAL RESOURCES (CREEK SIDES, TRAILS, ETC) EASILY ACCESSIBLE AND OPERATED IN A JOINT VENTURE BETWEEN THE CITY AND FOREST SERVICE.

2. A PLACE THAT HAS BECOME RECOGNIZED AS A MECCA FOR TOURISM BECAUSE OF ITS...

...CONVENIENT ACCESSIBILITY FOR ALL VISITORS AND THEIR MODES OF TRANSPORTATION

...CONVENIENT ACCESSIBILITY TO, AND AVAILABILITY OF, ALL OUR NATURAL RESOURCES

...VARIED CULTURAL EVENTS THROUGHOUT THE YEAR

AND ABOVE ALL, BECAUSE IT HAS DEVELOPED A REPUTATION AS A "CITY THAT WORKS" FOR BOTH ITS RESIDENTS AND VISITORS

MARTY LOSOFF

12-6-11

Element Magazine

A LIST OF TEN VISIONARY GOALS FOR SEDONA

1. By the year 2030, Sedona's population stabilized around its carrying capacity of 10,000 residents. No less than 65% of residents are families raising children and young entrepreneurial professionals, many adding their share of value to the community at the Sedona Institute for a Resilient Society.
2. The Institute conducts education and research in resilient ecological, social, and economic paradigms, technologies, and infrastructures. Resilience expanded the sustainability paradigm around 2020, as more suited to a world affected by transformative changes.
3. The percentage of older retired residents had been decreasing since 2023 from the influx of people in their 30s attracted by the Institute, the worldview it represents, and the embodiment of that worldview in Sedona's character and lifestyle. The percentage of performance, visual, and other artists remains fairly constant, as the value they add to the community had become critical to Sedona's character.
4. Because of the preponderance of a younger population, Sedona's built environment is designed for an active wellness oriented lifestyle suited to children and teenagers, as well as adults.
5. No less than 95% of homes in the city are owner occupied year around, creating a stable and unified community, with a powerful connectedness decidedly informed by Sedona's unique spiritual heritage.
6. Over 80% of the food consumed by Sedona's residents is grown and produced in northern Arizona, much of it in the Verde Valley region and in community gardens throughout the city. Advanced food growing techniques gifted to the community by the Institute allow residents to produce a large portion of their food.
7. All homes in Sedona produce at least 75% of their own energy needs, using the advanced technologies gifted to the city the Institute; an increasing number are producing 100% or more of their energy needs and contributing the surplus to the community at large.
8. There are scheduled monthly hosted public/government forums for open dialogue on the state of the city and its future, as well as on hot national and global topics; these forums also provide opportunities for government officials to be heard by the community as they wrestle with state and federal regulations adverse to Sedona's values and aspirations.
9. Sedona's governance is through a collaborative decision making process based on an equal partnership between empowered citizens and government officials. The hosted forums are central to this governance scheme in that they provide community-wide visibility to the governance process.
10. Sedona as a city is operated through collaboration between citizen volunteers and city staff; citizens of all ages take turns voluntarily participating in the work required to meet the needs of Sedona's residents.

John Sather

Sedona 2020

An Incomplete Vision for the Future of our community

10 VISION CONCEPTS

Vision Concept #1 – Creation of a central community gather place

Vision Concept #2 – Further Protection of Oak Creek

Vision Concept #3 – Further Protection of Forest Service Lands

Vision Concept #4 – Create an innovative transportation system that addresses our realistic needs

Vision Concept #5 - Create a center or centers of innovation, education, enterprise, and /or creativity, to balance the dependence on tourism as our primary economy and create a program that markets them by taking advantage of our tremendous ability to attract new businesses due to the extraordinary lifestyle we have to offer.

Vision Concept #6 – Beautify Hwy 89a

Vision Concept #7 – Create a neighborhood protection and revitalization program

Vision Concept #8 – Create a “string of pearls’ open space/park/gathering places concept that connect our community in way that more walk able.

Vision Concept #9 – Create a program encouraging varied and innovative housing types that respond more to the actual needs of our community and create land-uses and zoning that allow for them.

Vision Concept #10 – Create a community culture that fully encompasses, demonstrates and educates people on sustainable living.

John Sather

Sedona 2020

An Incomplete Vision for the Future of our community

GUIDEANCE

Dreams come true; without that possibility, nature would not incite us to have them.

- **John Updike**

Good plans shape good decisions. That's why good planning helps to make elusive dreams come true.

- **Lester Robert Bittel**

If you are planning for a year, sow rice; if you are planning for a decade, plant trees; if you are planning for a lifetime, educate people.

- **Chinese Proverb**

When I'm working on a problem, I never think about beauty. I think only how to solve the problem. But when I have finished, if the solution is not beautiful, I know it is wrong.

- **R. Buckminster Fuller**

Mix a little foolishness with your serious plans: it's lovely to be silly at the right moment.

- **Horace**

The best way to predict the future is to invent it.

- **Immanuel Kant**

Go confidently in the direction of your dreams. Live the life you have imagine

- **Henry David Thoreau**

By far the greatest and most admirable form of wisdom is that needed to plan and beautify cities and human communities.

- **Socrates**

Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how

- **Edward T. McMahon,**

Sedona 2020

An Incomplete Vision for the Future of our community

PREAMBLE

As residents of Sedona we have been given a great responsibility to uphold for ourselves, and for the rest of the world. That responsibility is to oversee and protect one of the most beautiful places on earth. As such, all of our community actions and decisions must be weighed against the long-term impact of protecting the beauty of Sedona. With that in mind, we as a community during this next decade must continue to create a community that lives up to the beauty that we are privileged to live within. Many things go into making community, and together they all must be balanced. To help create that balance a series of community principles should be applied throughout all we create as we move forward into the future.

Our community has come a long way since it was born. Now, as we reach our adolescence, we must begin to mature in all things that make a community, and especially those things that make a community that is worthy of the beauty of our surroundings.

The Principles that should be guide our future, and all of our community decisions are many. They should come from the heart and not be based in the language of bureaucracy. If one country can be philosophically based on the concept of Gross National Happiness, then Sedona can and should be philosophically based on human terms.

The following is an incomplete list of these Principles that should become the basis of any future plans:

1. Beauty
2. Harmony
3. Balance
4. Wellbeing
5. Sustainability
6. Inspiring
7. Alive
8. Soulful
9. Compassion
10. Protective

These principles are not common to most Community Plans, but within these principles guidance can be gained to make decisions for our future that will create a place that is special, and worthy of our communities setting.

Judy Reddington

Here are some "visions" that could be influenced through good stewardship of the land use and good governance, rules, regulations or legislation. I'm thinking this is a work greatly in progress !!!

Some common threads, from the workshops that resonated with my own hopes for Sedona's future

A desire for places to meet, walk, congregate, be connected, "find a Hub"

Public square, A real "downtown", "String of pearls, Plazas, Heart of Sedona, Creek Walk, all were mentioned often.

(Also, outdoor concerts, plays...festivals, parades, Jordan Road, Festival area.)

Easier "getting around"

A hope for some comfort in getting around:

A hope for many forms of transportation were mentioned often, especially shuttles, urban pathways, dirt tracks, loop road,

Relationship to culture

Museum, Cultural Park, Festivals, Making way for and honoring artists

Conservation and Sustainability

Community Gardens, Waste drop, Biking and walking amenities and lures, Permeable surfaces

"Regionality"

Recognize compatible strengths, and weaknesses in our neighbor communities...food, housing, shopping

Develop regional, renewable energy, food, and waste resources compatible and contributing within the region.

City supports for:

No or slow growth, Design standards for "invisible housing", Consideration for and a policy regarding redevelopment...or some wanted a way to avoid redevelopment, policies that favor our goals, huge awareness of and concern about tourists (both positive regarding their tax contributions, and negative), Green building codes

Supports and Activities

For elders, For youth

Just plain nice

Many share the yearning for a relationship to the creek,
Support for aging in place and activities for elders,
Recreational programs through the parks and other resources for youth and elders alike.
Support for small business and home business,

My own additional thought and visions:

Define our "style"

I think there would be much comfort in defining our style...Acknowledge history, recognize geography and geology, and respect our "global/national" role and responsibility
So what is an identity available to Sedona that builds on the foundations we have?:
Is it Sedona the western, cowboy town?,
Sedona the Artist Colony?,
Sedona the important small Arts town?,
Sedona the Spanish town?,
Sedona the Apple growin' town? The agricultural town?
Sedona the small town?
Sedona the little mountain town?
Sedona the Sustainable model town?,
Sedona the National treasure?,
Sedona the New age town?,
Sedona the Thrilling (pink jeep ridin', hot air balloonin', outdoor adventure...kind of town?)

It would be nice if we could settle on a view of ourselves that would instruct our decisions, our architecture, and our land use.

Work on Looping/ Getting around

Some way of "traversing" our city comfortably. Neighborhoods that invited you to travel "through" instead of into dead ends from the major roads. A loop track, especially a loop that circled the city through the very edges of the forest? A more complete transportation system (taxis, shuttles on call, or buses with schedules?
Some level of attention to the comfort of the "traveler". Safe "walkability" for all levels of fitness. Bike paths that encouraged slow bikers on fat tire bikes. Walks with maps (you are here), benches, drinking fountains, shade would provide comfort along the way.

Create Lively Active PLACES

Plazas and parks alive with people and activities would be nice. When I think of the "string of pearls" I think of lively places with reasons to travel from one to another. We could encourage buskers, speakers boxes. Why not have little farm with plants and animals or a petting zoo, To enjoy the walk along the "string" resting place with game boards, tables. How about pushcarts and vendor's? A walk through a community garden. A riverwalk "ramblas" would be lovely.

Find a commitment to arts assistance/enabling that we can live

with

We could "know our minds" regarding Festivals, Museums, Sculpture parks, and have a policy of encouraging them. Currently the city pays much attention to regulating them. Put in place supports for arts and events...temporary zoning, tax forgiveness, parking forgiveness, temporary signage allowances

We can build a better relationship between the non food/drug vendors and the residents

Businesses that value residents because they are also the customer

Residents that value businesses because they have products that matter to their lives.

ANGELA LEFEVRE 12-6-11

My visions for Sedona, 2020 and Beyond

I wake up to sun streaming in through the windows of our adobe house. The sun drives our energy needs, and heats our water. Sedona now requires solar panels on new construction. Finally.

It is a Sunday morning – Springtime in Sedona – in the year 2029. I am 80 years old. I feel well and happy to be a part of a community where we have facilities for older folks. My husband and I have made arrangements to join an assisted living community here in West Sedona – should the situation arise. Right now, we are healthy and able to continue our life in our house, and lead a meaningful and enjoyable existence.

My husband and I had decided to take advantage of the new electrical carriage rentals down our street. We had an exciting day planned out and we walked down our street with a spring in our step. I still loved to take in the beauty of the huge Ash and Elm trees which were just growing their new foliage. I was so happy to see the end of the old electrical and telephone wires that marred the beauty of our area. We walked along the pathway to our local park off of Sierra Road. We loved to take in the greenery of the area, and were so happy when the City decided to develop a community farm right here in our midst. We had become active members of the farm and had committed to a “day” of the week when we would be responsible for the watering and the weeding. We loved the local fruits and veggies and most Sundays we would help with our neighborhood farmers market. As we crossed the park and gardens, we came to our destination – our electrical carriage. There were already a few folks milling around and we chatted with our friends, as we showed Bill, our local attendant, our permits. We jumped onto the carriage which was allocated to us, and nimbly drove it down the street onto our local main street – yes – Main Street, Sedona – (formerly W.Highway 89a).

There is a separate lane for us old folks, driving these carriages, so that we can drive along at about 20 mph and not bother the few cars which still use this street. Our destination was Sedona’s Heart – our new Central Park by the river in Sedona. Wow, what joy it had been to have local developers and the City put together this amazing place! Now we had a place to call our Center, where we could go, grab a coffee and go for a walk along our budding river walk. This had all happened in the last ten years. We met our friends here on a regular basis....hit the local café, after leaving our electrical carriage at the “stop” in the park....and spent an hour wandering down the marvels of Oak Creek in Sedona. Springtime is a beautiful time of the year – not too hot and with plenty of benches for old folks like us to take a respite and continue our walk.

We walked up towards “uptown” – still on the Oak Creek Walk - and chatted with some other locals who passed us. I looked up towards Oak Creek Canyon. I was so happy to see the Canyon cordoned off to all but through traffic. Tourists finally were required to use a shuttle to enjoy the beauties of the Canyon. Locals who needed to drive to Flagstaff could purchase a permit which would enable them to drive through....what a difference! The Canyon had over 75% of its traffic cut – tourists could enjoy it via the shuttle to the various campgrounds and trailheads, and the locals could still have a route through to Flagstaff.

We turned around and had a bite to eat at one of the many cafes in uptown Sedona. It was good to see more locals mixing with the tourists and enjoying the beauties of the area. I noticed how many tourists were now flocking to Jordan Road, which had become the "Art Mecca" of Northern Arizona. Two new museums had been opened which offered folks the opportunity to enjoy Sedona Art and the Sedona Heritage. The area was now a pedestrian parkway, and it was amazing how many folks were attracted to this unique area. We strolled back down the creekwalk and pick up our electric carriage at one of the many stops by the old "Y". We drove back up to our Sierra Road drop off, after a wonderful day of enjoying the beauties of our local Sedona.

Gerhard Mayer

**MY
VISION
FOR
SEDONA
BEYOND 2025**

**GREEN CITY
IN THE
RED ROCKS**

**SEDONA A COMMUNITY DEDICATED TO ACHIEVE SOCIAL, ECONOMIC AND ENVIRONMENTAL
SUSTAINABILITY & BALANCE**

**PRESERVE OUR BIGGEST ASSET THE ENVIRONMENT WHICH SURROUNDS US SO NEXT GENERATIONS
ENJOY WHAT WE HAVE CHERISHED AND WHY WE LIVE AND MAKE A LIVING HERE.**

ENVIRONMENT:

- *LIMIT AIR POLLUTION BY DISALLOWING GAS POWERED LAWNMOWERS AND BLOWERS.**
- *PARKING GARAGES FOR TOURISTS AND VISITORS, SHUTTLES TO DESTINATIONS**
- *CITIZEN VOLUNTEERING ONE CAR FREE DAY PER WEEK OR MORE**
- *TRANSIT NETWORK THROUGHOUT RESIDENTIAL AREA WITH CONNECTORS ON HIGHWAYS
PICK UP AND DROP OFF AT DESIGNATED HUBS, SHORT WALK FROM HOME.**
- *TRANSIT SYSTEM FROM PARK & RIDE LOCATIONS AT RUSH HOUR TIMES FOR WORKERS
FROM NEIGHBOR COMMUNITIES TO WORK PLACE.**
- *PROTECT THE WILDERNESS BY MARKING TRAILS BETTER PREVENTING CREATION OF WILD
TRAILS, NO OFF TERRAIN VEHICLES ON FOREST LAND OR WITHIN CITY LIMITS.**
- *WORK WITH PARK SERVICE TO LIMIT VISITORS ALONG OAK CREEK TO REDUCE WATER
POLLUTION, SLIDE ROCK PARK.**
- *TAME THE WATER FLOW DURING DOWNPOURS IN MAJOR ARROYOS WITH RETENTION
PONDS TO PREVENT FLOODING ALSO REPLENISHES THE WATER SHED.**

ECONOMY:

- *QUALITY INSTEAD OF QUANTITY, NO MORE TIME SHARE UNITS
QUALITY OUTLAST QUANTITY AND IMPACTS OUR CITY LESS.**
- *MORE RESORTS LIKE THE ENCHANTMENT WITHIN THE CITY LIMITS**
- *BRAND SEDONA AS A SPA/WELLNESS RESORT DESTINATION**
- *CULINARY INSTITUTE CATERING TO LOCAL AND INTERNATIONAL STUDENTS
HAVE A WELL KNOWN CHEF AS HEAD OF THAT INSTITUTE (LA POSADA, WINSLOW)**
- *HOTEL ACADEMY PRIVATE OR NAU RUN FACILITY, TOURISM SCHOOL**
- *INTERNATIONAL ART ACADEMY WITH DIPLOMA**
- *OFFICE CLUSTER WITH SHARED CONFERENCE ROOM**
- *SUSTAINABILITY CAMPUS ALL EDU FACILITY WITH DORMS OR HOTEL FOR STUDENTS**
- *SCHOOL TEACHING GERIATRIC CARE
ALL EDUCATIONAL, TRAINING CAMPUSES TO BE LOCATED AT THE CULTURAL PARK**
- *INDUSTRIAL AND GREEN TECHNOLOGY PARK AT THE SEWER PLANT,**
- *MULTI PURPOSE (RODEO, PUMP TRACK, EQUESTRIAN ARENA ETC.)
AT THE SOUTH SIDE OF THE DELLS.**
- *EVENT AND CONFERENCE CENTER, EXISTING VENUES TO BE MARKETED
THROUGH A CITY EVENT OFFICE.**
- *COOP WITH ALL OTHER VERDE VALLEY COMMUNITIES TO CREATE AN**

Vision Statement

12-18-11
Rio Robson

As I look into the future I see Sedona is a premier tourist destination. Seeing over 8,000,000 people a year, continuing its balance with nature and surprising visitors at every corner. Sedona's thriving economic engine is partly due to the newly relocated air port, Making a new large municipal regional airport easy for travel and affordable visitors to come.

In addition I also see that there is no more transit problems because of the new parking structure's and a free transit system for visitors and residence in Sedona to get around without having to get in there vehicle.

With an increase revenue more parks will be provided for residents and for visitors, with a bustling cultural park. The fully funded schools will have the ability to be able to provide a better education for all students living in Sedona. Educational become a top priority of Sedona.

Sedona has also decided to support it's a local merchants. No longer allowing flea markets to pop up and undercut local revenue and jobs.

The city of Sedona has had the ability to strengthen it's legal parameters to protect the views in Sedona no longer allowing monstrosities to be built on the ridge lines. Also with the cities new plans it is able to encourage green resorts to come to Sedona while helping existing resorts convert to greener energy.

The end result is a better quality of life for the residence of Sedona a better future for the children in Sedona. A much more happier spirits for the visitor's that come to see our are great red rocks.