City Of Sedona Community & Economic Development Department
102 Roadrunner Drive Sedona, AZ 86336
(928) 282-1154 · Fax: (928) 204-7124

Memorandum

To: Planning and Zoning Commission

From: Cari Meyer, Associate Planner

Date: March 18, 2014

RE: PZ13-00013, Sedona Rouge Expansion

The Sedona Rouge Expansion project is included as an introductory work session item on the Planning & Zoning Commission's March 18, 2014 agenda. This work session is meant to give the Planning & Zoning Commission the opportunity to review the submitted documents and ask questions of and/or request additional information from the applicant in advance of the public hearing. Staff will be available to answer questions during the work session as well.

The applicant will receive comments from other reviewing agencies at a separate meeting in the morning of the work session. While those comments are not available to send out in advance of the Planning & Zoning Commission's work session, Staff will provide the Commission with copies of review agency comments at the work session.

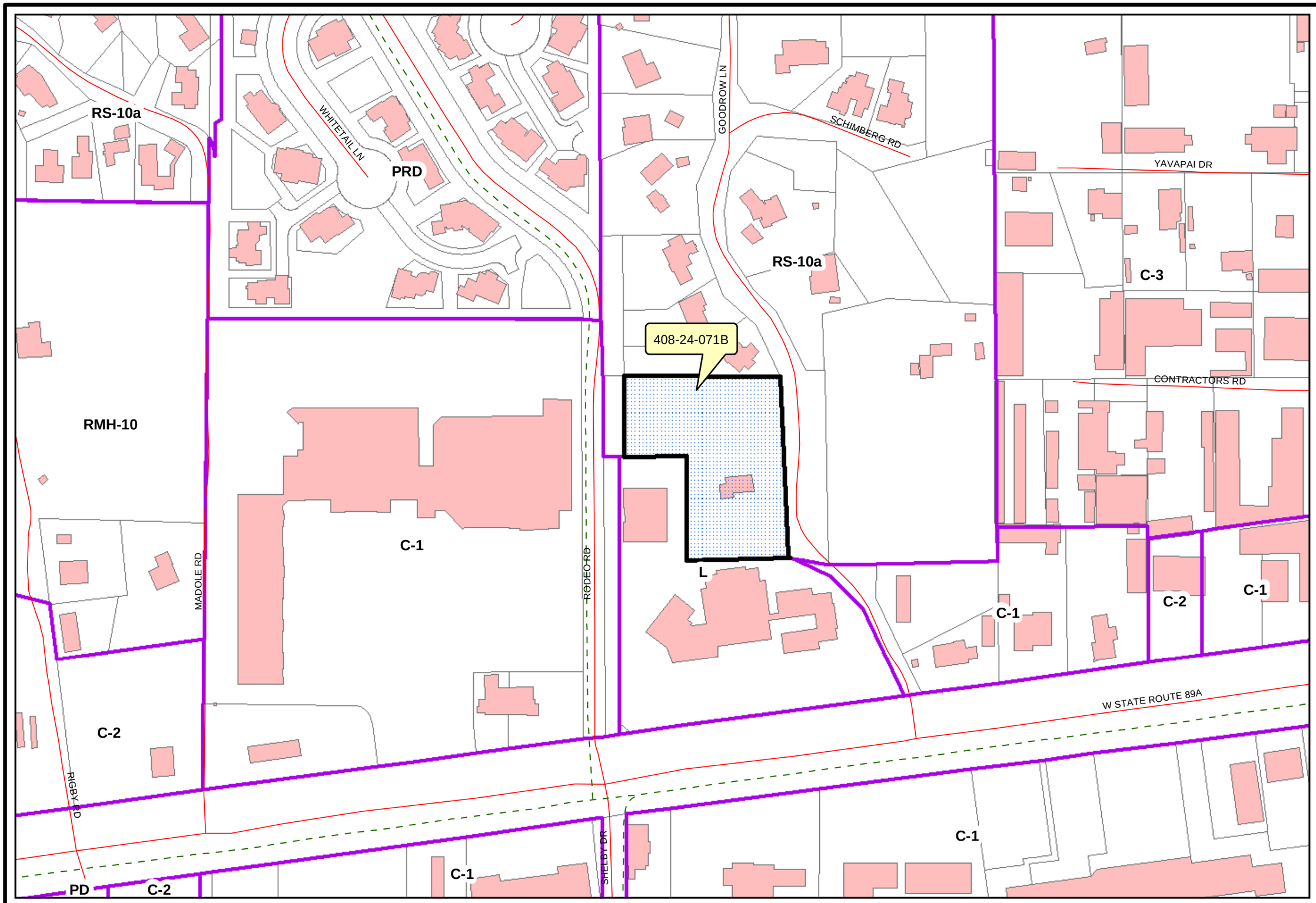
Attachments[1]:

1. Vicinity Map and Aerial Map
2. Letter of Intent
3. Citizen Participation Plan
4. Architectural Plans
    a. Overall Site Plan
    b. Expansion Site Plan
    c. Floor Plan
    d. Unit Plan
    e. Perspectives
    f. Elevations
    g. Landscaping Plan
5. Lighting Plan
6. Sign Plan
7. Preliminary Drainage Report
8. Preliminary Grading Plan
9. Traffic Impact Analysis
10. ALTA Survey
11. Architectural Details: Existing Sedona Rouge Hotel and Spa

[1] Included in the printed packet are 8½" x 11" copies of plans. Full size sets of plans are available for review in the Community & Economic Development Department Offices and online at www.sedonaaz.gov

Vicinity Map

Parcel #
408-24-071B
Sedona Rouge
Addition

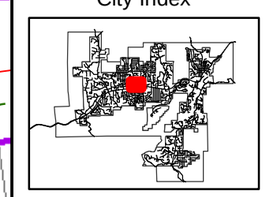


Parcel #408-24-071B
Zoning Boundary
Building Footprint
Parcel Boundary
Trail
Street Centerline

N

0 55 110 Feet

City Index



GIS, City of Sedona
08/02/2013
g:/pubreq/projects/sedonarouge/mxds/408-24-071b_vicinity.mxd

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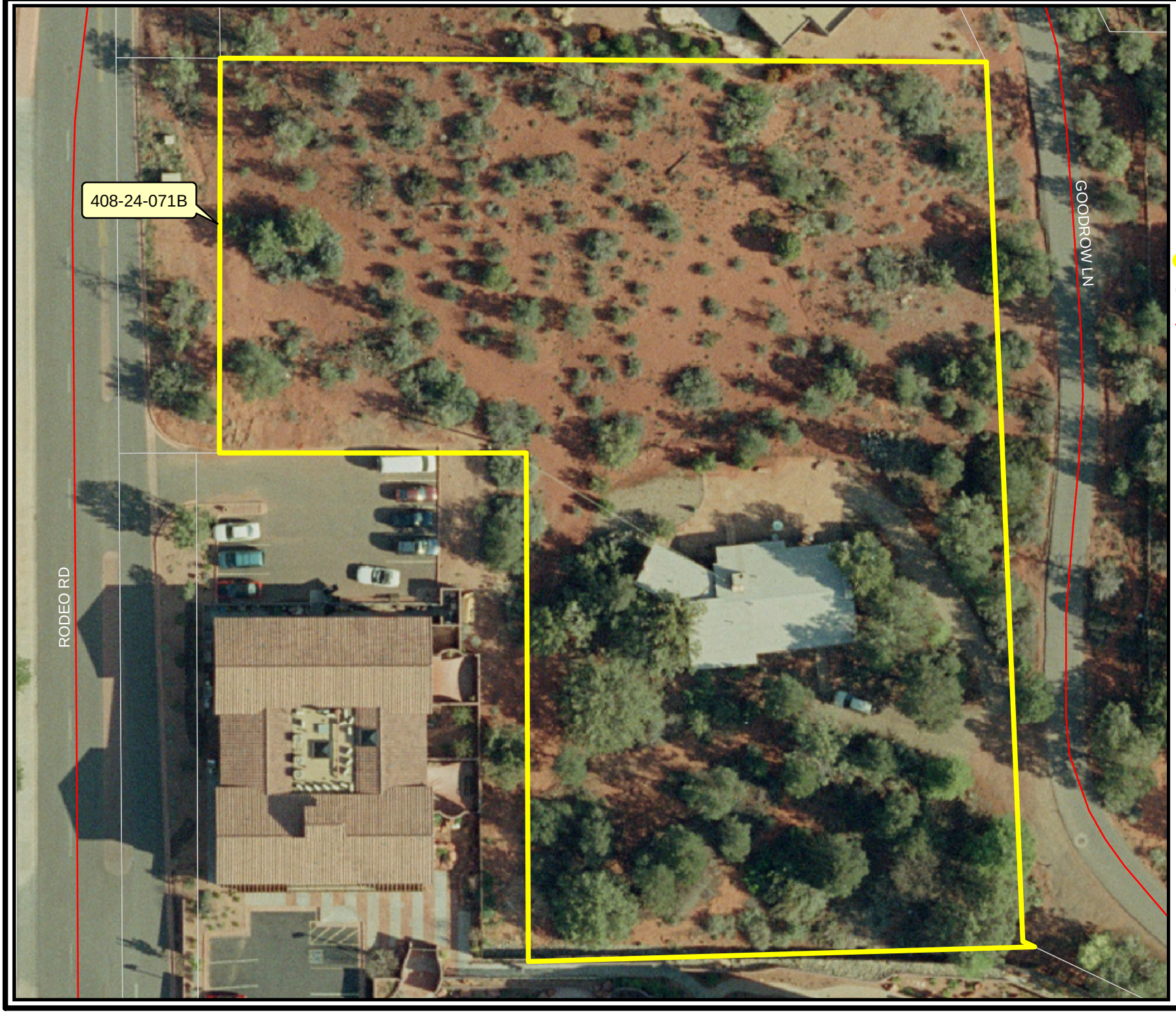
The information is provided on an "as-is" basis. The City of Sedona shall have neither liability nor responsibility to any person or entity with respect to any loss or damages in connection with or rising from the information contained on this map.

Aerial View

Parcel
#408-24-071B
Sedona Rouge
Addition



Parcel #408-24-071B

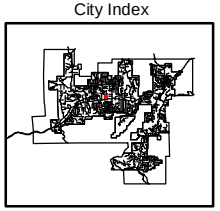
Parcel Boundary

Street Centerline

N

0 12.5 25 Feet

City Index



GIS, City of Sedona
08/02/2013
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mxds/408-24-071b_aerial.mxd

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February 21, 2014

Planning and Zoning Commission
c/o
City of Sedona Department of Community Development
104 Road Runner Drive
Sedona, Arizona 86336
Tel: 928.282.1154
Att: Cari Meyer

Project Name:
Sedona Rouge Addition
95 Goodrow Lane
Sedona, Arizona 86336

Project Summary
The Sedona Rouge Addition is a single phase, 32 unit addition to the existing Sedona Rouge Hotel and Spa. The site at 95 Goodrow Lane is approximately 1.56 acres located to the north of the existing hotel.

Project Background
The current submittal incorporates several improvements and benefits beyond the 32 room expansion approved on October 27, 2009. Affordable housing has been provided per the 2009 condition of approval. The new road is independent of the project and separates vehicular and pedestrian traffic from the project, whereas the prior submittal brought traffic through the middle of the project and compromised safety of guests and residents. The new road remedies the existing substandard Goodrow Ln. which is a hazardous and non-conforming roadway. The proposed project provides a buffer to the residential properties to the north which is an improvement over the previous multiple building plan which located two buildings at the northern setback.

Land Swap and Goodrow Lane portion Re-zone
The land swap incorporated into our plans was presented in a work session with the City Council on November 13 and the consensus was to proceed. Per the site plan (A1.0) Sedona Rouge will build a full City street with sidewalk and landscaping on Parcel A and trade it to the City for the portion of Goodrow Lane shown as Parcel B. Both parcels have been appraised and the $255,000 advantage to the City will be donated by Sedona Rouge. Parcel B will be a 41-car parking lot with a gate at the North end that will open out, but not in. After P&Z approval, Sedona Rouge will be back with the City Council for approval of the drafted Development Agreement which details the land swap. The new road would be built first and then the land swap would take place.

Site Design (section 2.2 SLDC)
The site is arranged to provide a transition from the commercial frontage of 89a to the residential neighborhoods to the north. The building is located as far south as possible in order to provide a landscape buffer to the adjacent single family properties to the North and maintain the existing terrain as much as possible (2.2.1)
The finished floors of the building are stepped in several locations in order to follow the natural characteristics of the surrounding landforms. (2.4.5)
The south wing of the building is located at the lowest possible elevation in order to minimize the impact on views from the existing hotel top floor and adjacent properties (2.2.1)

The proposed building incorporates the Sedona Land Development Code guidelines and similar details to the existing hotel and spa buildings. Please note the existing hotel and spa building predates some of the current SLDC requirements.

Drainage Way Design (section 2.3 SLDC)
The project site is located in Zone X of the FEMA Flood Insurance Rate Map, map number 04025C1435G, September 3, 2010. Zone X is described as an area determined to be outside the 500-year floodplain.

Improvements to the project will consist of drainage swales and facilities to capture the additional drainage produced by the development. Detention will be provided in the form of underground pipe storage. The detention basin is designed with an outlet that will release the additional drainage to the pre-development rate per City of Sedona requirements.

The drainage design for this project will ensure that the drainage integrity of the site is sustained with proper maintenance activity. In order to reduce erosion, activities such as frequent clearing of debris and sediment removal from the detention system and outlet pipe to insure proper operation.

Building Placement and Orientation (section 2.4 SLDC)
The proposed building will use similar massing and roof forms to the existing hotel so all of the buildings can coexist as one property (2.4.1)
The main circulation to the addition is aligned with the existing circulation to maintain pedestrian convenience, accessibility and safety. (2.4.1)
The proposed outdoor space is a continuation of the existing outdoor spaces which promotes a series of figural spaces to move through within the property, each with it owns function and scale (2.4.2)
The building entry is located at the top of a figural stair that is located at the terminus of an exterior walkway that leads directly from the front desk (2.4.2)
Public pedestrian access is provided along the new connector road. The new walkway will aid pedestrian traffic flow to the signalized intersection at 89A via a sidewalk easement at the existing spa building and a switchback crosswalk to the west side of Rodeo Rd. (2.4.2)
The L-shape of the building helps to capture views of Thunder Mountain and celebrate the unique geology and natural environment of Sedona (2.4.4)
The east wing of the building is located to align the outdoor space with the view corridor to Thunder Mountain and align the mass of the east wing with the steep hillside which blocks views to the north. The building is located to avoid placing the building near the ridge line of the northern portion of the site (2.4.4).
The event lawn and pedestrian walkways all focus on the Thunder Mountain views and help to create a sense of place within the hotel and Sedona (2.4.4).
The building is placed on the southernmost portion of the site in order to preserve the natural features and landforms that exist along the northern property line (2.4.5).
Plan view offsets are used on the east wing to avoid stair stepping along the sloped portion of the site (2.4.5).
The west façade of the east building has a northwestern orientation and plan view stepping to mitigate the intense western solar exposure (2.4.6).
Vertical columns and wall masses are also used to provide shade from the intense western solar exposure (2.4.6).
The proposed courtyard has 2 story units along the southern boundary which provide both shade from the southern sun and also allow the majority of the courtyard to receive full sun (2.4.6).

Linkage and Circulation (section 2.5 SLDC)
Parcel A will provide a vehicular and pedestrian connection from Goodrow Lane to Rodeo Road to help route traffic to the controlled intersection at Rodeo Road and 89A (2.5.1, 2.5.4).
Parcel B is to provide parking and vehicular access to the east side of the Sedona Rouge property.

Parking (section 2.5 & 2.6 SLDC)
Parking is located on the new Parcel B and allows traffic to flow from front desk check-in (via a new driveway which connects directly to Goodrow Ln.) to the new units along Goodrow Ln. without adding traffic to 89A or Rodeo Rd (2.5.3).
Traffic exiting the proposed parking spaces can access the new connector road on Parcel A and continue on to the controlled intersection at Rodeo Road and 89A. (2.5.3).
Landscape islands will be provided per the City of Sedona's Land Development Code and every attempt will be made to maintain existing trees. (section 2.6.1 SLDC)
The proposed parking along Goodrow Ln. follows the natural grade as much as possible (section 2.6.1 SLDC) but also provides a flatter transition to the new connector road providing a safer movement for traffic.

Exterior Lighting (section 2.7 SLDC)
The lighting detail for the expansion has been submitted. The preliminary lumens calculation is well under what is allowed. Exterior lighting will be fully shielded and installed in such a manner to comply with the City of Sedona's Land Development Code as to provide adequate safety, utility and aesthetic conditions. (section 2.7.1 SLDC).
Building lighting is a combination of wall mounted sconces and soffit down lights and is compatible with the architectural character of the building. (section 2.7.3 & 2.7.4 SLDC)

Signage (section 2.8 SLDC)
We have submitted proposed exterior small monument signage for the existing parking lot that will show direction arrows with brief descriptions to guide guests to the new rooms.

Building Equipment and Services (section 2.9 SLDC)
There will be no new loading zones or services areas. All of the service areas are part of the existing hotel and are on the side or internal locations. (section 2.9.1 SLDC)
All mechanical equipment will be fully screened by parapets or separate screen walls inboard from the exterior wall to help reduce the overall massing of the project. (section 2.9.2 SLDC)
SES cabinets and fire risers are incorporated into the building massing and overall project design. (section 2.9.2 SLDC)

Fences and Walls (section 2.10 SLDC)
All of the site walls use stucco to match the color and finish of the building. (section 2.10 SLDC)
The event lawn has a long retaining wall that is curved to add visual interest and act as a backdrop for weddings. (section 2.10 SLDC)
Landscape and plant material is incorporated into the event lawn walls as well as changes in elevation to add visual interest. (section 2.10 SLDC)

Architecture Character and Building Form (section 3.0 SLDC)

The units are designed as three room suites with lock off king and double queen rooms. Each room has a balcony which promotes the sense of community with the outdoor amenity spaces. Covered walkways provide shade and allow views to the surrounding environment and Rim views. The main stairwell, landscaped courtyard and colonnade maintain a human scale to the project and provide unique places to gather and interact.

The building is an "L" shape with units in the south wing and east wing of the "L". The southeast corner connection between the two wings is limited in height, (16' for flat roofs and 21' for sloped roofs) to meet section 903.03 (A)(5) of the SLDC.
The south wing matches the existing tile sloped roof form in order to create the look of a single project. (section 3.4.2 SLDC)
The horizontal proportion south wing is sited to follow the contours of the site and avoid any exaggerated height. (section 3.2.1 & 3.3.2 SLDC)

Vertical towers are introduced to aid in the transition from the relatively flat portion of the site to the sloped portion of the site. The towers remain low in overall height but do add visual interest as well as a location for mechanical units. (section 3.2.1 SLDC)
Flat roofs with extended parapets are used on the east wing in order to screen roof top mechanical units from adjacent properties at higher elevations. Varied parapet heights, arched openings and sloped roofs are used to vary the elevation as well as add depth and shadow the all of the elevations. (section 3.2.1 & 3.3.2 & 3.3.3 SLDC)
The buildings follow the existing grade and result in a south wing with horizontal massing and an east wing with vertical massing.(section 3.3.1 SLDC)
The vertical massing provides the opportunity for articulation which helps to reduce the projects visual impact and scale (section 3.2.2 & 3.3.2 SLDC)
There are no unrelieved planes greater than 400 square feet and the covered walkways and balconies provide shade and depth to the facades. (section 3.3.3 & 3.3.4 SLDC)
Similar arches, column details, lighting and tower elements are used to make design of the two wings of the proposed building more coherent. (section 3.3.5 SLDC)
The building will be a sandy stucco to match the existing building and align with the Sedona climate. (section 3.4.1 SLDC)
Limited use of wood columns and beams will provide a southwest material accent. (section 3.4.1 SLDC)
All of the windows and glazing will be under deep overhangs or trellis to reduce glare. (section 3.4.1 SLDC)
In order to reduce the projects contrast with the natural environment the proposed building colors will match the existing hotel's dark earth tones with the lightest color LRV% of 17. (section 3.5.1 SLDC)

Landscape (section 4.0 SLDC)

The existing event lawn will be relocated to be centralized between the new building and the existing spa building. The 120 person lawn will be used for wedding ceremonies and is oriented to capture views of the Thunder Mountain and surrounding natural environment. Just to the southwest of the event lawn will be two small pools, one hot and one luke warm, as a visual and physical amenity.

The landscape design for this project will be based on the following design criteria:
FUNCTIONAL DESIGN REQUIREMENTS

- providing screening/buffering for the proposed buildings, parking and access drives
- providing foundation planting near the buildings to soften the building massings and nestle the buildings into the site
- mitigate the loss of existing trees to be removed
- re-vegetation and mitigation of construction damage
- provide vegetative shade and cooling

PRESERVATION OF EXISTING VEGETATION AND TOPOGRAPHIC
EXISTING VEGETATION
The preservation of existing vegetation is a factor of the impacts of the proposed site plan which will be prepared by the architects. The landscape plan can only mitigate the loss of any existing vegetation to be removed.

EXISTING TOPOGRAPHIC FEATURES
The preservation of existing topographic features is a factor of the impacts of the site plan prepared by the architects which does not impact any existing topographic features. The landscape plan will address any cut or fill slopes resulting from construction of buildings or roadway/parking areas with low stone or masonry retaining walls and/or landscape materials.

PLANT SELECTION
The plant selections for this project will consist of an appropriate mixture of evergreen and deciduous plant materials in a variety of types, sizes, shapes and colors, all of which will come from the Sedona Recommended Plant List. All plants, native or adaptive, are drought tolerant low water-use plants that

have equal minimum water requirements for similar sizes . . . . 1.5 gal/hr. every two days for 5 gal shrubs and 2.5 gal/hr. every two days for 15 gal trees for native AND adaptive plants. There is no savings in the use of irrigation water by utilizing more native plants than non-native plants, their minimum water-use requirements are the same.

All proposed plants will be served by an underground automatic low water-use irrigation system. The system will have an automatic timer capable of altering the programmed water dosage to compensate for seasonal changes in watering requirements. The irrigation system may be de-activated after 3-4 years of operation when the plants have reached their establishment period.

OUTDOOR SPACES
Outdoor activity and gathering areas will be treated with vegetative screening, seasonal color and accents.

Adam Valente, AIA
Architect

RECEIVED
JAN 31 2014
CITY OF SEDONA
COMMUNITY & ECONOMIC
DEVELOPMENT

Sedona Rouge

Public Participation Plan

December 20, 2013

For the site plan change and land trade proposal we plan to have one public open house in January. It will be hosted in our conference room, and will be held two differ times 10am and 3pm. We will give overview presentations, and be available to answer questions and take comments throughout.

This meeting will be announced by a direct mailing at least three weeks in advance to all property owners of the meets and bounds properties. This meeting will have representation from Sedona Rouge. All comments will be recorded, and summarized in a report to be filed with the city in order to provide staff and Commissions adequate time for review prior to their hearings.

The letter that will serve as the open house announcement is attached. In this letter, we will also make all parties aware that if they are unable to attend, we can provide more information to them directly, and can accept comments at our hotel.

"Sedona Rouge Expansion"

A 32 unit expansion at Sedona Rouge Hotel, 2250 W St Rt 89A, Sedona AZ 86336

Dear Neighbors,

Sedona Rouge is submitting an updated site plan from original rezoning approval in 2009. This new plan is less impactful on the upper hill and aligns the rooms nicely behind the current rooms and along Goodrow Ln. The new plan has same number of rooms but a different architect and layout. The new plan also improves the connection for vehicles and resident walking between Goodrow Ln and Rodeo Rd though a land swap. The land swap involves the hotel taking over part of Goodrow Ln to be used for parking and the city being given land to upgrade the road connection to a two lane city street.

The new site plan along with elevations will be available to view at the meeting. We are interested in hearing from you by email, fax, postal mail and or attending a special community meeting on Friday January 17th at either 10:00 am or 3:00 pm at Sedona Rouge Hotel located at 2250 W St Rt 89A in our 2nd floor meeting room.

Your Comment:_____

_____

_____

My contact information: Ed Conway, General Manager

Email; econway@sedonarouge.com

Please RSVP if you plan to attend either of the meetings. If you can't attend please return this letter with comments, email and or fax 928 203 9094. My direct line at the hotel 928 340 5304. Please respond by January 15, 2013.

Sincerely

Ed Conway

CAROL SHEA 155 Goodrow
David & Sandra Corder 215 Goodrow
Charlotte & Dixon Gunley 90 Whitetail Lane
RICK & CAROL GANDOLFO 40 SCHIMBERG ROAD
BILL & PAULA JOHNSON 185 GOODROW LANE

Hi!

I am Sandra Corder. C as in "Can't say this is a good idea" O R "D" as in "Don't block our egress". E R and what I have to say is: If it don't flow, just say, "NO"

What this plan is really doing is taking our three access points and giving us only one. That is dangerous. REALLY dangerous, not to mention frustrating and un neighborly, but the city doesn't care about those two issues. Yep, if it don't flow, just say, "NO"!

Right now, we have the "Main" access from Goodrow Lane and 89A. But let me back up for a second. Soon the city will need to look at Goodrow as the congestion on the street has become serious. One neighbor, who was a single car family, sold her house to a group who is now at least an eight car dwelling, with constant daily use. My house, purchased two years ago, had little car use, now is an active two car family, and later this year, we'll have a third with our teenage daughter. With this type of activity typical on our street, I'm having to trade in my beloved convertible for a higher clearance vehicle, as one car or another frequently must leave the road for two cars to pass side by side; but that's an issue for another day. What it speaks to is that we are managing, just barely, but we are managing, as long as we have ALL THREE EXITS. By taking away two of these exits, you will change the name of our street from "Goodrow" to "LA Gridlock". I have to say, if it don't flow, just say, "NO".

Right now, if people are going to Safeway or Sanborn Drive, they often take the "Sedona Rouge" back road. If approaching Goodrow from 89A and seeing that an APS truck or other vehicle is blocking the Lane while making their exit, we can go to the other NAMTI entrance and turn in there, coming up behind the exiting vehicle. This also comes in quite handy if we notice our neighbor is trying to make a left hand turn across tourist traffic and we need to make a right hand turn to get our daughter to school. We only need to hit a break in the nearest lane, while they need to cross several to get to the middle section. And, when Sedona, "meant to be" fortune kicks in, we might just be the car that gives them the opportunity to make it to that middle section. In this case, we have a chance to let it flow, and just say, "GO"!

But, speaking of middle sections, where is the one on Rodeo? Oh, that's right! There isn't one. Well, not really to speak of. Not one that can hold cars coming out of Goodrow and Safeway. So besides the pedestrians, the bicyclists, the two exits for Safeway, the people driving straight on Rodeo, and the people making a right hand turn off of 89A, we don't have a middle section. AND now we have LA Gridlock as cars back up trying to leave their homes through only one

escape hatch. Because now we won't be able to choose to go "out the Sedona Rouge back way". We won't be able to avoid the neighbor trying to make a left when we need to make a right. We also have 32, YES 32 more drivers also trying to get to the Film Festival, tours, Slide Rock, or just to eat, when we are trying to get to work and school or have fun, ourselves. The funnel effect is only good when it's in a vortex. If it don't flow, just say, "NO"!

Goodrow isn't just a "retirement" street. It's busy working people. One "super" mini street isn't going to make up for the congestion that will occur. If it don't flow, just say, "NO"!

You are not trading "one" access for another. You are closing off two. You are thinking you are giving us "two lanes" from one. We don't need two lanes behind the Rouge, we need two lanes all the way up Goodrow and multiple access points. If it don't flow, just say, "NO"!

Lastly, this plan adds time on to our daily commutes and pollution while the cars are waiting to exit. This will add at least 5 minutes of sitting at "Back of Sedona Rouge" struggling across Rodeo and sitting at the light at Safeway. Have you lived in a large city? Have you heard of Road Rage? We are already coming off a street where our neighbors are running us off the road. People are being shot and killed in a movie theater for texting...we do have people getting out of their cars and yelling at each other in the street now, what will be next if you create this gridlock? The next movie won't be "Sedona" it will be "Escape from Goodrow"...If it don't flow, just say, "NO"

This plan is unsafe, environmentally unfriendly, and not a good traffic pattern. If it don't flow, just say, "NO"!

Thank you for not only listening, but thinking of yourself as a resident of Goodrow Lane.

Sandra Corder
215 Goodrow Lane
Sedona AZ, 86336
714-493-6639

Overall design looks good & matches Safeway. We just need to keep our access, please.

SCALE: 30' = 1"

1 SITE PLAN

SCALE: 30'=1"

NORTH

GENERAL NOTES

A. EXISTING TOPO SHOWN, SEE CIVIL FOR PROPOSED GRADING ELEVATIONS

KEYNOTES

1. DRIVEWAYS
2. CURBS
3. RAMPS
4. PEDESTRIAN WALKS
5. MECHANICAL AND UTILITY EQUIPMENT
6. RETAINING WALLS - SEE CIVIL
7. NOT USED
8. SETBACK
9. PROPERTY LINE
10. FIRE HYDRANT
11. NOT USED
12. LOCATION OF REFUSE IF TO BE PROVIDED ON SITE
13. EXISTING TREE TO REMAIN (to be determined during construction)
14. SEE LANDSCAPE DRAWINGS

PROJECT DATA

APN:	44-24-071B
Zoning District	L - Lodging District
Related Cases:	ZC2008-4 AP2009-1
Existing Lot Area:	69,358 sf (1.56 Acres)
Parcel B + Parcel C	67,091 sf (1.54 Acres)

Proposed Lot Areas with Land Swap

Parcel A (City of Sedona)	18,496 sf (.42 Acres)
Parcel B (Goodrow Ln.)	16,368 sf (.38 Acres)
Parcel C (Sedona Rouge)	50,723 sf (1.16 Acres)
Conditioned Area:	21,341 sf
Total Enclosed Building Footprint:	11,494 sf

Building Height Allowed: *27'

*per Section 905, Table 9-G Sedona Land Development Code

Largest Unrelieved Building Planes	400 sf	+5 credit
Lightest Color LRV%	LRV 17	+5 credit
Total Credits	+10 = 27' Height	

Building Height Allowed per Alternate Standards: 27'
Building Height Provided: 17' to 27'

Area of Building Allowed per Alternate Standards: *25% (2,874 SF)
Provided: 17.8% (2,044 SF)

*Gable or hip roofs with a minimum pitch of 3.5:12 may extend above the 22' maximum building height up to a maximum of 5' (27' max.) per Sedona Land Development Code Section 903.03 (A)(4)(c).

Area of Building limited to *16' height: *>/= 20% (2,299 SF)
Provided: 20.8% (2,391 SF)

*All commercial, lodging or public/semi-public buildings or structures shall be limited in height such that 20% or more of the building footprint shall be limited to no more than 16 feet in height (or up to 5 feet higher in the case of gable or hip roofs per Sedona Land Development Code Section 903.03 (A)(6).

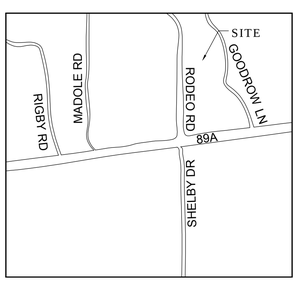
FAR Allowable:	33,545 sf (.5 commercial) 47,963 sf (.7 commercial with affordable residential)
FAR Proposed:	25,340 sf (.38)
Coverage Allowable:	18,785 sf (28% commercial) 23,481 sf (35% commercial with affordable residential)
Coverage Proposed:	12,670 sf (19%)
Open Space:	45,171 sf
Landscaped space:	22,194 sf
TOTAL UNITS	32

COMBINED SITE DATA

PARKING REQUIRED

74 rooms existing	74 spaces
2 affordable units	2 spaces
32 new units	32
60 or more units	10 spaces
Restaurant	20 spaces
with 50% reduction (previously approved)	
Spa 10,930 sf @ 1/400	28 spaces
TOTAL SPACES REQ'D	**166 SPACES (6 Accessible)**
PARKING PROVIDED	**136 SPACES (9 Accessible)**
Existing spaces	93 spaces
Proposed spaces	43 spaces

VICINITY MAP:



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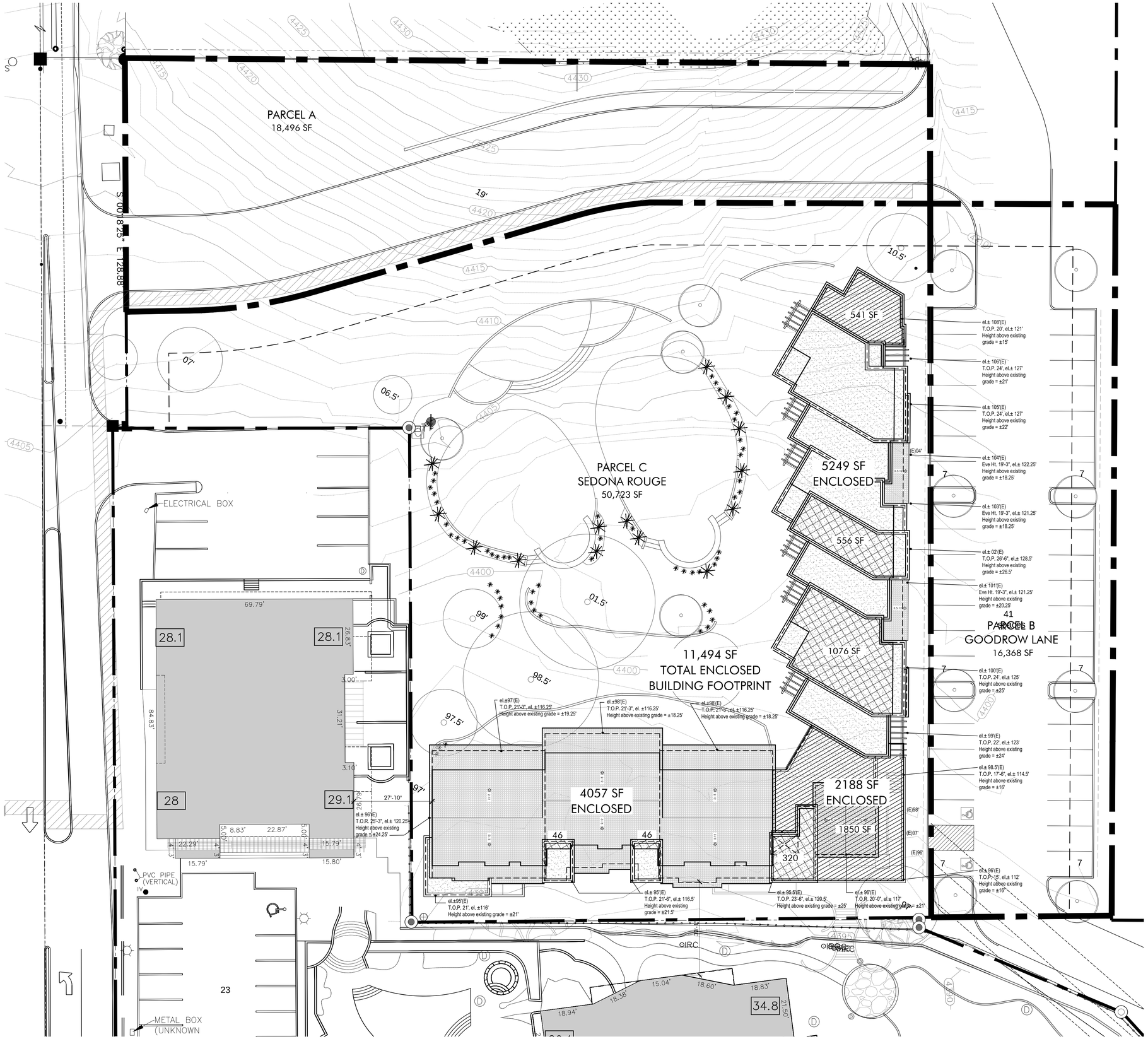
SEDONA ROUGE
95 GOODROW LANE
SEDONA, ARIZONA 86336

NOT FOR CONSTRUCTION

REVISIONS:

PROJECT NO: 13097
DATE: FEBRUARY 21, 2014
CONTENTS: SITE PLAN
SCALE: AS NOTED
DRAWING NUMBER:

A1.0



GENERAL NOTES

A. EXISTING TOPO SHOWN, SEE CIVIL FOR PROPOSED GRADING ELEVATIONS

PROJECT DATA

APN:	44-24-071B
Zoning District	L - Lodging District
Related Cases:	ZC2008-4 AP2009-1
Existing Lot Area:	69,358 sf (1.56 Acres)
Parcel B + Parcel C	67,091 sf (1.54 Acres)

Proposed Lot Areas with Land Swap

Parcel A (City of Sedona)	18,496 sf (.42 Acres)
Parcel B (Goodrow Ln.)	16,368 sf (.38 Acres)
Parcel C (Sedona Rouge)	50,723 sf (1.16 Acres)
Conditioned Area:	21,341 sf
Total Enclosed Building Footprint:	11,494 sf

Building Height Allowed: *27'

*per Section 905, Table 9-G Sedona Land Development Code

Largest Unrelieved Building Planes	400 sf	+5 credit
Lightest Color LRV%	LRV 17	+5 credit
Total Credits	+10 = 27' Height	

Building Height Allowed per Alternate Standards: 27'
Building Height Provided: 17' to 27'

Area of Building Allowed per Alternate Standards: *25% (2,874 SF)
Provided: 17.8% (2,044 SF)

*Gable or hip roofs with a minimum pitch of 3.5:12 may extend above the 22' maximum building height up to a maximum of 5' (27' max.) per Sedona Land Development Code Section 903.03 (A)(4)(c).

Area of Building limited to *16' height: *>/= 20% (2,299 SF)
Provided: 20.8% (2,391 SF)

*All commercial, lodging or public/semi-public buildings or structures shall be limited in height such that 20% or more of the building footprint shall be limited to no more than 16 feet in height (or up to 5 feet higher in the case of gable or hip roofs per Sedona Land Development Code Section 903.03 (A)(6).

FAR Allowable:	33,545 sf (.5 commercial) 47,963 sf (.7 commercial with affordable residential)
FAR Proposed:	25,340 sf (.38)
Coverage Allowable:	18,785 sf (28% commercial) 23,481 sf (35% commercial with affordable residential)
Coverage Proposed:	12,670 sf (19%)
Open Space:	45,171 sf
Landscaped space:	22,194 sf
TOTAL UNITS	32

1 SITE / ROOF PLAN
SCALE: 1" = 16'

0 8' 16' 32'
SCALE: 1/16" = 1'-0"

NORTH

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7507 E. MCDONALD DRIVE STE. B
SCOTTSDALE, AZ 85250
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F 480.388.3858
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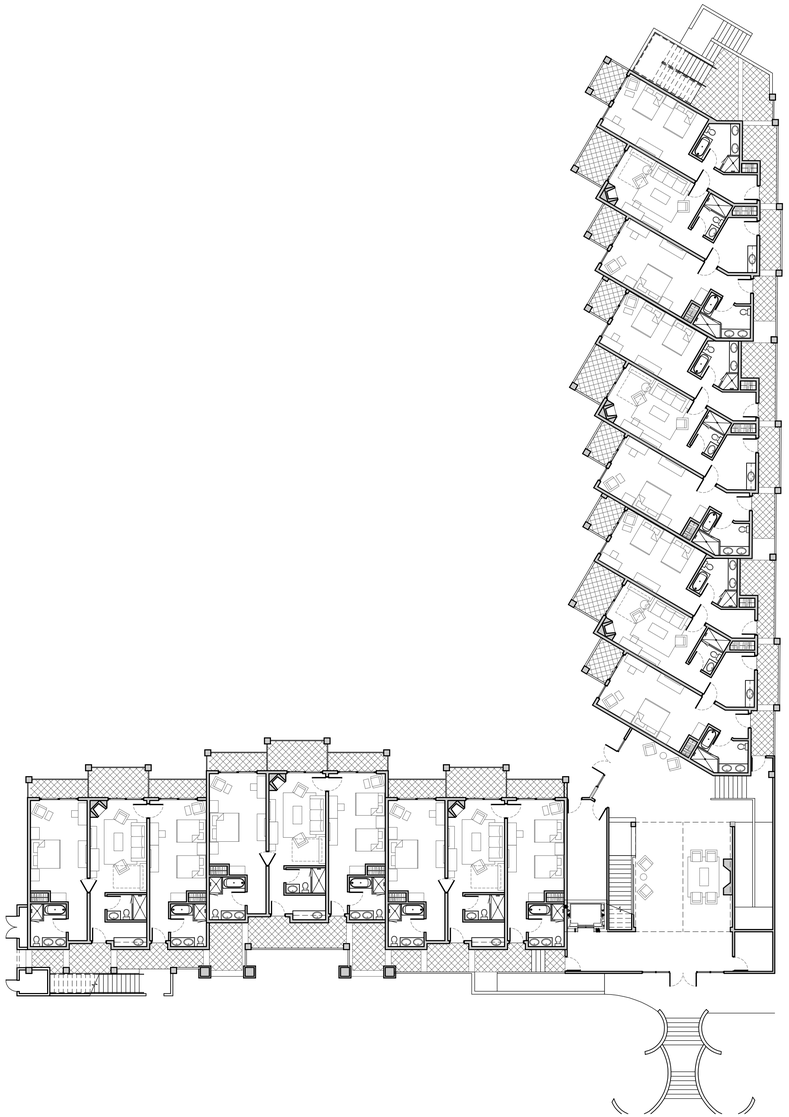
SEDONA ROUGE
95 GOODROW LANE
SEDONA, ARIZONA 86336

NOT FOR CONSTRUCTION

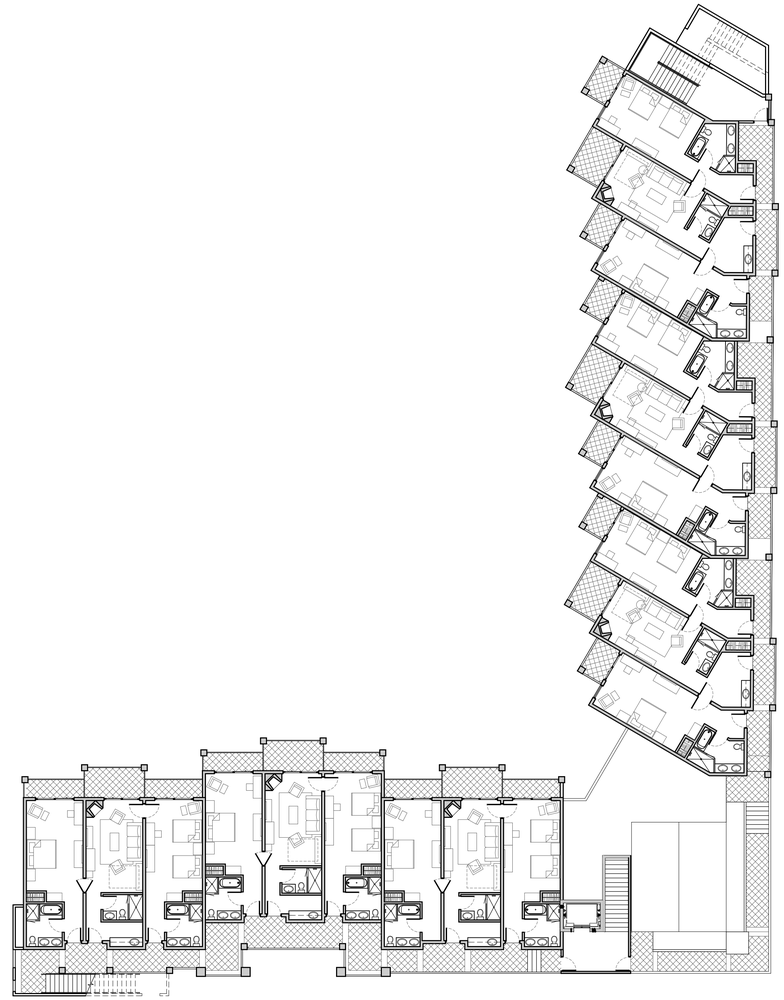
REVISIONS:

PROJECT NO: 13097
DATE: FEBRUARY 21, 2014
CONTENTS: SITE PLAN
SCALE: AS NOTED
DRAWING NUMBER:

A1.0



1 FIRST FLOOR PLAN
1/16 " = 1'-0"



1 SECOND FLOOR PLAN
1/16 " = 1'-0"

NORTH

0 4'-0" 8'-0" 16'-0"
SCALE: 1/16" = 1'-0"

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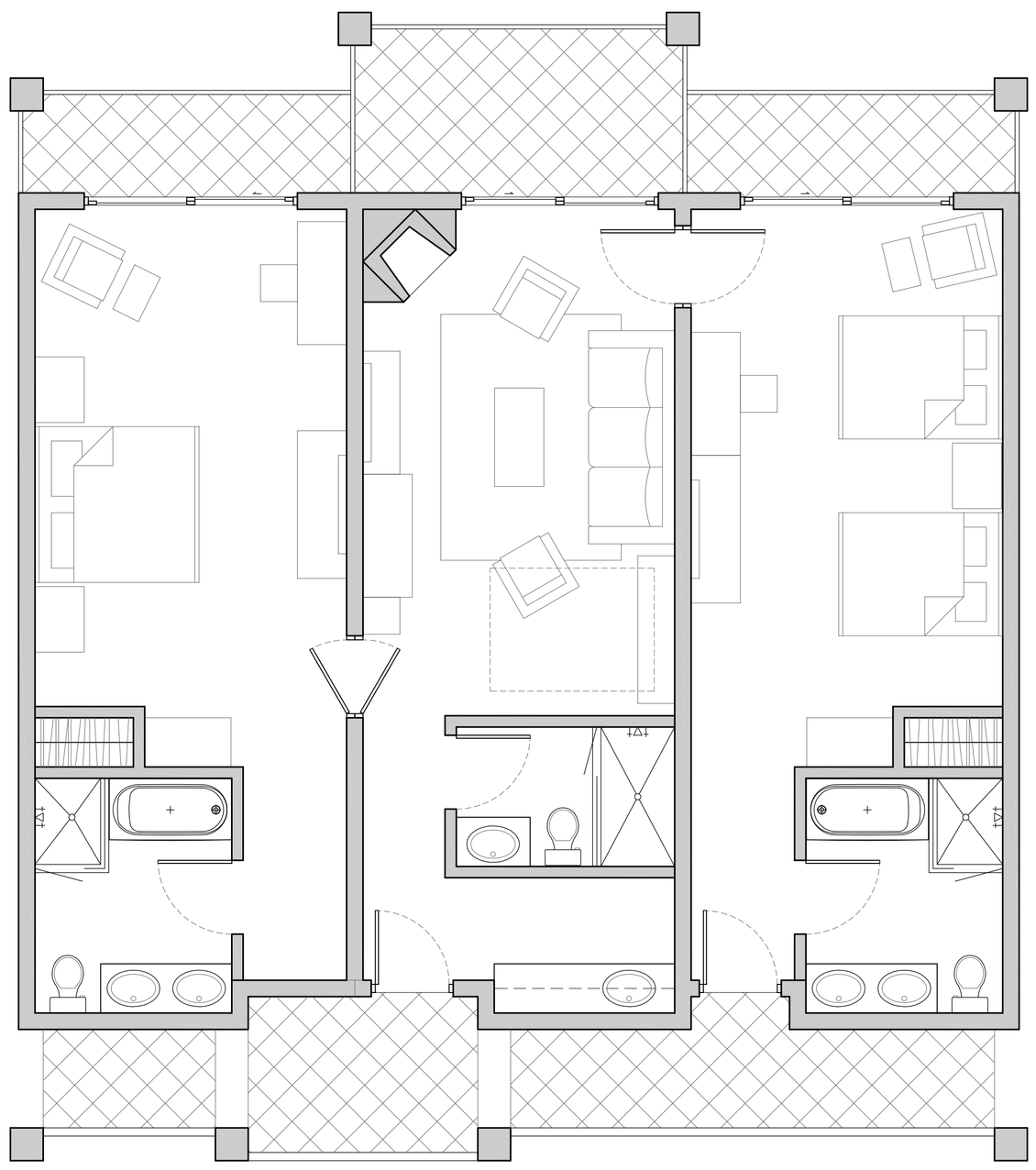
REVISIONS:

PROJECT NO.: 13097
DATE: FEBRUARY 21, 2014
CONTENTS: FLOOR PLAN
SCALE: 1/16" = 1'-0"
DRAWING NUMBER:

A2.1

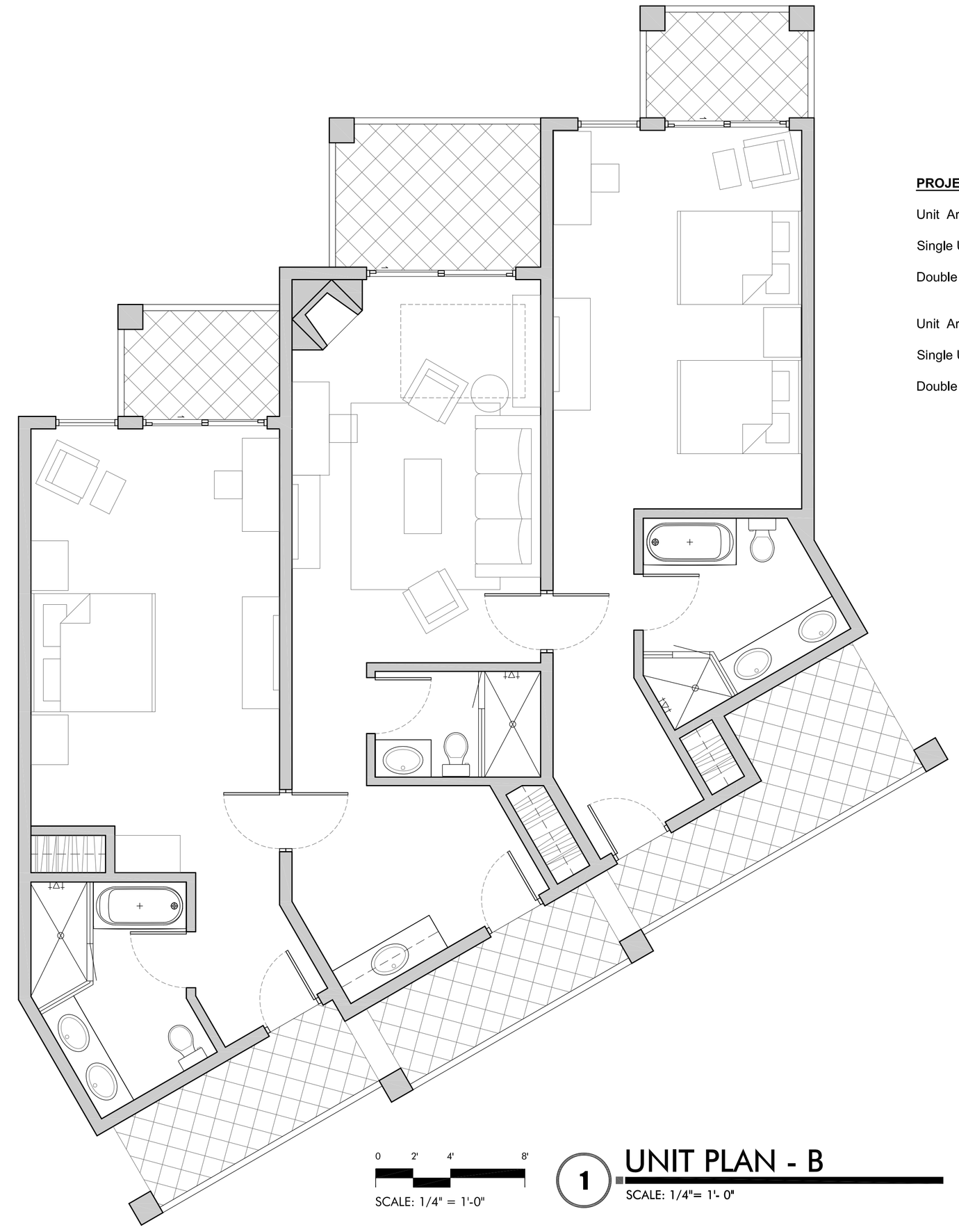


0 2' 4' 8'

SCALE: 1/4" = 1'-0"

1 UNIT PLAN - A

SCALE: 1/4"= 1'- 0"



0 2' 4' 8'

SCALE: 1/4" = 1'-0"

1 UNIT PLAN - B

SCALE: 1/4"= 1'- 0"

PROJECT DATA

Unit Area Total : 1,353 sf

Single Unit Area: 451 sf

Double Unit Area: 902 sf

Unit Area Total: 1,570 sf

Single Unit Area: 523 sf

Double Unit Area: 1,046 sf

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REVISIONS:

PROJECT NO: 13097

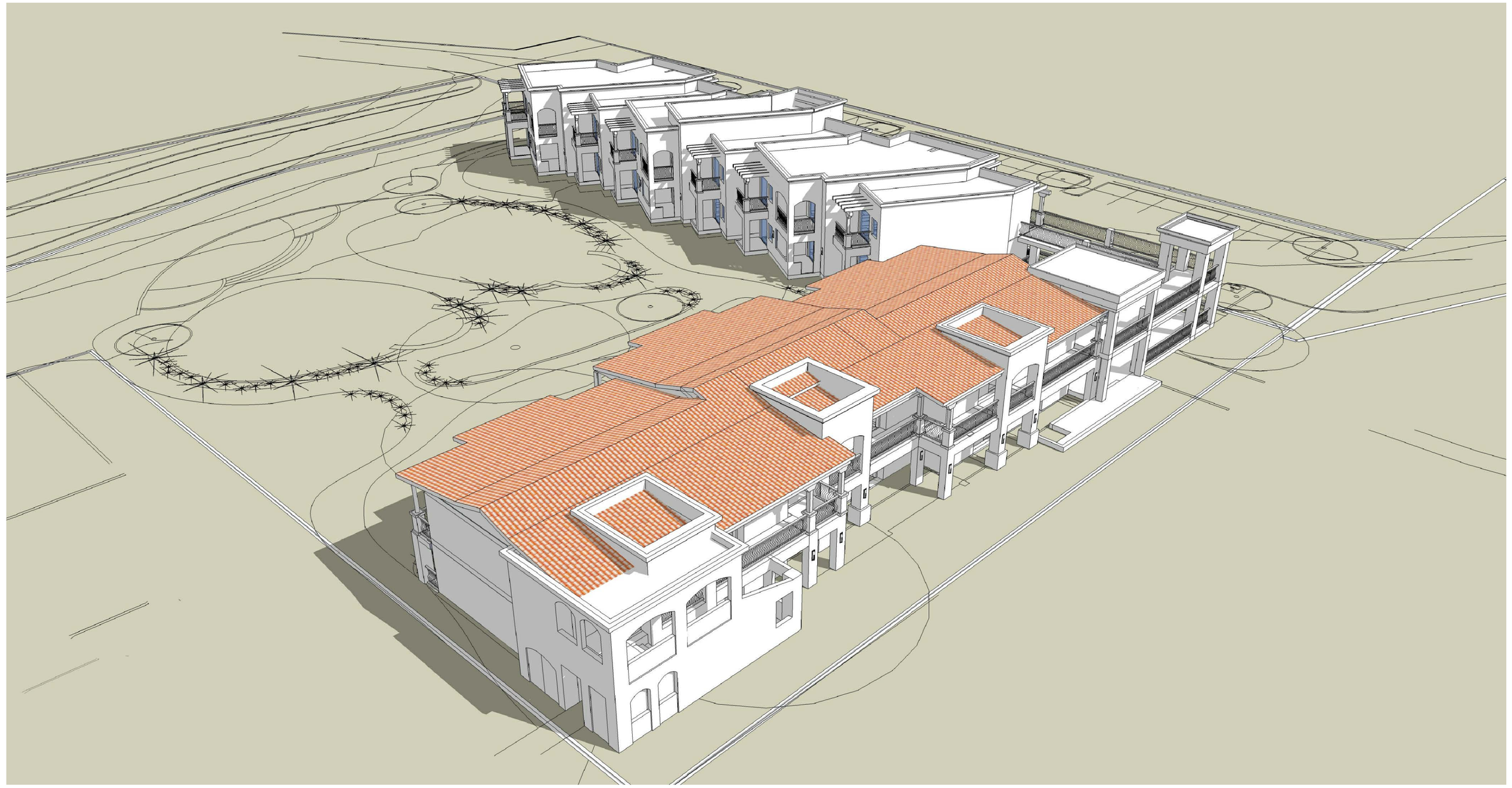
DATE: JANUARY 31, 2014

CONTENTS: UNIT PLANS

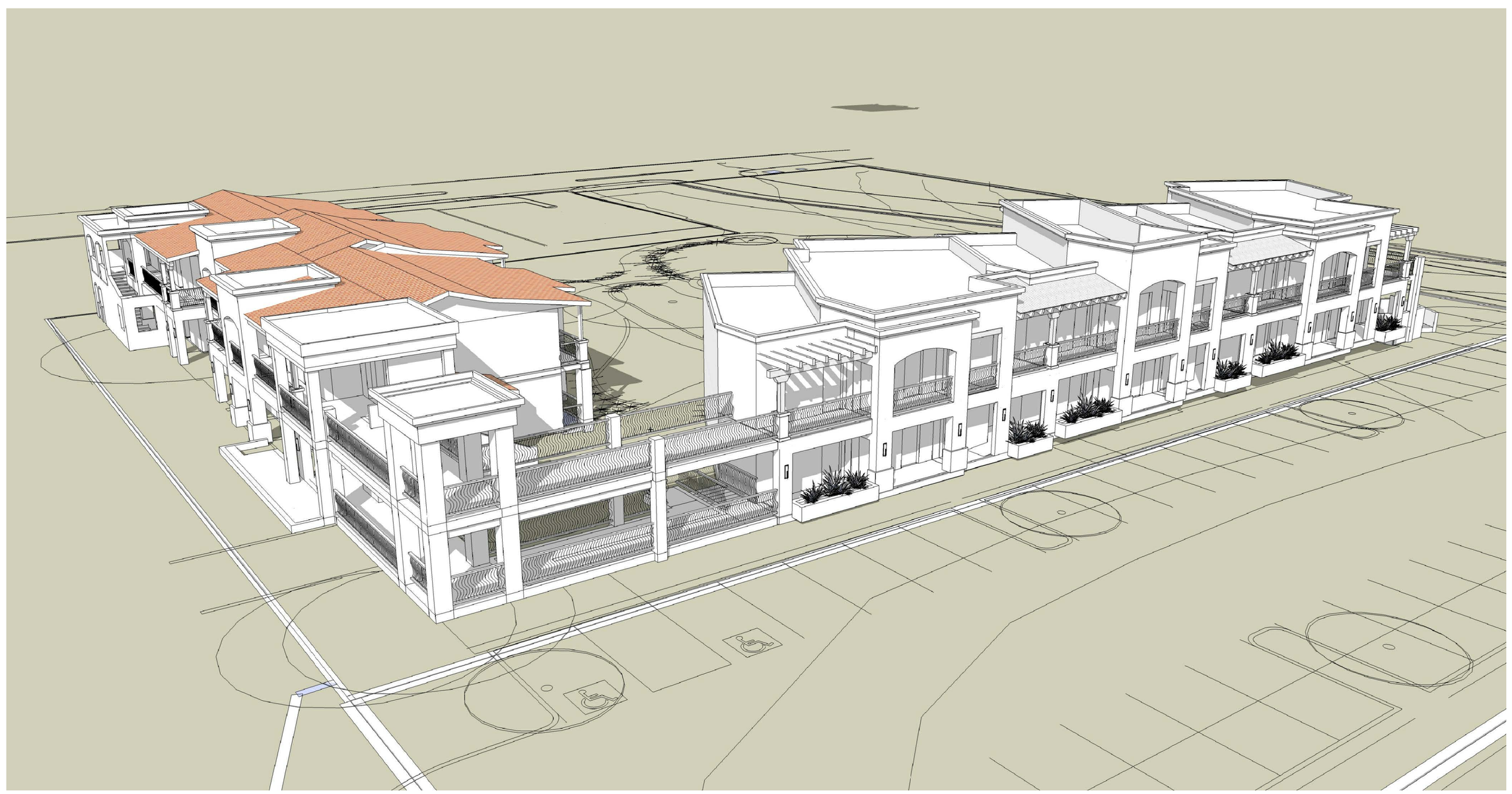
SCALE: 1/4" = 1' - 0"

DRAWING NUMBER:

A2.2



SOUTHWEST CORNER



SOUTHEAST CORNER

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REVISIONS:

PROJECT NO: 13097

DATE: JANUARY 31, 2014

CONTENTS: PERSPECTIVES

SCALE: NTS

DRAWING NUMBER:

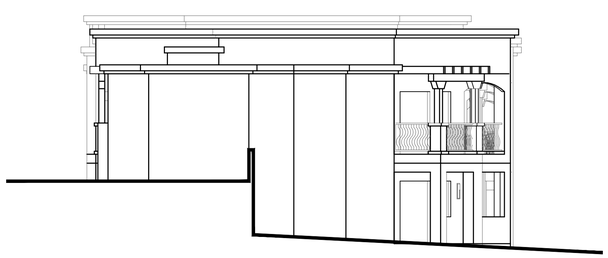
A5.0

1 EAST BUILDING - EAST ELEVATION

SCALE: 1/8" = 1'-0"

2 EAST BUILDING - WEST ELEVATION

SCALE: 1/8" = 1'-0"



3 EAST BUILDING - NORTH ELEVATION

SCALE: 1/8" = 1'-0"

0 4'-0" 8'-0" 16'-0"

SCALE: 1/8" = 1'-0"

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REVISIONS:

PROJECT NO: 13097

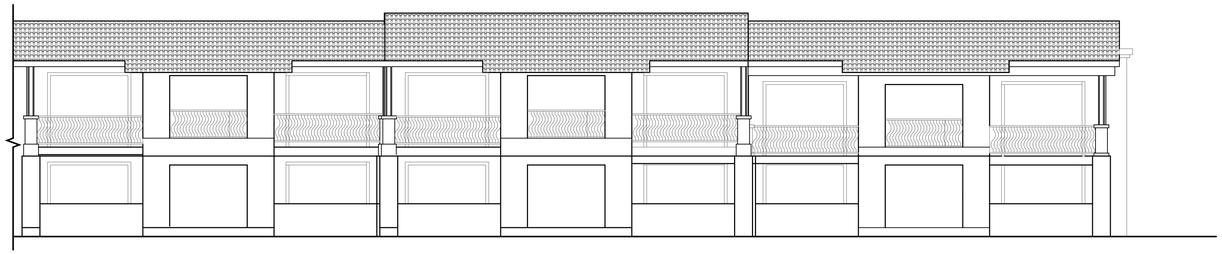
DATE: FEBRUARY 21, 2014

CONTENTS: Elevations

SCALE: AS NOTED

DRAWING NUMBER:

A6.1

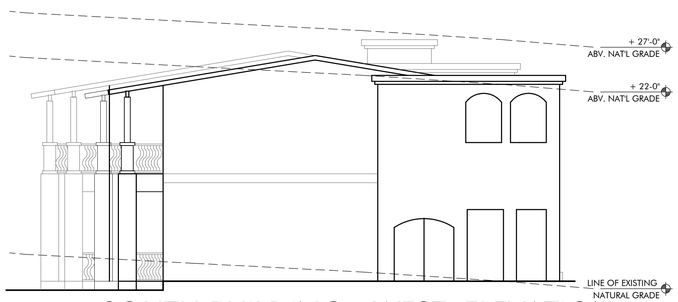


1 SOUTH BUILDING - NORTH ELEVATION

SCALE: 1/8" = 1'-0"

2 SOUTH BUILDING - SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



3 SOUTH BUILDING - WEST ELEVATION

SCALE: 1/8" = 1'-0"

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REVISIONS:

PROJECT NO: 13097

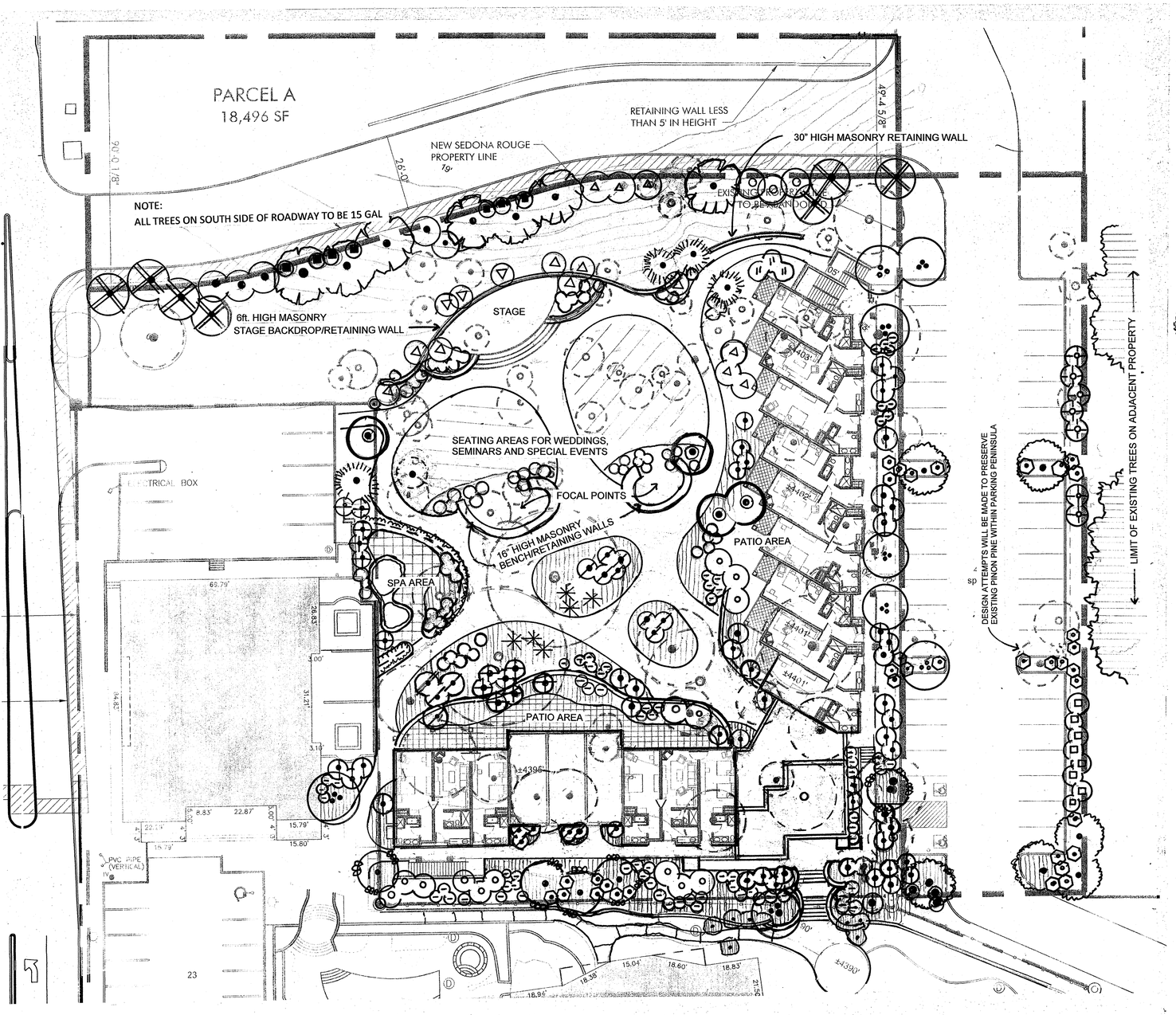
DATE: FEBRUARY 21, 2014

CONTENTS: Elevations

SCALE: AS NOTED

DRAWING NUMBER:

A6.2



LANDSCAPE PLAN
scale= 1" = 20'
NORTH

LANDSCAPE / LEGEND LIST

symbol	botanical name	common name	size	quan.
	coniferous trees:			
	cupressus arizonica	arizona cypress	15 gal.	7
	pinus edulis	pinon pine		4
	broadleaf evergreen trees:			
	PHOTINIA FRASERII	PHOTINIA TREE		8
	sophora secundiflora	texas mountain laurel		5
	accent / flowering trees:			
	acer glabrum	rocky mountain maple		4
	PYRUS CALLERYANA	FLOWERING PEAR		
	chilopsis linearis	desert willow		7
	large broadleaf evergreen shrubs:			15 GAL
	COTONEASTER LACTEUS	CLUSTERBERRY	5 GAL	30
	ELAEAGNUS ANGUSTIFOLIA	SILVERBERRY		8
	PHOTINIA FRASERII	PHOTINIA		5
	medium broadleaf shrubs			
	arctostaphylus pungens	pointleaf manzanita		35
	cercocarpus montanus	mountain mahogany		20
	garrya wrightii	wrights silktassle		3
	RHAPHIOLEPIS INDICA	INDIA HAWTHORN		19
	ROSMARINUS	ROSEMARY		8
	small evergreen and deciduous shrubs:			
	BERBERIS THUNBERGIANA	DWARF BARBERRY		73
	ericamerica larricifolia	turpentine bush		10
	LEUCOPHYLLUM FRUTESCENS	TEXAS RANGER		44
	flowering shrubs:			
	BUDDLEIA DAVIDII	BUTTERFLY BUSH		16
	SALVIA GREGGI	SALVIA		64
	accent / special effects shrubs:			
	dasylirion wheeler	desert spoon		6
	ground cover / understory shrubs:			
	BACCHARIS PILULARIS	COYOTE BRUSH		
	berberis repens	creeping barberry		
	LAVANDULA	LAVENDER		
	TEUCRIUM	GERMANDER		
	ROSMARINUS PROSTRATA	DWARF ROSEMARY		
	VINCA	COMMON MYRTLE		
	vines:			
	CAMPSIS	TRUMPET VINE		10
	JASMINUM	JASMINE		
	LONICERA	HONEYSUCKLE		
	ROSA	BANKS CLIMBING ROSE		

SUMMARY of EXISTING TREES

type	total to remain	to be removed
CEDAR	16	26
PINON PINE	10	23

NOTE: THE MAJORITY (APPRX. 78%) OF EXISTING CEDARS ARE 6-10ft. IN DIAMETER AND SOMEWHAT SCRAGGLY

EXISTING TREE SYMBOLS

symbol	description
	CEDAR
	PINON PINE

SUMMARY – LANDSCAPE CODE REQUIREMENTS

BUILDING FOOTPRINT

2" dbh (24" BOX TREE) per 500 s.f. of building footprint

location	size	requires	exist.	net rqrmnt proposed
south bldgs.	4,100 s.f.	16" dbh	56" dbh	0
east bldgs.	4,500 s.f.	18" dbh	38" dbh	0

PARKING AREA

- 2 – 15 gal trees and 5 shrubs per 4 spaces
- 1 – 15 gal canopy tree and 3 shrubs per peninsula

21 SPACES (EAST SIDE of PARKING)

requires:	6 trees	24 shrubs
existing:	1	0
net rqrmnt:	5	24
plan proposes:	1	24

4 PENINSULAS

requires:	4-15 gal trees	12 shrubs
existing:	1	0
net rqrmnt:	3	12
plan proposes:	3	12

STREET FRONTAGE – 285 ft. X 10' = 2,850 s.f.

1 – 15 gal tree and 3 shrubs per 200 s.f.

requires:	14– 15 gal trees	42 shrubs
existing:	0	24
net rqrmnt:	14	18
plan proposes:	14– 15	18

GENERAL NOTES:

ALL LANDSCAPE AND/OR DISTURBED AREAS WILL BE TOPDRESSED WITH CRUSHED RED ROCK OR DECOMPOSED BARK MULCH.

ALL PLANTS WILL BE SERVED WITH AN AUTOMATIC IRRIGATION SYSTEM THAT WILL BE DEACTIVATED AFTER 4-5 YEARS OF USE.

prepared for:
SEDONA ROUGE HOTEL & SPA
2250 W HWY 89A
SEDONA, AZ 86336

AL WOLBURG, GENERAL MANAGING PARTNER
510-220-3010
ED CONWAY, GENERAL MANAGER
928-340-5304

prepared by
RICHARD HUBBELL & ASSOCIATES
landscape architects / land planners
P.O. Box 1151
SEDONA, AZ 86339
Office: 928-282-9477
Cell: 928-300-6552

REGISTERED LANDSCAPE ARCHITECT CERTIFICATE NO. 9579 RICHARD STEVEN HUBBELL ARIZONA, U.S.A.

Richard Steven Hubbell

REVISED 3/7/14

landscape design for :

SEDONA ROUGE EXPANSION

2250 W HIGHWAY 89A SEDONA, AZ 86336

SUMMARY of PRELIMINARY EXTERIOR LIGHTING

ALLOWABLE LUMENS: 1.56 acres x 100,000 = 156,000

LANDSCAPE LIGHTING

type / description	mnfgr. / model	lumens	quan.	TOTAL LUMENS
• STAIR/STEP LIGHTS (shielded)	FOCUS SL.04.LED P	350	37	12,950
• PATH LIGHTS (shielded)	FOCUS PL.17.LED2	85	50	4,250
• SOFT WASH LIGHT (partially shielded)	FOCUS PL.15.LED2	85	6	510
SUB TOTAL - LANDSCAPE LIGHTING				17,710

EXTERIOR BUILDING LIGHTING

• PATIO LIGHT wall mounted sconce (partially shielded)	mnfgr/model not yet selected	350	36	12,600
• EXTERIOR HALL LIGHT (shielded)	mnfgr/model not yet selected	350	54	18,900
SUB-TOTAL - EXTERIOR BLDG. LIGHTING				31,500

PARKING AREA LIGHTING

• 12'-14' HIGH 4"x4" METAL POST WITH SHIELDED BOX CANOPY	light fixtures will match existing parking area lights	13,500	4	54,000
SUB-TOTAL PARKING AREA LIGHTING				54,000

OVERALL PROPOSED LUMENS 98,100

LED BRICK LIGHTS
SL-04-LEDP SERIES

GOGREEN

TYPE

SPECIFICATIONS

CONSTRUCTION: Stamped aluminum, brass, copper or stainless steel step/brick light with stamped stainless steel surface mounting bracket - no back box required.

3 LENS OPTIONS:
SL-04-LEDP: Standard white acrylic; creates warm 2700K incandescent like color
SL-04-LEDP-SB: Sand Blast clear acrylic; creates soft 3000K halogen like color
SL-04-LEDP-CL: Clear acrylic; bright halogen 3000K color

BLACK FINISH

GASKET: Black neosponge closed cell; .190" thickness

LIGHT SOURCE: 12v, 8w integrated LED flat panel with external driver, warm white 3000K

LIFETIME RATING: 50,000 hours

SOCKET: None

DRIVER: 8w output, 12v AC input. Maximum distance from fixture is 18 feet. For use with magnetic transformers only

VOLTAGE RANGE: 9 to 18 volts. Optimum operating range of 10 to 15 volts for consistent performance and brightness.

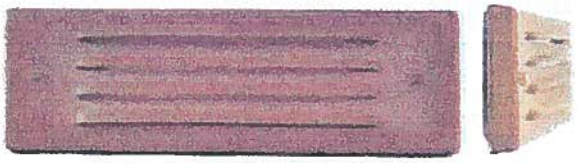
WIRING: Red(+) and Black(-) 18 gauge zip cord from LED panel. Connects to external driver Red(+) and Black(-) 18 gauge zip cord.
Additional 6' 18/2 zip cord supplied for wiring external driver to main cable.
For 25 foot 16/2 fixture lead wire add -25F to catalog number.

CONNECTION: FA-05 Quick Connector (not supplied) from LED driver to main cable (12/2, 10/2 or 8/2 only)

MOUNTING: Stainless Steel surface mount bracket; four screws and wall anchors provided; Face plate attaches to bracket with two provided screws

FINISH: Aluminum - Black texture polyester powder coat; optional finishes available
Brass - Unfinished; optional finishes available
Copper-Unfinished; optional finishes available
Stainless Steel-Brushed

CAUTION: MUST BE POWERED BY LOW VOLTAGE AC MAGNETIC TRANSFORMER ONLY



SL-04-LEDP-RST

NO BACK BOX REQUIRED

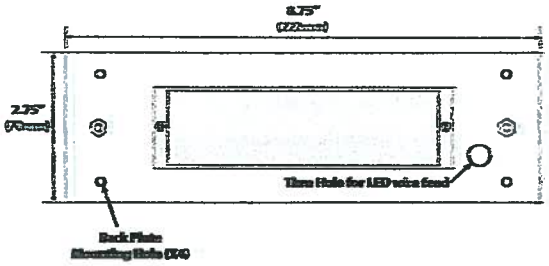
SL-04-ALLEDP-BRS

SL-04-1LLEDP-WBR

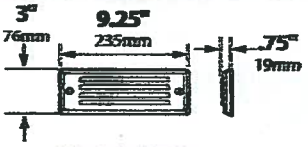
ORDERING INFORMATION

CATALOG NO.	DESCRIPTION	LAMP	SHIP WEIGHT
SL-04-LEDP-BLT	Aluminum 4 Louver Brick Light	8w Flat Panel LED	2.0 lbs.
SL-04-LEDP-BRS	Brass 4 Louver Brick Light	8w Flat Panel LED	2.0 lbs.
SL-04-LEDP-COP	Copper 4 Louver Brick Light	8w Flat Panel LED	2.0 lbs.
SL-04-LEDP-SS	Stainless Steel 4 Louver Brick Light	8w Flat Panel LED	2.0 lbs.
SL-04-AL-LEDP-BLT	Aluminum Lensed Brick Light	8w Flat Panel LED	2.0 lbs.
SL-04-AL-LEDP-BRS	Brass Lensed Brick Light	8w Flat Panel LED	2.0 lbs.
SL-04-AL-LEDP-COP	Copper Lensed Brick Light	8w Flat Panel LED	2.0 lbs.
SL-04-AL-LEDP-SS	Stainless Steel Lensed Brick Light	8w Flat Panel LED	2.0 lbs.
SL-04-1L-LEDP-BLT	Aluminum 1 Louver Brick Light	8w Flat Panel LED	2.0 lbs.
SL-04-1L-LEDP-BRS	Brass 1 Louver Brick Light	8w Flat Panel LED	2.0 lbs.
SL-04-1L-LEDP-COP	Copper 1 Louver Brick Light	8w Flat Panel LED	2.0 lbs.
SL-04-1L-LEDP-SS	Stainless Steel 1 Louver Brick Light	8w Flat Panel LED	2.0 lbs.

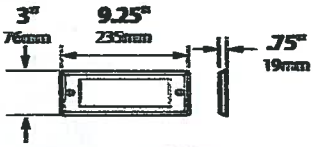
Lenses are all standard white acrylic; creates warm 2700K incandescent like color
Add -SB To Part #: Sand Blast clear acrylic; creates soft 3000K halogen like color
Add -CL To Part #: Clear acrylic; bright halogen 3000K color
Add -52 To Part #: 5200K Cool White Flat Panel LED



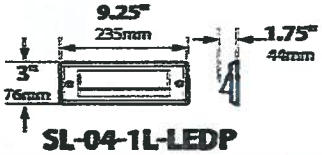
IP54 CE



SL-04-LEDP



SL-04-AL-LEDP



SL-04-1L-LEDP

JOB INFORMATION

Type: Date:
Job Name:
Cat.No.:
Lamp(s):
Specifier:
Contractor:
Notes:

FOCUS INDUSTRIES INC.
25301 CORPORATE CENTRE DRIVE
LAKE FOREST, CA 92630
www.focusindustries.com
sales@focusindustries.com
(949) 830-1350 - FAX (949) 830-3290

Black Texture (Standard)	Antique Verde	Bronze Texture	Camel	White Texture	Hunter Texture	Rust	Weathered Iron	Weathered Brown	Stucco	Rubbed Verde	Chrome Powder		Add Rust	Add Verde	Black Add Treatment
-BLT	-ATV	-BRT	-CAM	-WTX	-HTX	-RST	-WIR	-WBR	-STU	-RBV	-CPR		-BAR/CAR	-BAV/CAV	-BAT

DIRECTIONAL LIGHTS
DL-15 SERIES

FOCUS INDUSTRIES

LED READY

TYPE

SPECIFICATIONS

CONSTRUCTION: Cast aluminum, cast brass or composite flood; matching cast aluminum, brass or composite adjustable swivel

REFLECTOR: Diamond embossed specular aluminum

LENS: High impact clear acrylic

LAMP SUPPLIED DL-15-H: 35 watt Halogen D.C. - 10,000 hours average rating (75w max.)
LAMP SUPPLIED DL-15-SC: 18 watt S8 #1141 S.C. - 1200 hours average rating (25w max.)

LAMP OPTIONS DL-15-SC: We recommend 10,000 hours average rating Xenon (-X) or Halogen (-H) or 2.2w 50,000 hours average rating OMNI-2 LED (-LED2)

SOCKET: Double contact bayonet base (Ba15d) or Single contact bayonet base (Ba15s). Both with brass nickel plated lamp socket screw shell and 200°C silicone lead wires

WIRING: Black 3 foot 18/2 zip cord from base of fixture (12v only)
For 25 foot 16/2 fixture lead wire add -25F to catalog number.

CONNECTION: FA-05 Quick Connector (not supplied) from fixture to main cable (12/2, 10/2 or 8/2 only) 12v only

MOUNTING: FA-03 black 9" ABS stake threaded 1/2" NPS

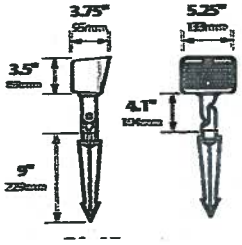
FINISH: Aluminum-Black texture polyester powder coat. Optional finishes available. Brass-Unfinished brass. Optional finishes available.

2mni LED

XENON & HALOGEN

black finish

DL-15-SC-BRT
mounted on
FA-25-BRT

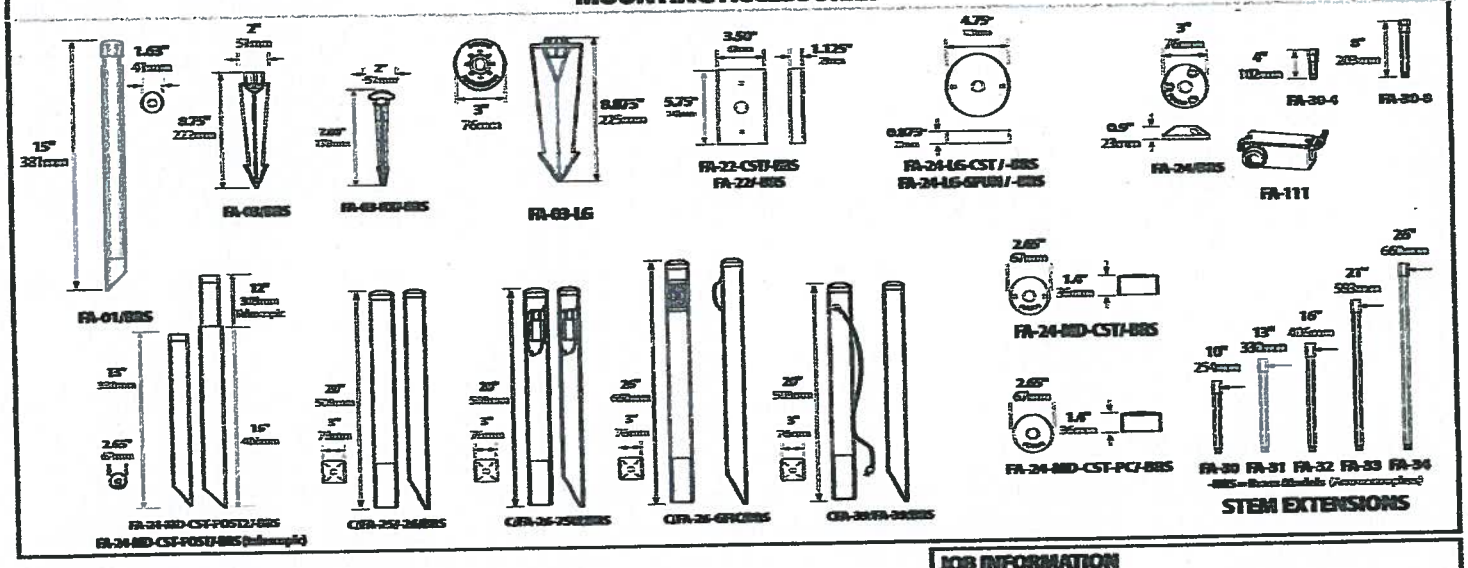


IP56 CE

ORDERING INFORMATION

CATALOG NO.	DESCRIPTION	LAMP	EST. SHIP WEIGHT
DL-15-H-BLT	Aluminum floodlight	35w T4 D.C. Halogen	2.0 lbs.
DL-15-H-BRS	Brass floodlight	35w T4 D.C. Halogen	3.0 lbs.
CDL-15-H-BLT	Composite floodlight	35w T4 D.C. Halogen	2.0 lbs.
DL-15-SC-BLT	Aluminum floodlight	18w S8 #1141	2.0 lbs.
DL-15-SC-BRS	Brass floodlight	18w S8 #1141	3.0 lbs.
CDL-15-SC-BLT	Composite floodlight	18w S8 #1141	2.0 lbs.

MOUNTING ACCESSORIES



BEAM/GLARE CONTROL

FA-07-15	Square 1/4" Hex Cell Louver
FA-10-15BLUE	Blue Tempered Glass Lens
FA-10-15GREEN	Green Tempered Glass Lens

JOB INFORMATION

Type: Date:

Job Name:

Cat. No.:

Lamp(s):

Specifier:

Contractor:

Notes:

FOCUS INDUSTRIES INC.
25301 COMMERCENTRE DRIVE
LAKE FOREST, CA 92630

www.focusindustries.com
sales@focusindustries.com
(949) 830-1350 • FAX (949) 830-3390

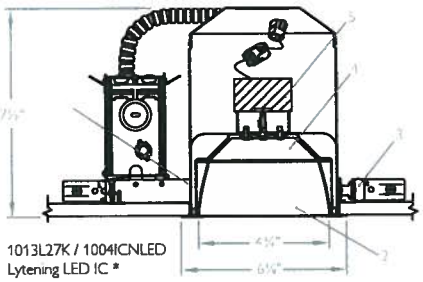
Black Textured Standard	Antique Verde	Bronze Texture	Camel	White Texture	Hunter Texture	Rust	Weathered Iron	Weathered Bronze	Stucco	Rubbed Verde	Chrome Powder	Terra Cotta	Acid Rust	Acid Verde	Black Acid Treatment
-BLT	-ATV	-BRT	-CAM	-WTX	-HTX	-RST	-WIR	-WBR	-STU	-RBV	-CPR	-TRC	-BAR/CAR	-BAV/CAV	-BAT

HALLWAY / ENTRY DOORS

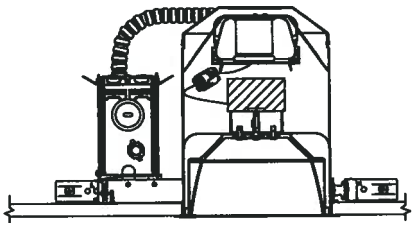
1013L

Lytecaster LED 5", Clear Trim

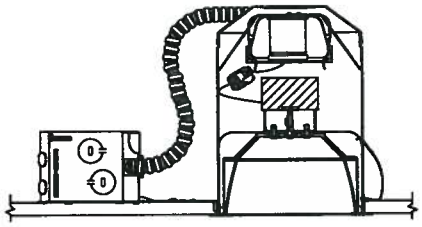
Project:	Catalog No:	Mfg:
Location:	Fixture Type:	Qty:
Notes:		Lamps:



1013L27K / 1004ICNLED
Lytening LED IC *



1013L27K / LARFA / 1004ICN
Lytening LED Trim w/ LED Retro
FIT Adapter & Standard
Incandescent Lytening IC



1013L27K / LARFA / 1004ICR
Lytening LED Trim w/ LED Retro
FIT Adapter & Standard
Incandescent Lytening IC Remodeler

Reflector Trim

Clear Specular LED Trim

1013L27K	2700k, 650lm, 120v dimming
1013L30K	3000k, 650lm, 120v dimming
1013L35K	3500k, 650lm, 120v dimming

Clear Diffuse LED Trim

1013CDL27K	2700k, 650lm, 120v dimming
1013CDL30K	3000k, 650lm, 120v dimming
1013CDL35K	3500k, 650lm, 120v dimming

This product complies with the requirements of the California Energy Commision regulated under Title 24, and has been listed in the Title 20 database.

Frame in Kit

New Construction Compatibility

1004ICLED	Lytening LED New Construction
1004ICNLED	Lytening LED New Construction with Nails

Retrofitting Incandescent Frame in Kits

Retrofit Kit Adaptor

LARFA	LED Adaptor for Lytening LED trims to Lytening Incandescent (Compatibility listed below)

Retrofit Kit Adaptor Compatibility

1004IC	Lytening Incandescent IC/NON IC FIK
1004ICN	Lytening Incandescent IC/NON IC FIK with Nails
1004ICQ	Lytening Incandescent IC/NON IC FIK with Quick Connect
1004ICCDN	Lytening Incandescent IC/NON IC FIK with Nails
1004ICNQ	Lytening Incandescent IC/NON IC FIK with Quick Connect
1004ICR	Lytening Incandescent IC/NON IC Remodeler FIK

Features

1. **Reflector:** Hydroformed aluminum, .032" thick, (20 ga.); Powder coated, non-yellowing, scratch resistant with matte white finish and matte white trim flange.
2. **Cone:** Aluminum cone with anodized finish.
3. **Frame-in kit:** (1004ICLED standard frame shown). Other frames listed above and shown on the right. See frame-in kit specification sheets for more details.
4. **Optical mixing chamber**
5. **Power supply:** Factory wired electronic LED driver (see Electrical section for specifications) Enclosed in a .032" thick (21 ga.) painted steel housing.
6. **LED board:** Utilizes Philips Lumileds LED's. 50,000 hour liftime at 70% lumen maintenance.
7. **Lens:** Acrylic frosted finish.
8. **Reflector spring:** stainless steel.

Electrical

Input voltage	Input frequency	Max input current	Max input power	Max THD	Power factor	Minimum operating temperature
120V	50/60Hz	0.12	13W	< 20%	>.9	-40° C

Options & Accessories

Dimming capability: Triac or ELV, See LED-DIM specification sheet.
LED Retrofit Kit: LARFA - Allows use of 1076L and 1013L series LED Trims. See LARFA specification sheet for compatibility list.

Labels

UL wet location classified
Title 24 compliant. Energy Star certified.
5 year warranty.

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Specifications are subject to change without notice.
www.philips.com/luminaires

PHILIPS LIGHTOLIER

Paul Burke

From: Paul Burke [sedonapaul@hotmail.com]
Sent: Wednesday, February 12, 2014 3:42 PM
To: Paul Burke
Subject: Sconces

SEE ATTACHED

Lithonia Lighting OLLWD M6 8" Outdoor LED Wall Cylinder Light

Rest comfortably knowing that you have enough outdoor wall lighting to safely bring guests in and ward criminals away. This great wall fixture provides years of maintenance-free illumination for outdoor use in residential and commercial applications. Ideal for applications such as lighting walkways and stairways for safety and security.

Lithonia Lighting OLLWD M6 Features:

- Cast-aluminum housing with corrosion-resistant paint
- Polycarbonate lens protects the LED from moisture and dirt
- 4000K CCT LEDs
- 270 lumen output, 9 Watts
- ADA Compliant
- 5-Year Warranty
- UL Listed to U.S. and Canadian safety standards for wet locations
- Tested in accordance with IESNA LM-79 and LM-80 standards
- Surface mounts to universal junction box (provided by others)
- MVOLT driver operates on any line voltage from 120-277V
- 1KV surge protection standard

Lithonia Lighting OLLWD M6 Specifications:

- Bulb Lifespan: 50000 Hours
- Bulb Type: LED
- Color Rendering Index: 75
- Color Temperature: 4000
- Extension: 3.75"
- Height: 8"
- Incandescent Equivalent Wattage: 75 Watts
- Wattage: 9
- Width: 4.5"

Additional Lithonia Lighting Links

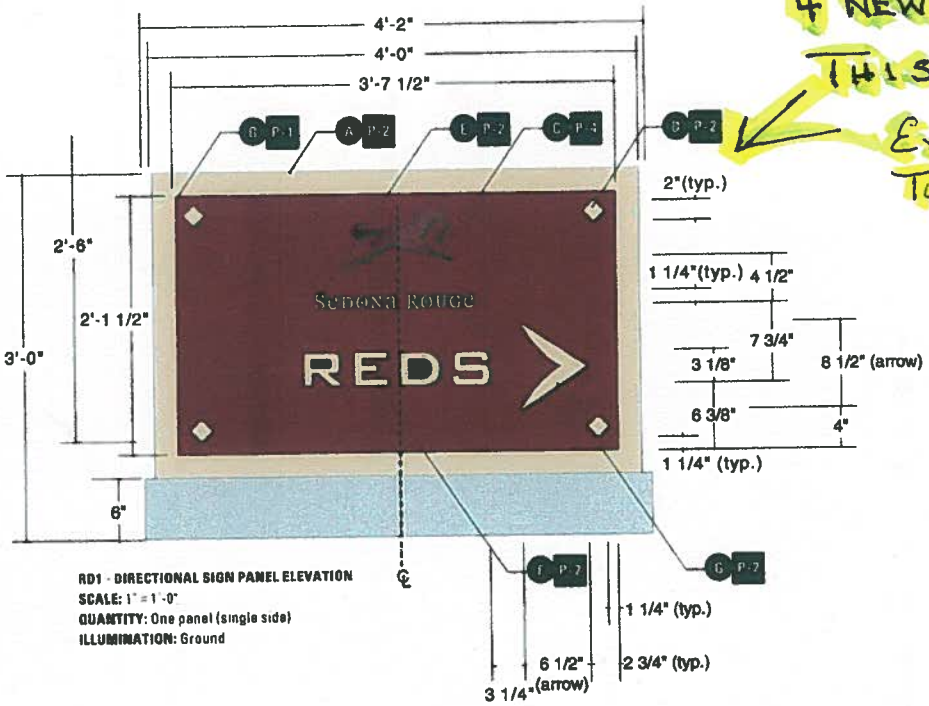
- View Manufacturer Warranty
- Shop All Lithonia Lighting Products

Our SKU: Lithonia Lighting OLLWD M6
This product is listed under the following manufacturer number(s):

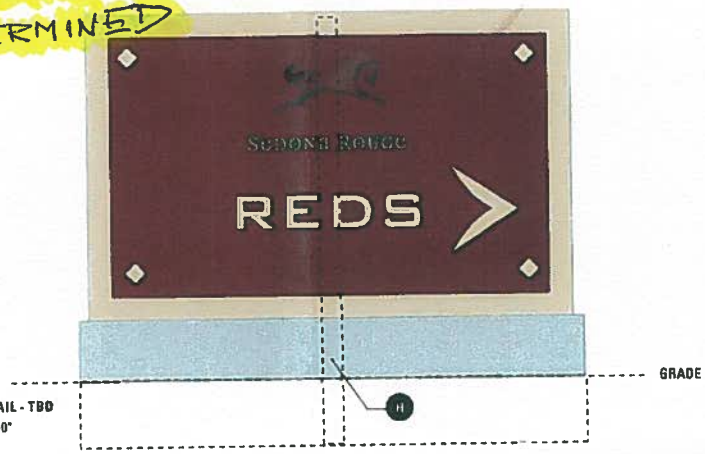
REAR PATIO LIGHTS

4 NEW SIGNS THIS SIZE

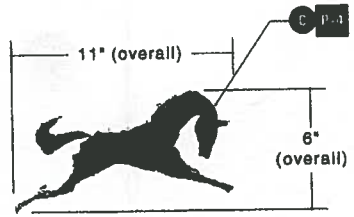
EXACT WORDING TO BE DETERMINED



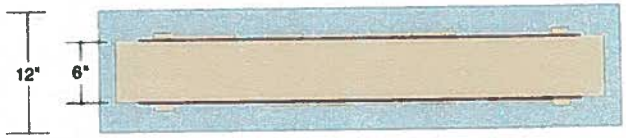
RD1 - DIRECTIONAL SIGN PANEL ELEVATION
SCALE: 1" = 1'-0"
QUANTITY: One panel (single side)
ILLUMINATION: Ground



FOOTING DETAIL - TBD
SCALE: 1" = 1'-0"



HORSE DETAIL (see page 6)
SCALE: 2" = 1'-0"



TYPICAL PLAN VIEW (double side)
SCALE: 1" = 1'-0"

MATERIALS AND FABRICATION SPECIFICATIONS (no substitutions allowed for these specifications)

A. 8" deep cabinet(s) fabricated from 1/8" thick aluminum. Light Montex textured surface, paint as shown

B. 1/8" thick aluminum panel flush mounted to "A". Smooth surface, paint as shown.

C. Horse: decorative art element. See detail on page 6. Horse to be flush mounted to "A".

D. Decorative corner elements to be 1" thick aluminum precision-cut flat cut out (FCO) shapes flush mounted to "B". Paint as shown.

E. "SEDONA ROUGE" text to be 1/4" thick aluminum precision-cut flat cut out (FCO) letters flush mounted to "B". NOTE center of each "O" to be 1/4" thick aluminum precision-cut flat cut out (FCO) shape flush mounted to "B". Paint as shown. "SEDONA ROUGE" text is 21 square inches.

F. Directional text to be 1/2" thick aluminum precision-cut flat cut out (FCO) letters flush mounted to "B". Paint as shown. Directional text varies per sign and is 63 square inches maximum.

G. Arrow to be 1/2" thick aluminum precision-cut flat cut out (FCO) shape flush mounted to "B". Paint as shown.

H. Concrete footing and support pipe diameter TBD by sign company selected to fabricate and install signs as signs are too small (3'-0" high and 10 square feet) to use ASA Engineering Standards to determine this information. Exposed base(s) of all directional sign(s) to be concealed with rocks or landscaping.

NOTE: total area of Directional Sign text is 7 square feet maximum.

NOTE: sign to be illuminated via concealed ground lighting, fixtures TBD.

COLORS (no substitutions allowed for these specifications)

P-1	P-2	P-4
Martin Senour Red Ebony 317-1(RB)	PMS 726 (Sand)	Weathered Copper

NOTE: ALL COLORS SHOWN FOR REFERENCE ONLY - DO NOT USE FOR COLOR MATCH

POINT & CLICK
ELECTRONIC GRAPHIC DESIGN
30852 North 41st Place • Cave Creek, AZ 85331

Fabrication information shown here is the exclusive property of Point & Click and/or its client and may not be used without authorization from Point & Click and/or its client.

SEDONA ROUGE

DRAWING	SD, RD2, RD1, HD-Sedona Rouge Directional Signs	DRAWN BY	Taylor
DATE	12/03/04	SCALE	Noted
SHEET #	1 of 2	REVISION	12/16/04

Sedona Rouge - Exterior Signs

NAME / TYPE OF ILLUMINATION	FUNCTION / LOCATION	NUMBER OF FACES	MAX HT	MAX WIDTH	MAX AREA
HD Hotel Directional (Concealed Ground Illumination)	Provide directions to Hotel West side of SR89A entrance	One	3'-0"	4'-0"	7 s.f. **
RD1 Reds Restaurant Directional (Concealed Ground Illumination)	Provide directions to Restaurant East side of SR89A entrance	One	3'-0"	4'-0"	7 s.f. **
RD2 Reds Restaurant Directional (Concealed Ground Illumination)	Provide directions to Restaurant South side of Rodeo entrance	Two	3'-0"	4'-0"	7 s.f. **
SD Spa Directional (Concealed Ground Illumination)	Provide directions to Spa North side of Rodeo entrance	Two	3'-0"	4'-0"	7 s.f. **
SRET Secondary Hotel and Spa Identity (Down Lighting From Under Eaves)	Identify Hotel and Spa South wall of elevator tower	One	9'-11"	19'-6"	44 s.f.*
SW Spa Identity (Concealed Ground Illumination)	Identify Spa South wall of spa building	One	7'-3"	11'-10"	27 s.f.*
RC Reds Restaurant Identity (Directional Lighting)	Identify Restaurant 4 columns in front of south wall of restaurant	One	2'-0"***	2'-2"***	28.75 s.f.*

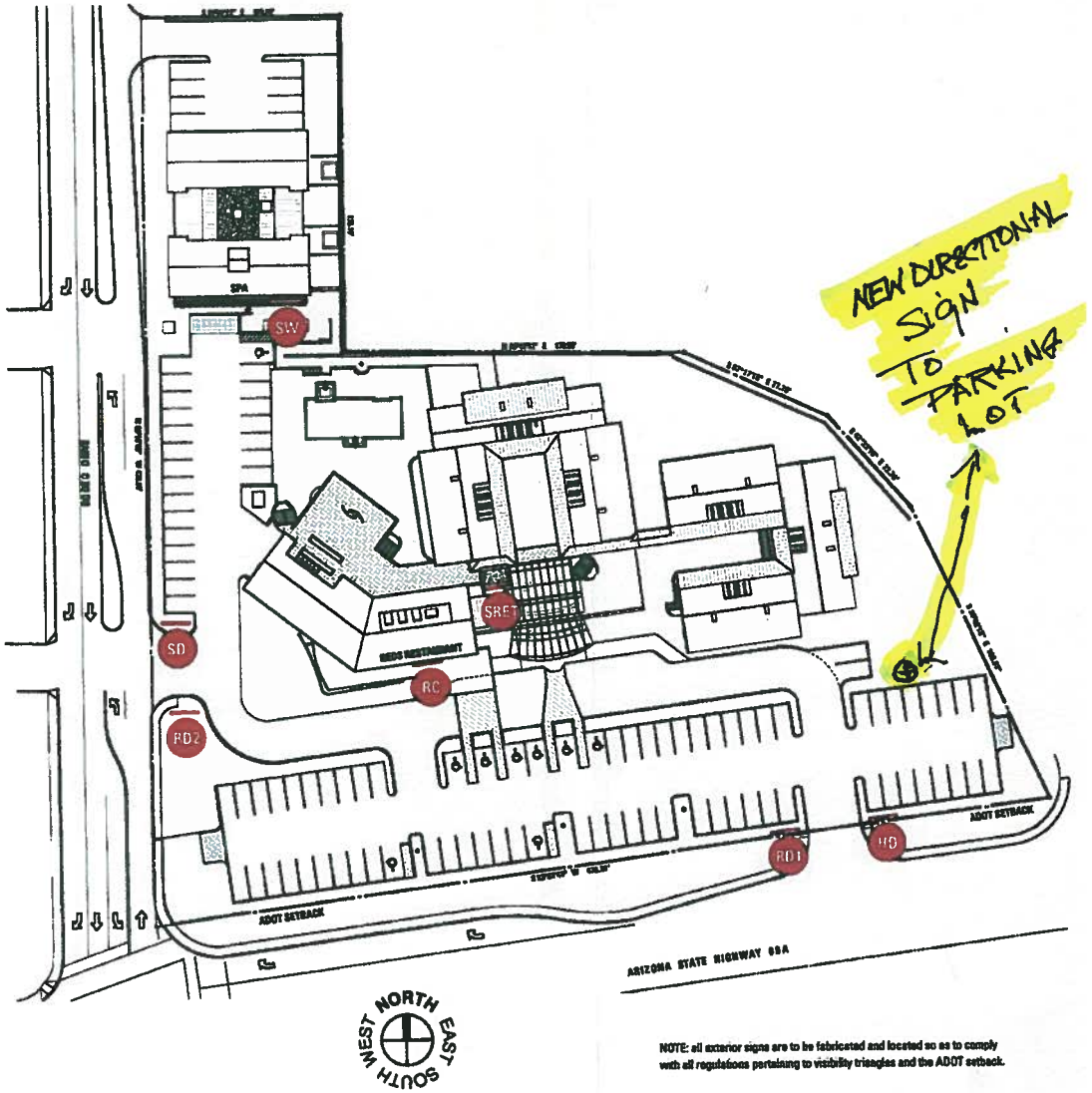
* Includes 15% bonus for relief (dimensional text).

** Includes 15% bonus for relief (dimensional text). Directional text is 75% of total (53 sq. in.) and business identity is 25% of total (21 sq. in.) Arrows are not included in calculations of total text area.

*** Per individual letter. 4 1/2 square feet per letter x 4 letters = 18 square feet total.

AN OVERALL NOTE RE: ILLUMINATION:

Provision of appropriate lighting for each sign requiring illumination will be the responsibility of the sign company selected to fabricate and install the signs. All lighting must conform to the City of Sedona's Outdoor Lighting regulations - Article 9, Section 911. Such lighting shall be treated as Class 1 lighting and shall conform to the lamp and shielding restrictions and lumen caps.



NOTE: all exterior signs are to be fabricated and located so as to comply with all regulations pertaining to visibility triangles and the ADOT setback.

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30852 North 41st Place • Cave Creek, AZ 85331

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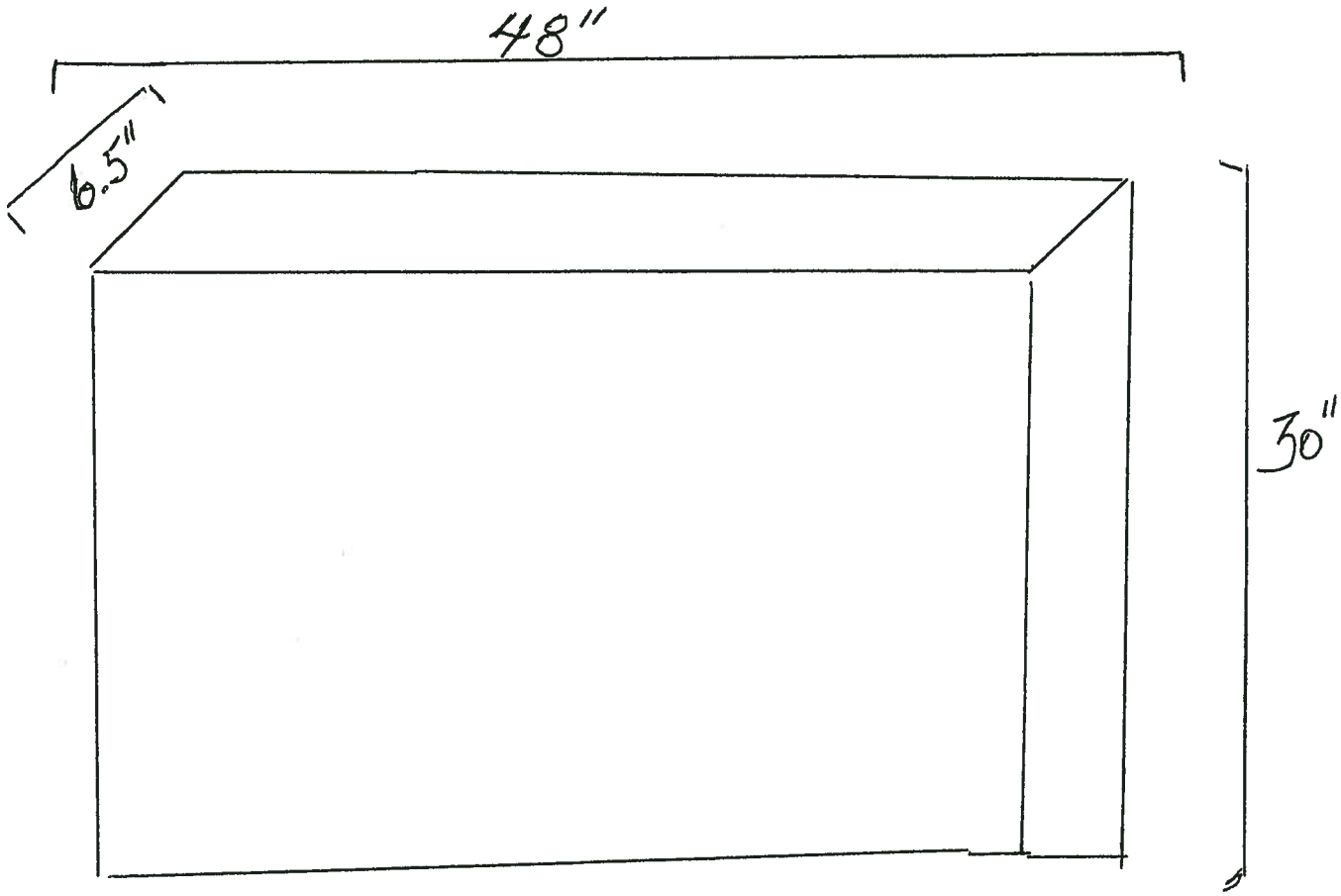
SEDONA ROUGE

DRAWING	SEDONA ROUGE SITE PLAN (SIGN LOCATIONS)	DRAWN BY	TAYLOR
DATE	12/03/04	SCALE	N/A
SHEET #	1 OF 1	REVISION	12/16/04

Simple Sign Dimensions



EXISTING.
SIGNS TO
BE DUPLICATED
X 4
SEDONA ROUGE
SPA

Shephard Wesnitzer, Inc.

75 Kallof Place
Sedona, AZ 86336

P.O. Box 3924
Sedona, AZ 86340

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928.282.2058 fax

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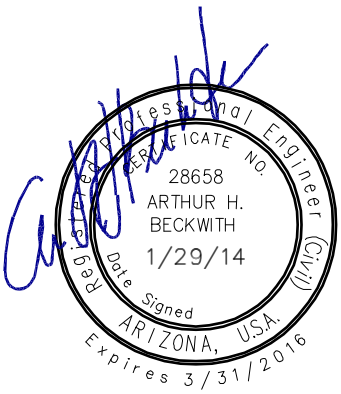
Engineering an environment of excellence.

PRELIMINARY DRAINAGE REPORT
for
SEDONA ROUGE HOTEL & SPA

APN: 408-24-071B
Section 11, T17N, R5E
Yavapai County, Arizona

Prepared for:
Sedona Rouge, LLC
2550 West Highway 89A
Sedona, AZ 86336

Prepared by:
Shephard-Wesnitzer, Inc.
Consulting Engineers
75 Kallof Place
Sedona, Arizona 86336



January 29, 2014
Job #13241

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Objective 1
Procedure 1
Results 2
Conclusion and Recommendations 3
References 3
Software 3

APPENDICES

APPENDIX A
Vicinity Map
FEMA FIRM Panel 1435G
Figure 2-3, ADOT Highway Drainage Design Manual
Figure 2-7, ADOT Highway Drainage Design Manual
Existing Condition Drainage Exhibit
Post-Developed Condition Drainage Exhibit

APPENDIX B
Pond Pack Detention Calculations

Introduction

Sedona Rouge Hotel & Spa is located on the northeast corner of the intersection of State Route (SR) 89A and Rodeo Road. The site is located in the northwest ¼ of Section 11, Township 17 North and Range 5 East of the Gila & Salt River Base Meridian. A vicinity map is included in Appendix A.

The proposed project consists of an expansion to the existing hotel. The expansion is located on parcel 408-24-071B, which is north of parcel 408-24-070E that the existing hotel is on. There is an existing house on the site with a gravel driveway, with the rest being vacant land with trees and shrubs. The expansion will include 36 additional units with associated infrastructure, a paved 46 space parking lot, and a new Collector Road that will access Rodeo Road.

The project site is located in Zone X of the FEMA Flood Insurance Rate Map, map number 04025C1435G, September 3, 2010. Zone X is described as an area determined to be outside the 500-year floodplain. Appendix A contains a copy of the FIRM map near the project area.

Objective

The objective of this report is to determine the impact the proposed development will have on the runoff characteristics of the site. Mitigation measures will be provided for adverse impacts to the storm runoff conditions. The design of the proposed drainage control structures will be in accordance with the City of Sedona Drainage Criteria, Table 8.1 of the Land Development Code.

Procedure

Rainfall Data was taken from the City of Sedona Drainage Criteria. Rational 'C' coefficients were determined from the graphs provided in the ***ADOT Highway Drainage Design Manual, Hydrology***. The NRCS Web Soil Survey website was used to determine the hydrologic soil group classification of the soils in the watershed.

On-site topographic survey information from Cornerstone Surveying & Engineering, Inc. was used to determine the drainage patterns on the site. The project site slopes south to SR 89A with an average slope of 25% on the north end with less severe slopes towards the south end of the site. The west portion of the site, drainage basin A, drains to the curb and gutter on the east side of Rodeo Road. The east portion of the site, drainage basins B & C, drains to the south towards the existing hotel. Offsite flows enter the site from the north, where the Goodrow Lane residential subdivision is located. A Pre-Developed Conditions Drainage Map is provided in the Appendix. The site plan provided by PHX Architecture was used to determine the proposed impervious areas and delineate the post-developed condition drainage basin boundaries. A Post-

Developed Conditions Drainage map is provided in the Appendix.

Most of the offsite flows from the north will be collected by the new Collector Road and routed to Rodeo Road. The remaining offsite flows from the north will continue to flow down Goodrow Lane and through the proposed parking lot. A proposed underground detention system is located in the parking lot and is sized to accommodate flows from drainage basins B & C. Once the capacity of the detention system is reached, the offsite flows will continue down Goodrow Lane as it currently does.

Drainage basin A consists mainly of the new Collector Road and will discharge onto Rodeo Road. Drainage basin B contains the new parking lot, and drainage basin C contains the new hotel expansion and various landscaping features. Drainage basin D will not be impacted and will continue to discharge to the south. In order to account for the uncontrolled release of drainage basin A, the proposed detention system will be designed to over-detain runoff from basins B & C. This will meet the requirements of maintaining pre-developed discharge rates for the site.

Bentley's ***Pond Pack*** computer program was used to calculate the peak flows for existing and post-developed conditions and to determine the volume of the proposed detention ponds. The ***Pond Pack*** calculations utilized the Modified Rational Method.

Results

The Rational Method parameters for the existing and post-developed conditions are summarized in Table 1. Rational 'C' coefficients were weighted based on quantities of existing cover and impervious areas.

Table 1. Rational Method Parameters

Basin I.D.	Area (acres)	C coefficient	Time of Concentration (minutes)
Pre-Developed Condition			
A	0.426	0.570	10
B	0.478	0.642	10
C	1.033	0.545	10
D	0.111	0.570	10
Post-Developed Condition			
A	0.426	0.743	10
B	0.478	0.848	10
C	1.033	0.661	10
D	0.111	0.560	10

The required storage for the detention pond for drainage basins B and C was estimated to be 1,233 cubic feet. The proposed detention pond will be a seven 56 foot underground pipes with a diameter of 24". The outlet structure will be designed such that the post-developed peak flow rates will be equal to or lower than the pre-developed peak flow rates. The outlet structure design will be included with the final drainage report. The proposed detention pipes will outlet into a riprap lined channel on the west side of Goodrow Lane. A copy of the ***PondPack*** output is included in the Appendix.

Conclusion and Recommendations

Peak discharges for the 2, 10, 25, and 100-year storm events were determined for the project site for both the existing and post-developed conditions. The detention pond will be designed to offset increases in the peak flow rates for the 2, 10, 25, and 100-year storm events. Refer to the Preliminary Grading Plan for grades, finished floor elevations, locations, and notes.

The design concepts in this report will ensure that the drainage integrity of the site is sustained with proper maintenance activity. Activities include frequent clearing of debris and sediment from the detention pipes and erosion control at the outlet pipe. Frequent monitoring will ensure expedient remedies to common problems such as erosion, sedimentation, and flow obstructions.

References

Yavapai County Drainage Criteria Manual, Yavapai County Flood Control District, November 1998.

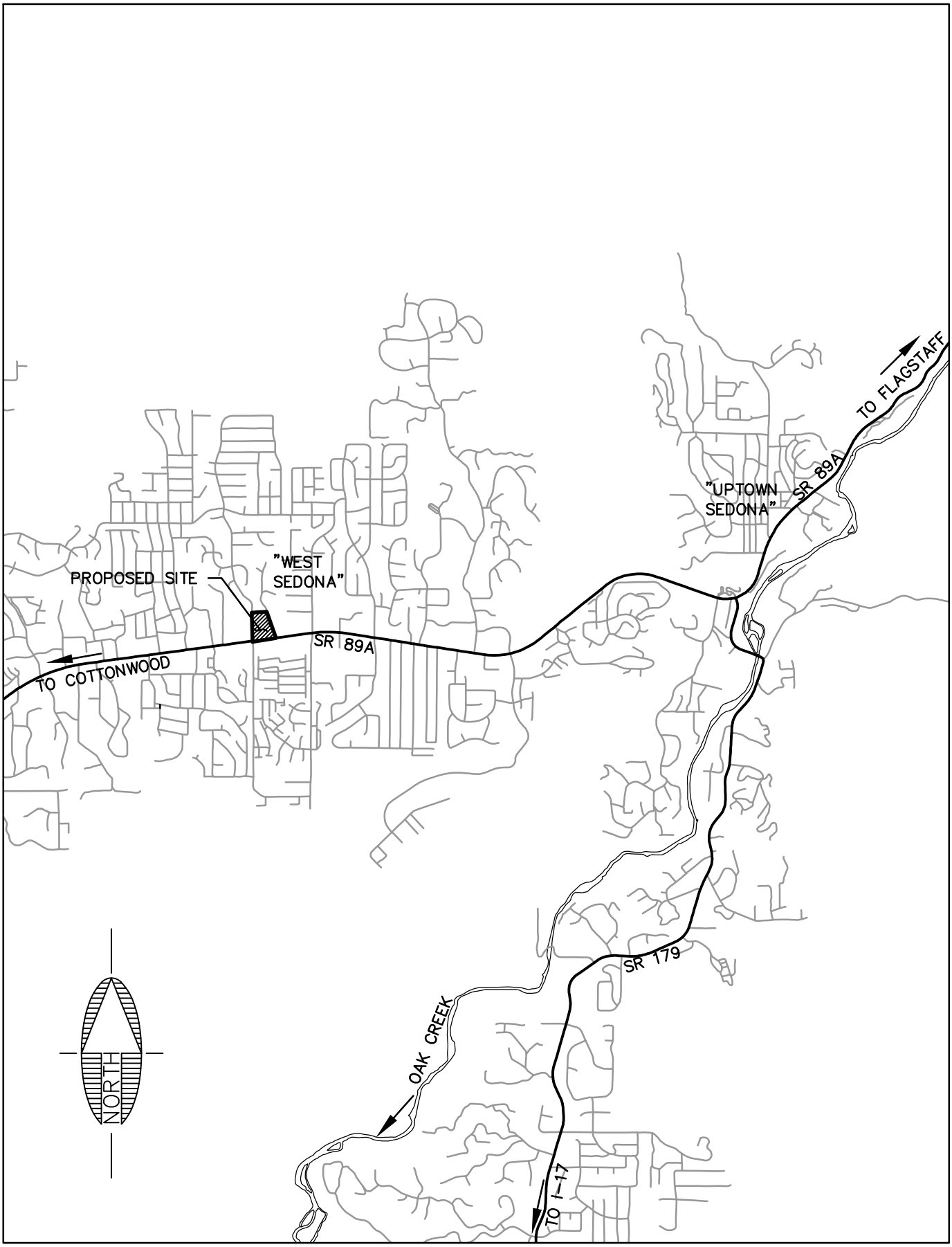
Drainage Criteria, City of Sedona, November 2099

Highway Drainage Design Manual of Hydrology, ADOT, 1993

Software

PondPack V8i, Bentley Systems Inc.

APPENDIX A



Shephard Wesnitzer, Inc.
75 Kallof Place
Sedona, AZ 86336
928.282.1061
928.282.2058 fax
www.swiaz.com

JOB NO.	13241
DATE	JAN 2014
SCALE	1"=3000'
DRAWN	SCI
DESIGN	SCI
CHECKED	AHB

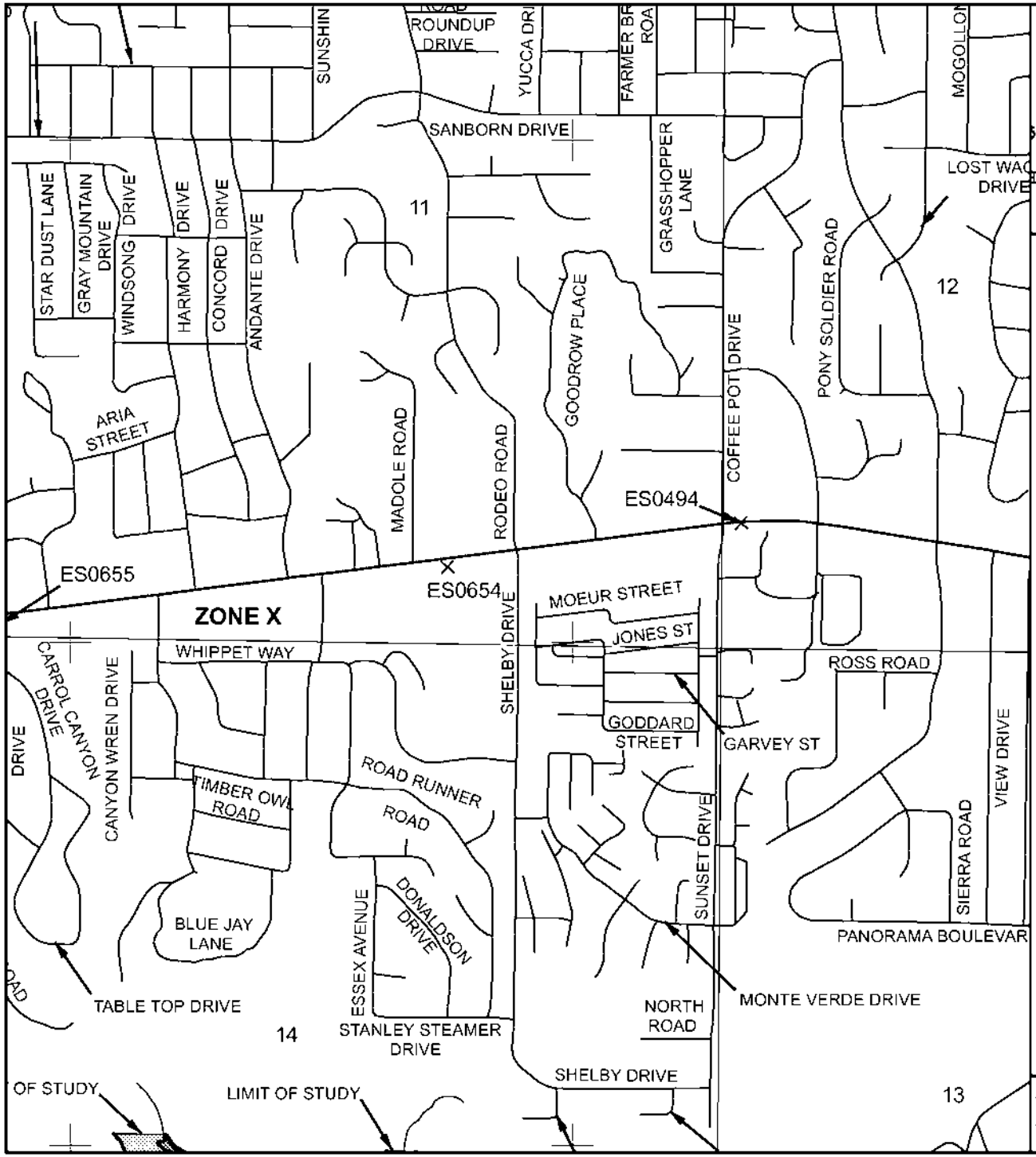
SEDONA ROUGE HOTEL & SPA

SEDONA ARIZONA

VICINITY MAP

SHEET F1 OF 1

PLOTTED: Jan 28, 2014-5:25pm
FILE: P:\2013\13241\Engineering\Drainage\Report\VIC MAP.dwg SCI-C3D-12



MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

METER

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 1435G

FIRM

FLOOD INSURANCE RATE MAP

YAVAPAI COUNTY, ARIZONA
AND INCORPORATED AREAS

PANEL 1435 OF 3900
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
SEDONA, CITY OF	040130	1435	G
YAVAPAI COUNTY	040093	1435	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
04025C1435G

MAP REVISED
SEPTEMBER 3, 2010

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Map Scale: 1:1,500 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 20 40 80 120

Feet: 0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 12N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

Soil Rating Polygons

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points

- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Black Hills-Sedona Area, Arizona, Parts of Coconino and Yavapai Counties
Survey Area Data: Version 2, Sep 24, 2012

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Nov 1, 2010—Nov 18, 2010

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — Black Hills-Sedona Area, Arizona, Parts of Coconino and Yavapai Counties (AZ639)				
Map unit symbol	**Map unit name**	**Rating**	**Acres in AOI**	**Percent of AOI**
406	Sedona soils, Turist soils and Urban land, 3 to 15 percent slopes	D	5.9	99.3%
408	Vortex soils and Urban land, 0 to 3 percent slopes	B	0.0	0.7%
Totals for Area of Interest			**6.0**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: *None Specified*

Tie-break Rule: Higher

FIGURE 2-3
RATIONAL "C" COEFFICIENT
DEVELOPED WATERSHEDS

AS A FUNCTION OF RAINFALL DEPTH AND TYPE OF DEVELOPMENT

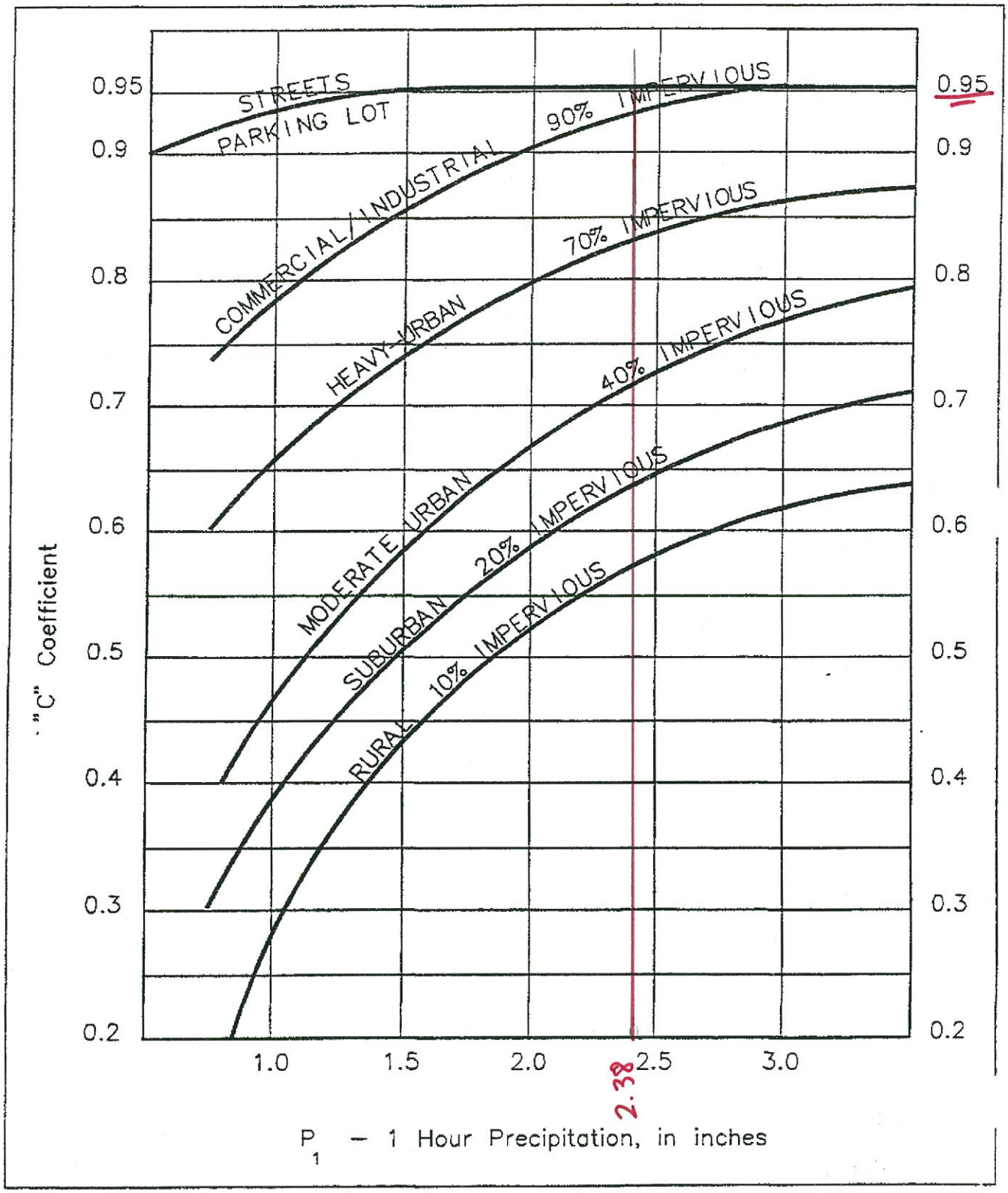
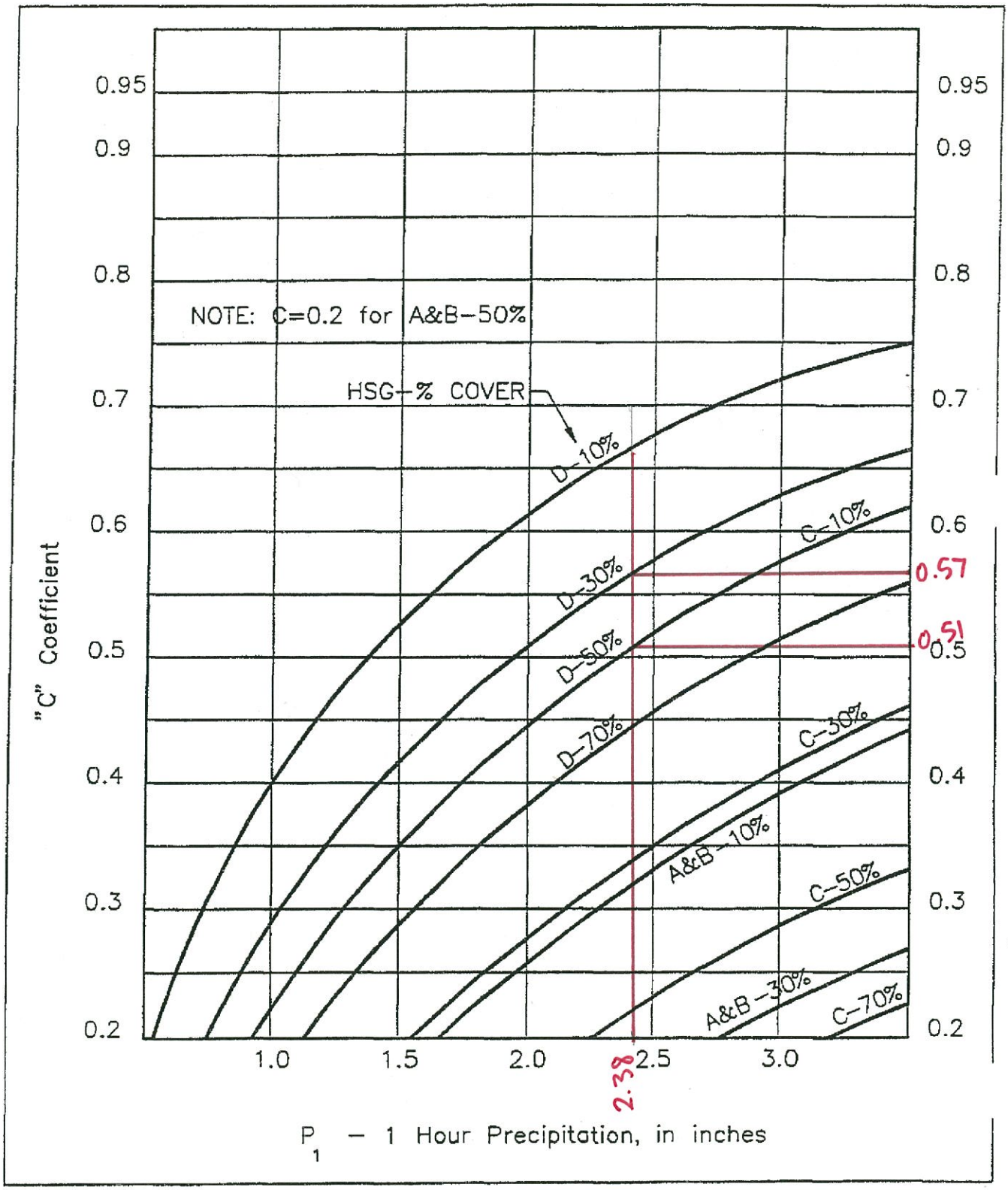
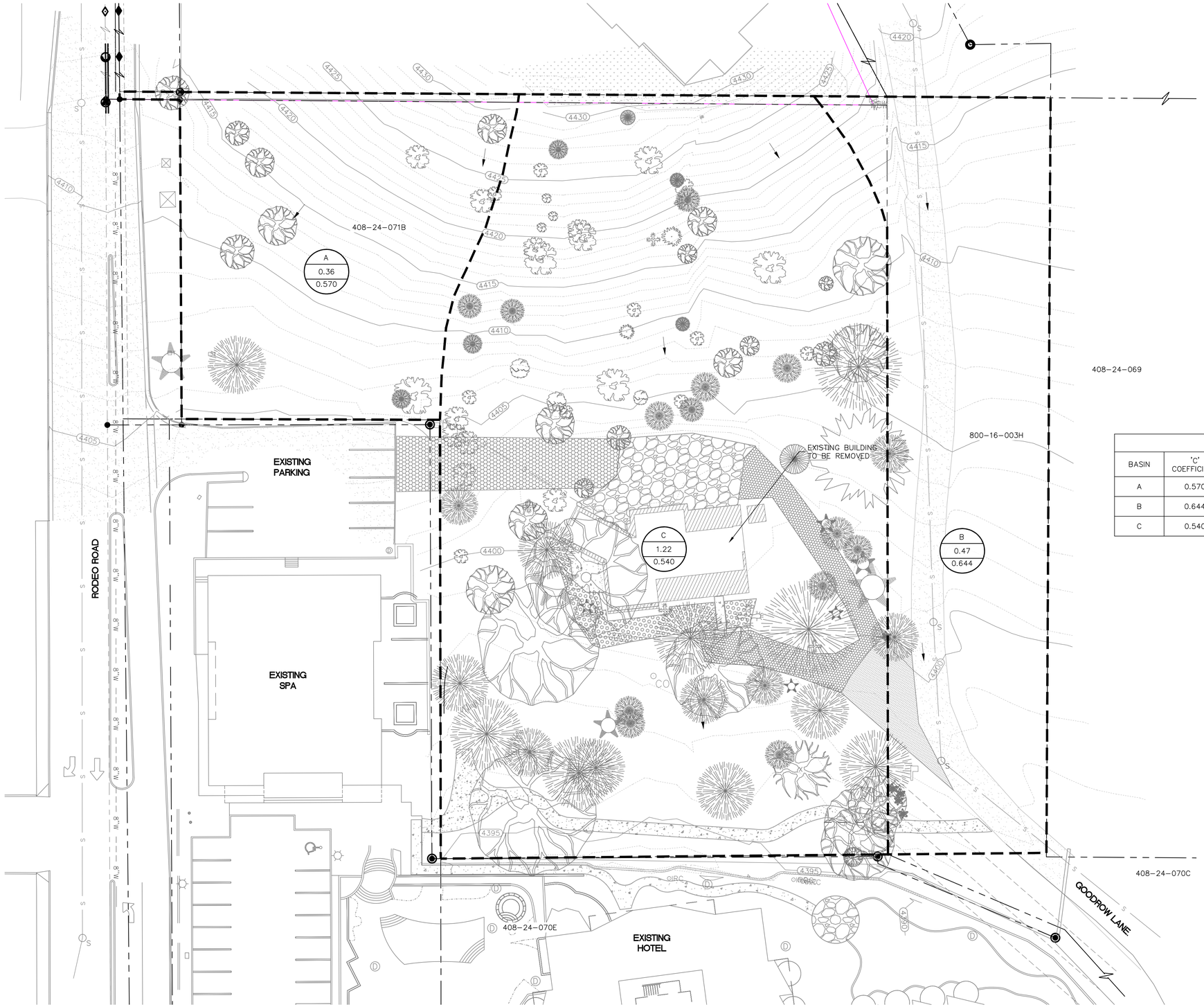


FIGURE 2-7
RATIONAL "C" COEFFICIENT
MOUNTAIN
(JUNIPER & GRASS)

AS A FUNCTION OF RAINFALL DEPTH, HYDROLOGIC SOIL GROUP (HSG), AND % OF VEGETATION COVER





PRE-DEVELOPED CONDITION PEAK FLOWS							
BASIN	'C' COEFFICIENT	Tc (MIN)	AREA (ACRES)	Q_2 (CFS)	Q_{10} (CFS)	Q_{25} (CFS)	Q_{100} (CFS)
A	0.570	10	0.360	0.52	0.84	1.27	1.70
B	0.644	10	0.471	0.77	1.25	1.87	2.51
C	0.540	10	1.217	1.67	2.70	4.05	5.44

SCALE: 1" = 20'

0 10 20

LEGEND

ID = BASIN IDENTIFICATION
A = AREA IN ACRES
C = RATIONAL 'C' COEFFICIET

FLOW DIRECTION
PROPERTY BOUNDARY
DRAINAGE BASIN BOUNDARY

NOTES:
1. TOPOGRAPHIC DATA PROVIDED BY OWNER, CONTOUR INTERVAL = 1'

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SEDONA ROUGE HOTEL & SPA
SEDONA ARIZONA

PRELIMINARY DRAINAGE REPORT
EXISTING CONDITIONS DRAINAGE EXHIBIT
APN: 408-24-071B

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SHT NO. 1 OF 2

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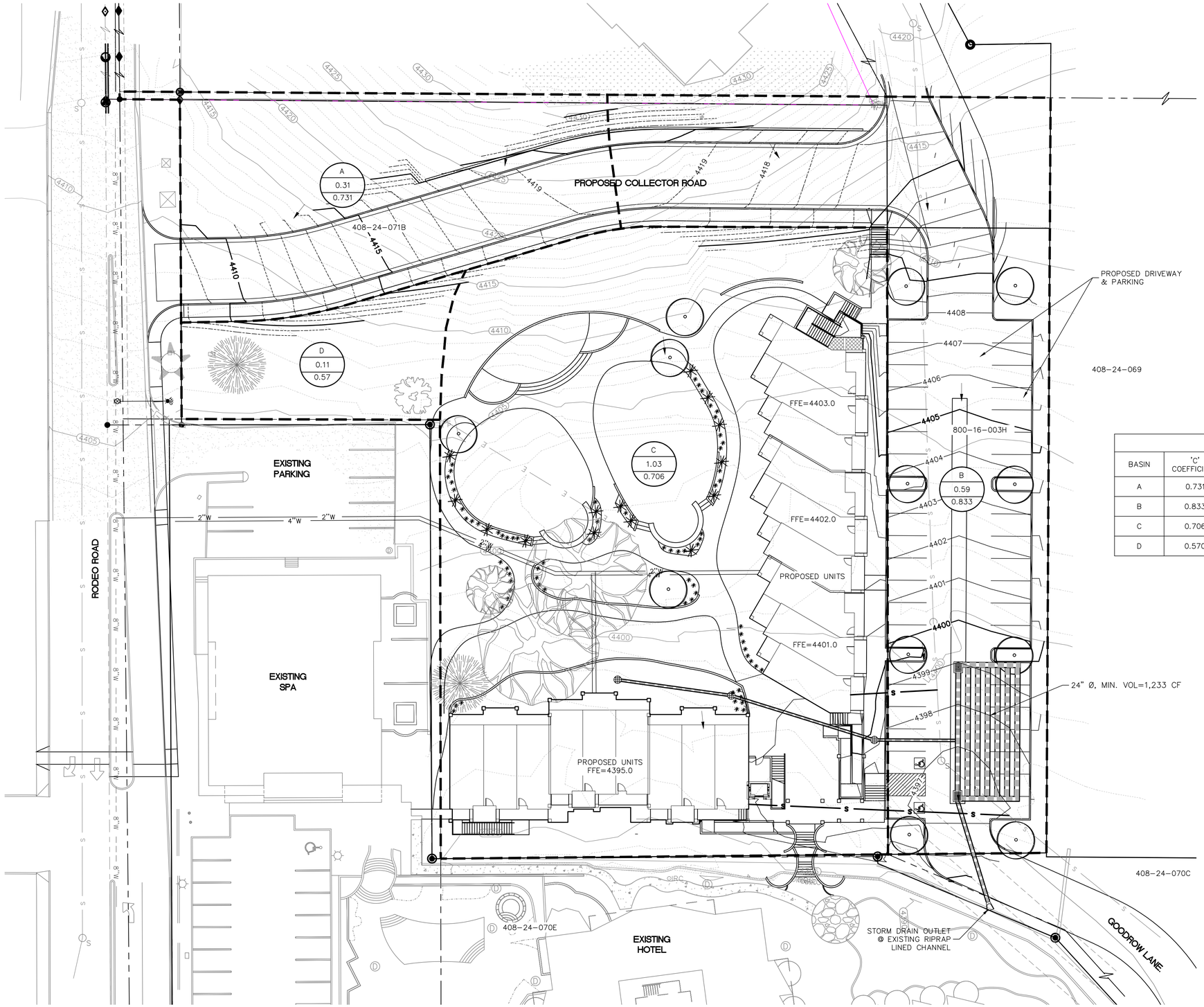
PLOTTED: Jan 29, 2014-2:34pm



POST-DEVELOPED CONDITION PEAK FLOWS							
BASIN	'C' COEFFICIENT	Tc (MIN)	AREA (ACRES)	Q_2 (CFS)	Q_{10} (CFS)	Q_{25} (CFS)	Q_{100} (CFS)
A	0.731	10	0.313	0.58	0.94	1.41	1.90
B	0.833	10	0.590	1.03	1.69	2.50	3.37
C	0.706	10	1.033	1.85	3.00	4.50	6.04
D	0.570	10	0.111	0.16	0.26	0.39	0.52

SCALE: 1" = 20'

0 10 20

LEGEND

ID / A / C — ID = BASIN IDENTIFICATION
A = AREA IN ACRES
C = RATIONAL 'C' COEFFICIET

FLOW DIRECTION

PROPERTY BOUNDARY

DRAINAGE BASIN BOUNDARY

NOTES:
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APPENDIX B

Subsection: Modified Rational Grand Summary

Modified Rational Method

Q = CiA * Units Conversion; Where conversion = 43560 / (12 * 3600)

Frequency (years)	Area (acres)	Adjusted C Coefficient	Duration (hours)	Intensity (in/h)	Flow (Peak) (ft^3/s)	Flow (Allowable) (ft^3/s)	Volume (inflow) (ft^3)	Volume (Storage) (ft^3)
2	0.111	0.570	0.167	2.520	0.16	0.16	751	0
10	0.111	0.570	0.167	4.080	0.26	0.26	1,207	0
25	0.111	0.570	0.167	6.120	0.39	0.39	(N/A)	(N/A)
100	0.111	0.570	0.167	8.220	0.52	0.52	(N/A)	(N/A)

Subsection: C and Area (Pre-Development) | Return Event: 100 years
Label: C | Storm Event: IDF Table - Sedona - 2 Year

C and Area Results (Pre-Development)

Soil/Surface Description	C Coefficient	Area (acres)	Area (Adjusted) (acres)
Roof	0.950	0.056	(N/A)
Concrete/Asphalt	0.950	0.030	(N/A)
Gravel Driveway	0.500	0.149	(N/A)
Undeveloped	0.510	0.983	(N/A)
Weighted C & Total Area --->	0.540	1.217	0.657

Subsection: C and Area (Post-Development) | Return Event: 100 years
Label: C | Storm Event: IDF Table - Sedona - 2 Year

C and Area Results

Soil/Surface Description	C Coefficient	Area (acres)	Area (Adjusted) (acres)
Conc/Asph	0.950	0.195	(N/A)
Pervious	0.510	0.574	(N/A)
Roof	0.950	0.264	(N/A)
Weighted C & Total Area --->	0.706	1.033	0.729

Subsection: Modified Rational Grand Summary

Modified Rational Method

Q = CiA * Units Conversion; Where conversion = 43560 / (12 * 3600)

Frequency (years)	Area (acres)	Adjusted C Coefficient	Duration (hours)	Intensity (in/h)	Flow (Peak) (ft^3/s)	Flow (Allowable) (ft^3/s)	Volume (inflow) (ft^3)	Volume (Storage) (ft^3)
2	1.033	0.706	0.167	2.520	1.85	1.67	1,113	110
10	1.033	0.706	0.167	4.080	3.00	2.70	1,803	179
25	1.033	0.706	0.167	6.120	4.50	4.05	2,704	268
100	1.033	0.706	0.167	8.220	6.04	5.44	3,632	360

Subsection: C and Area (Pre-Development) | Return Event: 100 years
Label: B | Storm Event: IDF Table - Sedona - 2 Year

C and Area Results (Pre-Development)

Soil/Surface Description	C Coefficient	Area (acres)	Area (Adjusted) (acres)
Conc/Asph	0.950	0.103	(N/A)
Gravel Driveway	0.500	0.012	(N/A)
Undeveloped	0.560	0.356	(N/A)
Weighted C & Total Area --->	0.644	0.471	0.303

Subsection: C and Area (Post-Development)
Label: B

Return Event: 100 years
Storm Event: IDF Table - Sedona - 2 Year

C and Area Results

Soil/Surface Description	C Coefficient	Area (acres)	Area (Adjusted) (acres)
Conc/Asph	0.950	0.413	(N/A)
Pervious	0.560	0.177	(N/A)
Weighted C & Total Area --->	0.833	0.590	0.492

Subsection: Modified Rational Grand Summary

Modified Rational Method

Q = CiA * Units Conversion; Where conversion = 43560 / (12 * 3600)

Frequency (years)	Area (acres)	Adjusted C Coefficient	Duration (hours)	Intensity (in/h)	Flow (Peak) (ft^3/s)	Flow (Allowable) (ft^3/s)	Volume (inflow) (ft^3)	Volume (Storage) (ft^3)
2	0.590	0.833	0.250	2.080	1.03	0.77	928	266
10	0.590	0.833	0.250	3.400	1.69	1.25	1,518	442
25	0.590	0.833	0.250	5.040	2.50	1.87	2,250	641
100	0.590	0.833	0.250	6.800	3.37	2.51	3,035	873

Subsection: C and Area (Pre-Development) Return Event: 100 years
Label: A Storm Event: IDF Table - Sedona - 2 Year

C and Area Results (Pre-Development)

Soil/Surface Description	C Coefficient	Area (acres)	Area (Adjusted) (acres)
	0.570	0.360	(N/A)
Weighted C & Total Area --->	0.570	0.360	0.205

Subsection: C and Area (Post-Development) | Return Event: 100 years
Label: A | Storm Event: IDF Table - Sedona - 2 Year

C and Area Results

Soil/Surface Description	C Coefficient	Area (acres)	Area (Adjusted) (acres)
Asphalt	0.950	0.132	(N/A)
Pervious	0.570	0.181	(N/A)
Weighted C & Total Area --->	0.731	0.313	0.229

Subsection: Modified Rational Grand Summary

Modified Rational Method

Q = CiA * Units Conversion; Where conversion = 43560 / (12 * 3600)

Frequency (years)	Area (acres)	Adjusted C Coefficient	Duration (hours)	Intensity (in/h)	Flow (Peak) (ft^3/s)	Flow (Allowable) (ft^3/s)	Volume (inflow) (ft^3)	Volume (Storage) (ft^3)
2	0.313	0.731	0.167	2.520	0.58	0.52	350	36
10	0.313	0.731	0.167	4.080	0.94	0.84	566	59
25	0.313	0.731	0.167	6.120	1.41	1.27	849	88
100	0.313	0.731	0.167	8.220	1.90	1.70	1,141	118

Subsection: C and Area (Post-Development)
Label: D

Return Event: 100 years
Storm Event: IDF Table - Sedona - 2 Year

C and Area Results

Soil/Surface Description	C Coefficient	Area (acres)	Area (Adjusted) (acres)
Pervious	0.560	0.111	(N/A)
Weighted C & Total Area --->	0.560	0.111	0.062

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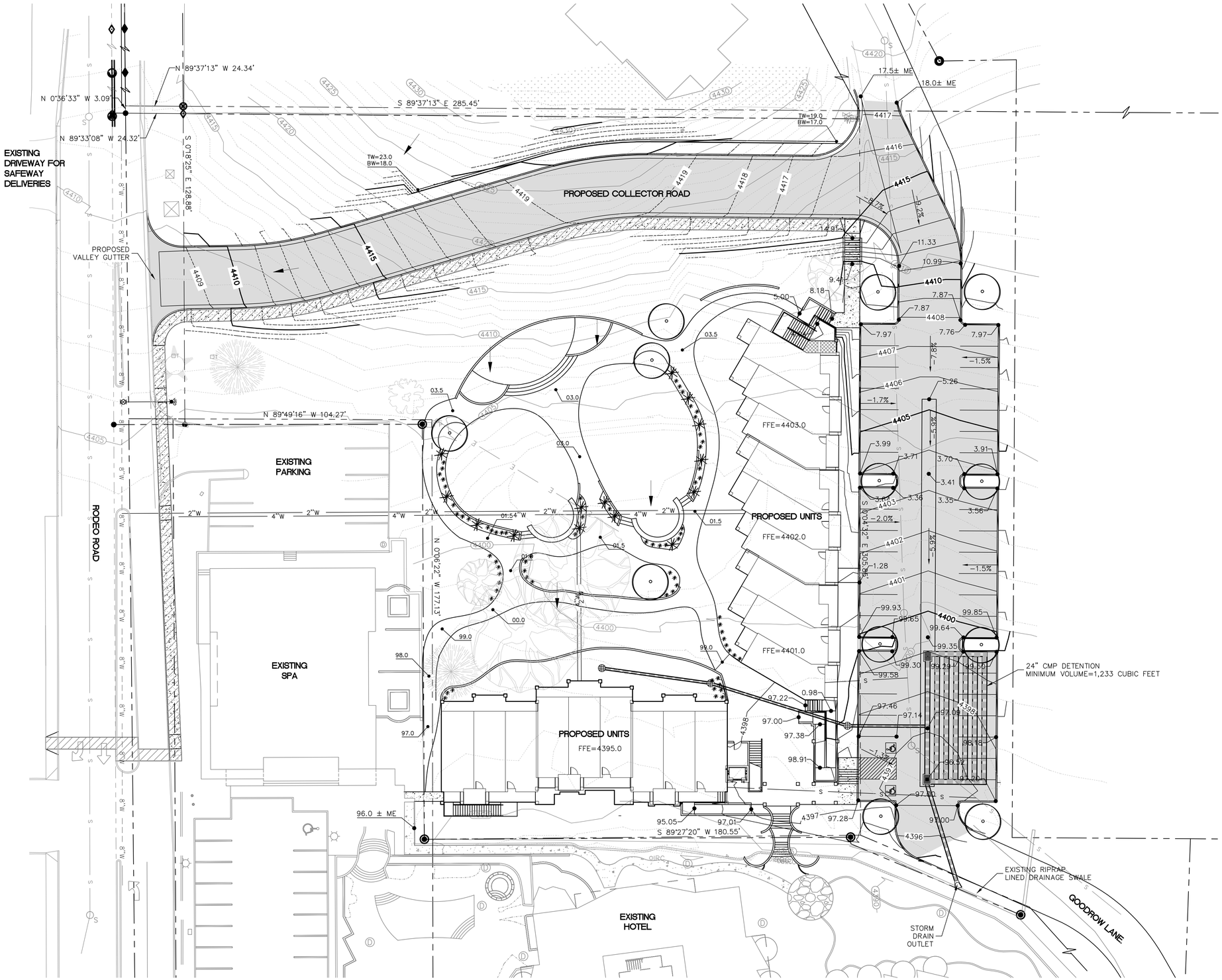

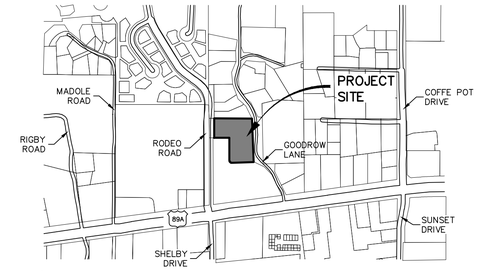

VICINITY MAP

NO SCALE

LEGEND

- LOT LINE
- SETBACK
- EX. INT. CONT.
- EX. IDX. CONT.
- EX. SEWER LINE
- EX. SEWER MANHOLE
- EX. WATER LINE
- EX. WATER METER
- EX. WATER VALVE
- EX. UNDERGROUND ELECTRIC
- EX. PAVEMENT EDGE
- PROPOSED CURB AND GUTTER
- PROPOSED STORM DRAIN
- PROPOSED CATCH BASIN
- PROPOSED RETAINING WALL
- 68.0 PROPOSED PAVEMENT ELEVATION
- PROPOSED AC PAVEMENT
- PROPOSED SIDEWALK

SCALE: 1" = 20'

0 10 20

CONTOUR INTERVAL=1'

NOTE: THIS PLAT DOES NOT REPRESENT THE RESULTS OF A BOUNDARY SURVEY

SITE PLAN

TOPOGRAPHY NOTE:
ONSITE TOPOGRAPHIC DATA PROVIDED BY LANDMARK ENGINEERING & SURVEYING, INC. PER ALTA/ACSM LAND TITLE SURVEY SEALED BY WM. TOD GRAHAM, ARIZONA LS 14184, ON 04/23/11. RECORDED IN BOOK 182, PAGE 59 OF LAND SURVEYS, YAVAPAI COUNTY RECORDER.

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SEDONA ROUGE HOTEL & SPA — SEDONA ARIZONA

PRELIMINARY GRADING PLAN

Registered Professional Engineer (Civil) CERTIFICATE NO. 28658 ARTHUR H. BECKWITH 1/29/14 Date Signed ARIZONA, U.S.A. Expires 3/31/2016

DRAWING NO. G01

SHT NO. 1 OF 1

FILE: P:\2013\13241\Drawings\Construction Plans\G01-13241.dwg SCI-C3D-12

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SEDONA ROUGE

Traffic Impact Analysis

PREPARED FOR:

Sedona Rouge, LLC
2550 West Highway 89A
Sedona, AZ 86336

January 29, 2014

SWI File No. 13241

PREPARED BY:

Shephard-Wesnitzer Inc.
75 Kallof Place
Sedona, AZ 86336

Registered Professional Engineer (Civil)
CERTIFICATE NO.
28658
ARTHUR H.
BECKWITH
1/29/14
Date Signed
ARIZONA, U.S.A.
Expires 3/31/2016

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TRAFFIC CHARACTERISTICS 5
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INTRODUCTION

The Sedona Rouge Hotel and Spa is a hotel located in West Sedona. The proposed project consists of a 32 unit addition to the existing hotel along with a new connector road on Rodeo Road, a new parking lot, and associated infrastructure. Access to the site will be provided by Goodrow Lane as well as a new Collector Road north of the project, on Rodeo Road. The hotel currently has an access point on SR 89A and Rodeo Road. An overall site plan is included on the following pages.

The purpose of this study is to determine the impacts of the project to the intersection of Rodeo Road/Shelby Drive and State Route (SR) 89A, as well as the intersection of the new Collector Road and Rodeo Road.

PROPOSED DEVELOPMENT

There are 32 new units proposed north of the existing hotel within Parcel C. A proposed land swap is included with this project. The COS owned Parcel B will be swapped with the Sedona Rouge owned Parcel A. The intent is to build a new Collector Road from Rodeo Road within Parcel A that will serve as the primary access to the residential subdivision to the north. This will provide residents with a safer more reliable access to the traffic signal at the intersection of Rodeo Road and SR 89A. A new parking lot is proposed within Goodrow Lane, which will be gated at the north end to restrict access to hotel guest only. The intersection of Goodrow Lane and SR 89A will remain in its existing condition.

STUDY AREA CONDITIONS

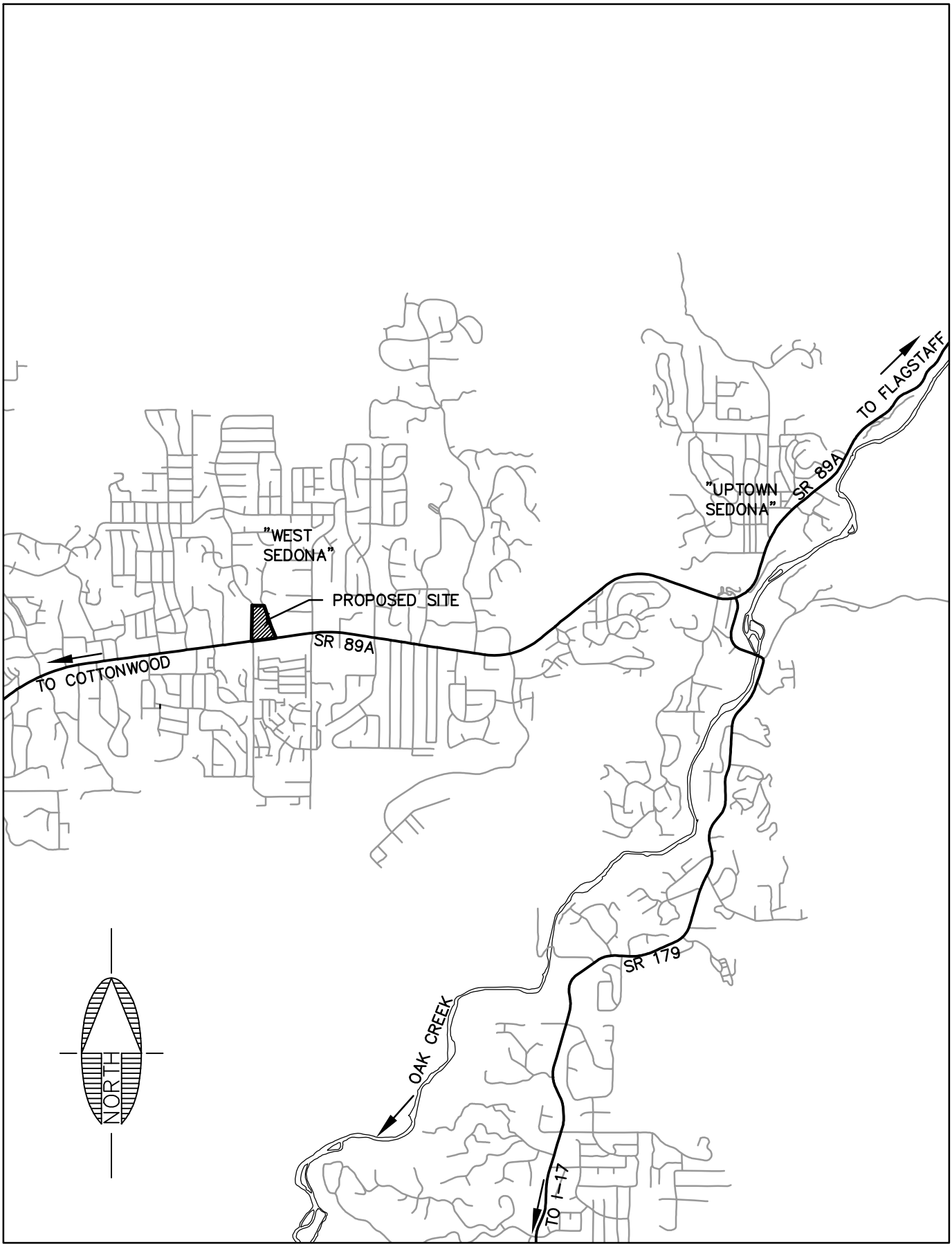
The area of the proposed expansion is located north of the existing hotel. There is an existing building that will be demolished, as well as the removal of trees to accommodate the new units. The hotel currently has one access on SR 89A approximately 350 feet east of Rodeo Road and another access on Rodeo Road approximately 175 feet north of SR 89A.

In the vicinity of the site, SR 89A is a major arterial with two lanes in each direction, a two-way-left-turn-lane in the middle, and a westbound right turn lane. There are sidewalks and curb and gutter on both sides of the road and the speed limit is 35 miles per hour (mph). SR 89A is an

east-west street in the vicinity of the site. East of the proposed site, SR 89A provides the primary route to "Uptown Sedona". West of the proposed site, SR 89A provides the primary route to Cottonwood. The pavement appears to be in fair conditions.

Rodeo Road is a three lane roadway in the vicinity of the project. There is no posted speed limit so it is assumed to be 25 mph. There are two southbound lanes and one northbound lane. The pavement appears to be in fair condition. There is curb and gutter on both sides of the road, sidewalk on the west side of the road, and sidewalk on the east side of the road that terminates at the hotel entrance. There are two access points to the project along Rodeo Road and both meet the 280 foot intersection sight distance per AAHSTO Geometric Design of Highways and Streets. A site distance exhibit is included in the appendix. Rodeo Road does not have bicycle lanes in either direction.

The intersection of Rodeo Road and SR 89A is signalized. Rodeo Road changes to Shelby Drive south of SR 89A. SR 89A has two through lanes in each direction, one left turn lane in each direction, and a westbound right turn lane. Rodeo Road has one northbound shared right/through lane, one southbound left turn lane, one southbound through lane, and one southbound right turn lane. There are striped crosswalks crossing all four legs of the intersection, although they do appear to be in need or re-striping.



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VICINITY MAP

SHEET F1 OF 1

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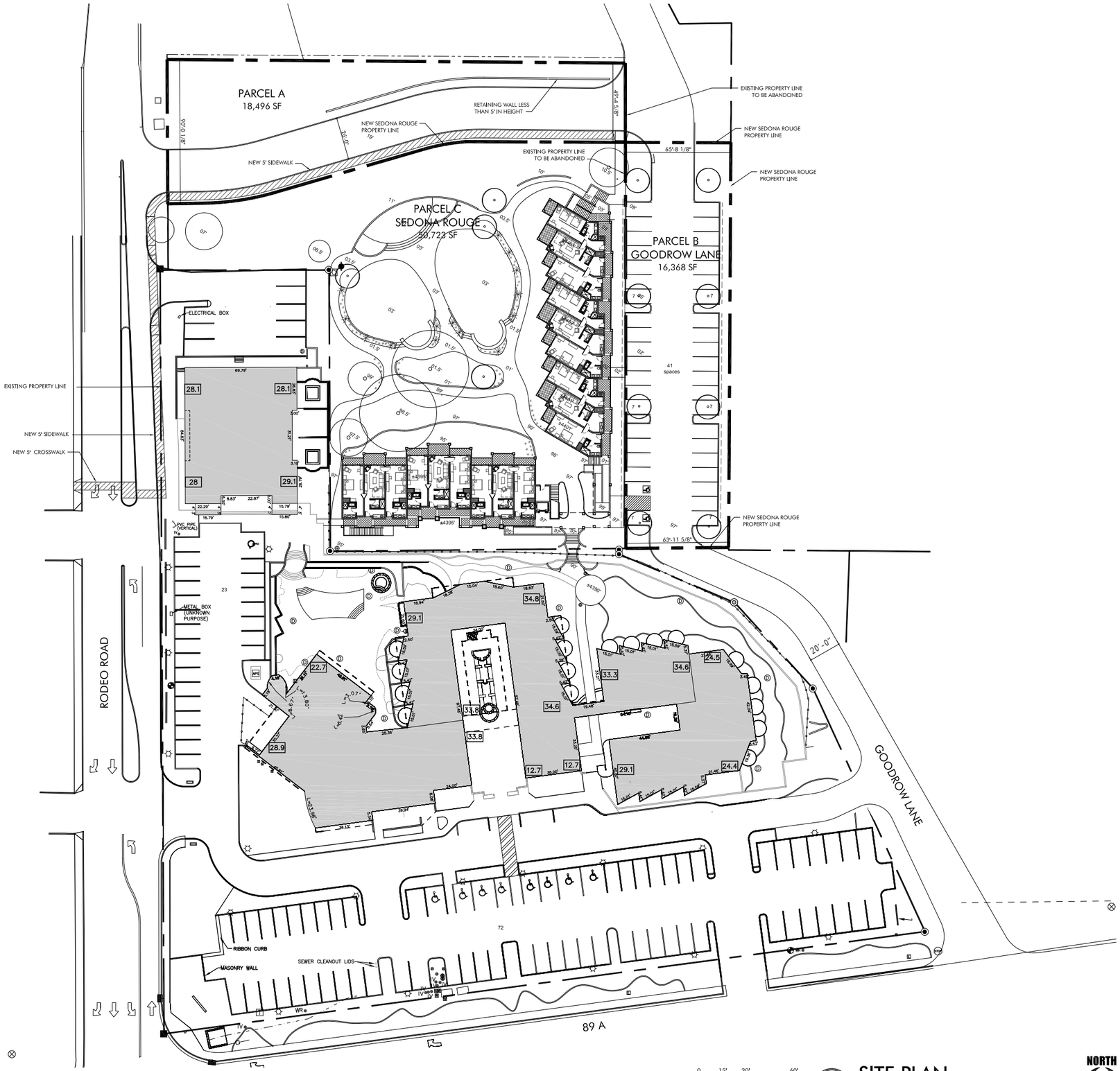

0 15' 30' 60'
SCALE: 30' = 1"

1 SITE PLAN
SCALE: 30'=1"

NORTH

KEYNOTES

1. DRIVEWAYS
2. CURBS
3. RAMPS
4. PEDESTRIAN WALKS
5. MECHANICAL AND UTILITY EQUIPMENT
6. RETAINING WALLS
7. FENCES
8. SETBACK
9. PROPERTY LINE
10. FIRE HYDRANT
11. VIEW ANGLE TO THUNDER MOUNTAIN
12. LOCATION OF REFUSE IF TO BE PROVIDED ON SITE

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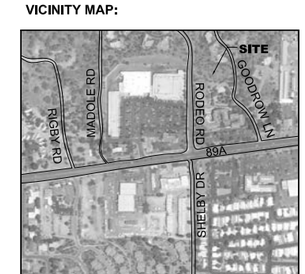


PROJECT NO:	13097
DATE:	JANUARY 31, 2014
CONTENTS:	SITE PLAN
SCALE:	AS NOTED
DRAWING NUMBER:	A1.0

TRAFFIC CHARACTERISTICS

Accident data for three years (2011-2013) was analyzed for the roadways in the vicinity of the project. There were 19 accidents at the intersection of SR 89A/Rodeo Road/Shelby Drive: four on Rodeo Road with two of them containing injuries, eight on SR 89A with three of them containing injuries, and seven on Shelby Drive with only one of them containing an injury. Of the 19 accidents there were nine rear ends, two single vehicle accidents, five angle collisions, one left turn collision, one sideswipe, and one additional accident with no manner of collision listed. There were also five accidents on SR 89A at Goodrow Lane with one of them containing an injury. Of the five accidents there were two rear ends, two single vehicle accidents, and a left turn collision. The accident data was obtained from the Sedona Police Department and is included in the appendix of this report.

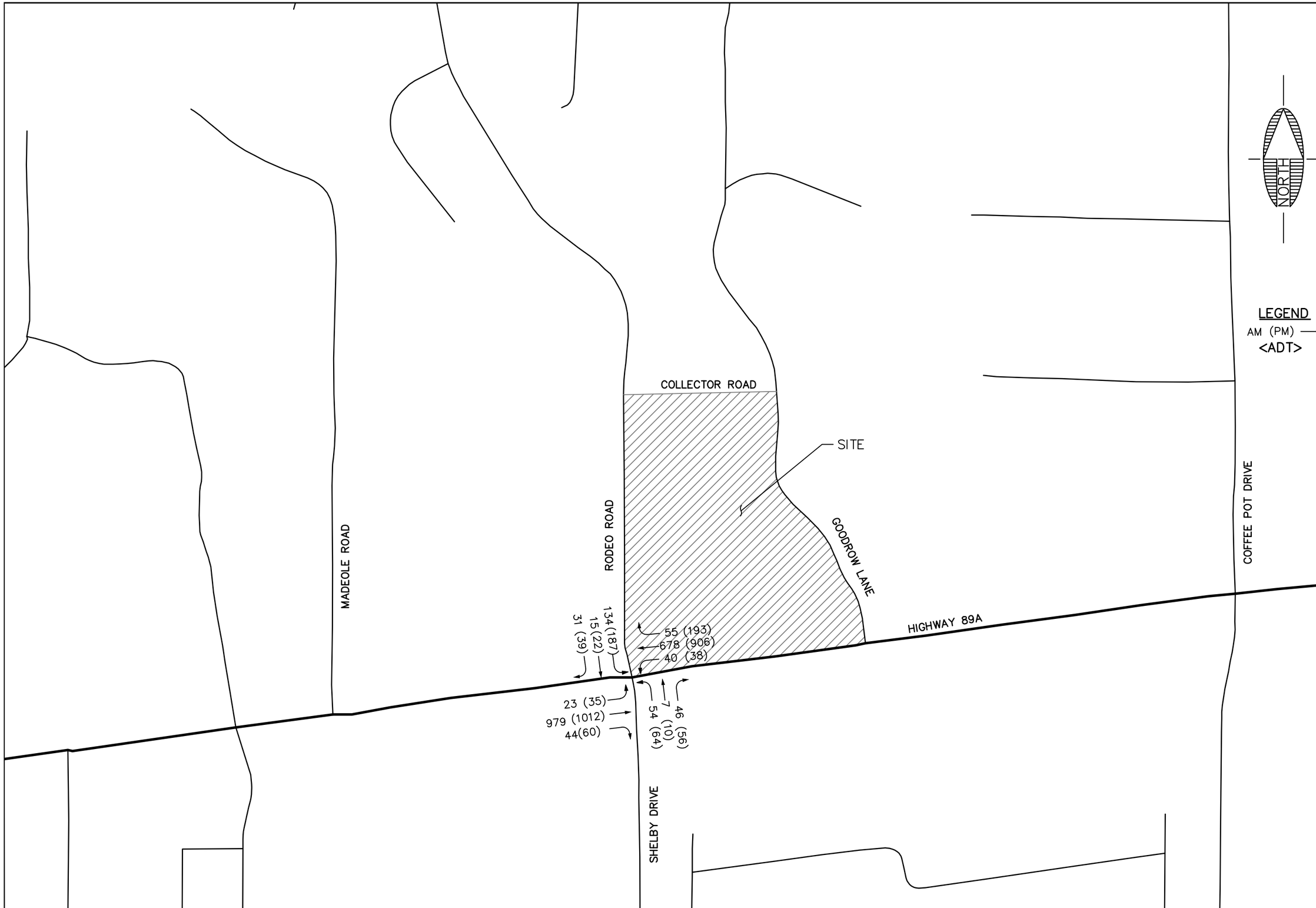
Existing intersection turning movements at the intersection of Rodeo Road/Shelby Drive and SR 89A were collected by Traffic Research & Analysis in October 2012 for ADOT who then provided them to SWI. These raw numbers represent the 2012 existing counts. See Figure 3 for existing traffic volumes, the complete counts are included in the Appendix.

Level of Service (LOS) results define traffic flow conditions. A scale of “A” to “F” is used to rate congestion as determined by delay (seconds/vehicle). A LOS “A” represents optimum conditions and LOS “F” defines undesirable congested conditions. Urban environments are considered effective down to LOS “D”. Capacity analyses were conducted using the methodologies defined in the 2000 Highway Capacity Manual, (HCM). HCS 2010 was used to analyze the intersections to determine existing condition’s LOS. Tables 1 illustrates the existing LOS for the intersection of Rodeo Road/Shelby Drive and SR 89A. The completed LOS analysis worksheets are provided in the Appendix.

TABLE 1 – 2012 EXISTING CONDITIONS

FOR RODEO ROAD/SHELBY DRIVE/SR 89A

RODEO/SHELBY/89A Signalized	Existing Conditions			
	AM		PM	
	LOS	Q	LOS	Q
Intersection	**C**		**C**	
Eastbound Approach	C		C	
--Eastbound Left	B	0.4	C	0.6
--Eastbound Through	C	14.8	D	16.3
--Eastbound Right	C	14.6	D	16.1
Westbound Approach	C		C	
--Westbound Left	C	0.7	C	0.7
--Westbound Through	C	8.2	C	12.4
--Westbound Right	B	1.0	B	3.8
Northbound Approach	C		C	
--Northbound Left	C	1.4	C	1.6
--Northbound Through/Right	D	1.4	D	1.8
Southbound Approach	C		C	
--Southbound Left	C	3.3	C	0.7
--Southbound Through	C	0.4	C	0.6
--Southbound Right	C	0.7	C	0.9



SEDONA ROUGE HOTEL & SPA

SEDONA AZ

2012
EXISTING TRAFFIC

JOB NO: 13241
DATE: JAN 2014
SCALE: 1"=200'
DRAWN: SCI
DESIGN: SCI
CHECKED: GEC

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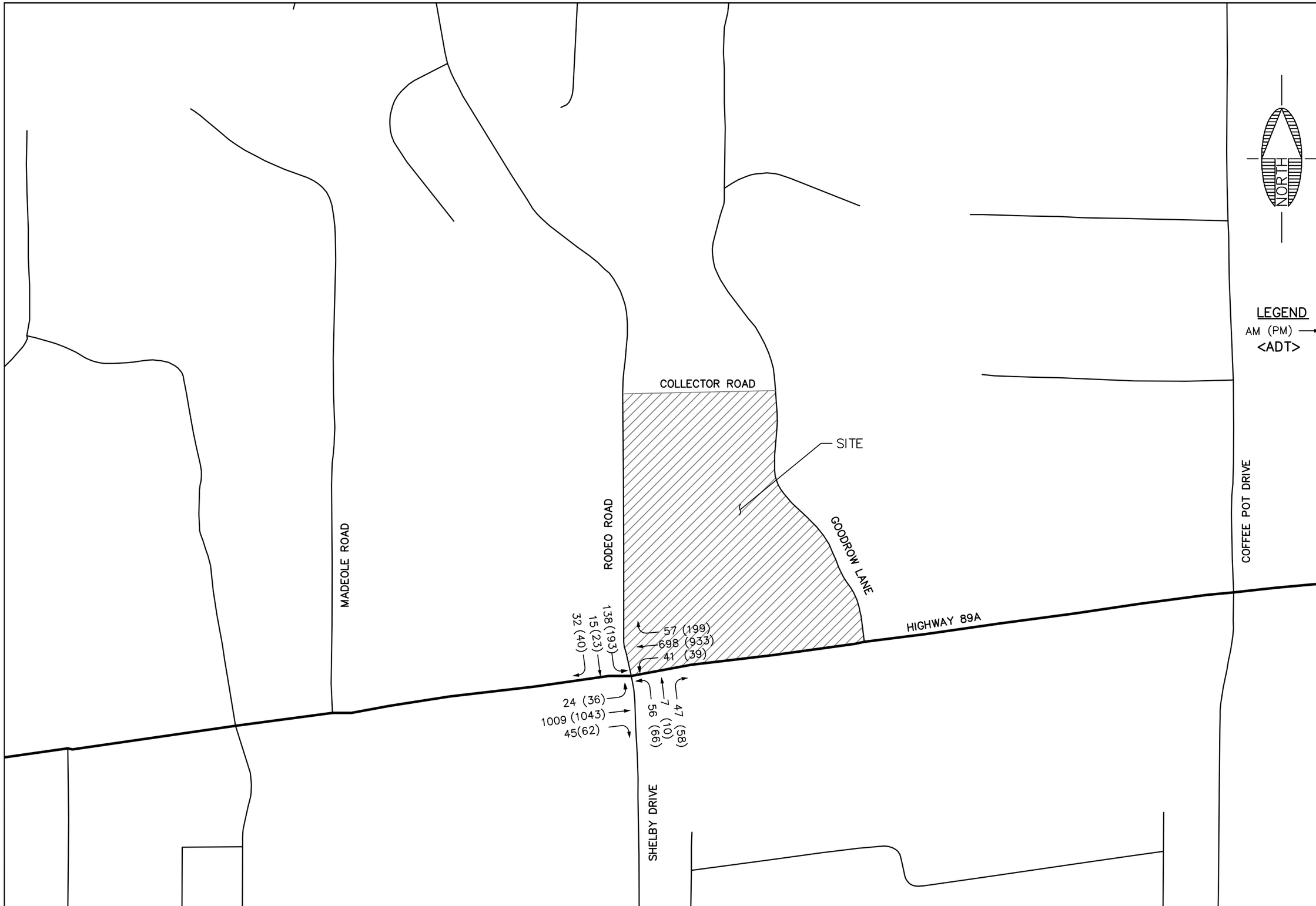
PROJECTED TRAFFIC

The Sedona Rouge expansion is expected to be completed by the end of 2014. Therefore two years of background traffic has been applied to the "2012 Existing" traffic counts before "site generated traffic" was added. Background traffic is the traffic existing around the site at a given year that is not due to the development being studied but instead due to general population growth in the area. A yearly growth factor of 1.5 percent has been applied to the existing counts. Many factors were considered to determine this percentage. ADOT's website's Average Annual Growth Rate (AAGR) for the area is listed at 1.002. The Verde Valley regional Transportation Study Update Executive Summary (July 1999) predicts an AAGR at 1.021. Both of these numbers were used with caution since ADOT's AAGR is substantially smaller than projections and known recent data in the immediate vicinity, and since the Verde Valley study was written before the recent recession and a known slow-down in growth to the area. These data and discussions with ADOT and the City of Sedona have resulted in the 1.5 percent growth factor ultimately used. See Figure 4 for background traffic volumes.

ITE's Trip Generation, Eighth Edition was used to determine the estimated trips generated from the proposed development. The proposed project consists of a 32 room expansion to the existing hotel. The expansion will take place on approximately 1.5 acres of land and will contain 42 additional parking spaces. ITE land use code 311: All Suites Hotel, predicts 176 daily trips including 14 AM and 14 PM peak hour trips. See Table 2 for a full list of generated traffic.

Traffic volumes generated by the Goodrow Lane residential neighborhood were estimated using the Institute of Transportation Engineers (ITE) Trip Generation, Eighth Edition. There are currently 28 single family homes in the neighborhood. ITE land use code 210: Single-Family Detached Housing was used to estimate the traffic volumes. It is estimated that there will be 268 daily trips including 21 AM and 28 PM peak hour trips. It is assumed that all of these trips will be routed through the new connector road to Rodeo Road, and eventually to the intersection of Rodeo Road and SR 89A. See Table 2 for a full list of generated traffic.



SEDONA ROUGE HOTEL & SPA

SEDONA AZ

2014
BACKGROUND TRAFFIC

JOB NO: 13241
DATE: JAN 2014
SCALE: 1"=200'
DRAWN: SCI
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TABLE 2 -TRIP GENERATION

LAND USE	ITE CODE	VARIABLE	TIME PERIOD	EQUATION	% ENTERING	WEEKDAY TOTAL	AM TOTAL	AM		PM TOTAL	PM	
								in	out		in	out
Sedona Rouge Hotel & Spa	311	36	*Weekday*	T=4.90(X)	50%	176						
All Suites Hotel			*AM peak*	T=0.38(X)	55%		14	8	6			
Variable=Rooms			*PM peak*	T=0.40(X)	45%					14	6	8
					Total New Trips Generated =	**176**	**14**	**8**	**6**	**14**	**6**	**8**

LAND USE	ITE CODE	VARIABLE	TIME PERIOD	EQUATION	% ENTERING	WEEKDAY TOTAL	AM TOTAL	AM		PM TOTAL	PM	
								in	out		in	out
Goodrow Housing Buildout	210	28	*Weekday*	T=9.57(X)	50%	268						
Single-Family Detached Housing			*AM peak*	T=0.75(X)	25%		21	5	16			
Variable=Dwelling Units			*PM peak*	T=1.01(X)	63%					28	18	10
					Total Trips Generated =	**268**	**21**	**5**	**16**	**28**	**18**	**10**

TRAFFIC ANALYSIS

LEVEL OF SERVICE/QUEUING

The site generated traffic and the Goodrow Lane subdivision traffic was added to the 2014 background traffic to determine the proposed total traffic volumes, see Figure 5. Capacity analyses were conducted using the methodologies defined in the HCM. HCS 2010 was used to analyze the intersections to determine proposed conditions. Table 3 illustrates the proposed conditions for the study area at the expected time of completion (2014) for the intersection of Rodeo Road/Shelby Drive/SR 89A, with and without the proposed Sedona Rouge expansion. The completed HCS worksheets are provided in the Appendix.

PEDESTRIANS

SR 89A has sidewalks on both sides. Rodeo Road also has sidewalks on both sides, but the sidewalk on the east side of the road terminates at the first entrance to the hotel. A new sidewalk will be constructed on the east side of Rodeo Road from the Collector Road south to the entrance of the Safeway shopping center. Internal circulation will be addressed as the site plan moves further along in the planning process.

COLLECTOR ROAD/RODEO ROAD INTERSECTION

The new Collector Road will form an intersection with Rodeo Road north of the proposed expansion. Traffic generated by the Goodrow Lane subdivision that currently uses Goodrow Lane to access SR 89A will now use the new Collector Road to access SR 89A. It is anticipated that most, if not all, of the traffic will turn left onto Rodeo Road upon exiting the Collector Road. An HCS analysis was performed to determine the overall operation of the new intersection. It is anticipated that the new intersection will operate at a LOS B for the AM and PM peak hours. The completed HCS worksheets are provided in the Appendix.

GOODROW LANE/SR 89A INTERSECTION

Most of the traffic generated by the 32 unit expansion will access SR 89A through this intersection. Some may travel through the existing hotel parking lot and onto Rodeo Road in order to access SR 89A. An HCS analysis was not performed on this intersection as the trips generated by the expansion are lower than the trips generated by the Goodrow Lane subdivision.

TABLE 3 – 2014 PROPOSED CONDITIONS COMPARISON

FOR RODEO ROAD/SR 89A

RODEO/SHELBY/89A Signalized	Background Conditions				Total Conditions			
	AM		PM		AM		PM	
	LOS	Q	LOS	Q	LOS	Q	LOS	Q
Intersection	**C**		**C**		**C**		**C**	
Eastbound Approach	C		D		C		D	
--Eastbound Left	B	0.4	C	0.6	B	0.4	C	0.7
--Eastbound Through	C	15.8	D	17.2	C	15.8	D	17.2
--Eastbound Right	C	15.6	D	16.9	C	15.6	D	16.9
Westbound Approach	C		C		C		C	
--Westbound Left	C	0.7	C	0.7	C	0.7	C	0.7
--Westbound Through	C	8.7	C	12.9	C	8.7	C	12.9
--Westbound Right	B	1.0	B	3.9	B	1.1	B	4.2
Northbound Approach	C		C		C		C	
--Northbound Left	C	1.4	C	1.7	C	1.4	C	1.7
--Northbound Through/Right	D	1.5	D	1.9	D	1.5	D	1.9
Southbound Approach	C		C		C		C	
--Southbound Left	C	3.3	C	0.9	C	3.7	C	1.1
--Southbound Through	C	0.4	C	0.6	C	0.4	C	0.6
--Southbound Right	C	0.8	C	1.0	C	0.8	C	1.0

SEDONA AZ

SEDONA ROUGE HOTEL & SPA

2014 TOTAL TRAFFIC

JOB NO: 13241
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SCALE: 1"=200'
DRAWN: SCI
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CHECKED: GEC

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CONCLUSIONS AND RECOMMENDATIONS

The intersection of Rodeo Road/Shelby Drive/SR 89A maintains an effective LOS after the additional traffic routed from the Goodrow Lane subdivision is added to the existing traffic. The intersection currently operates at LOS C and will continue to do so after the project is constructed.

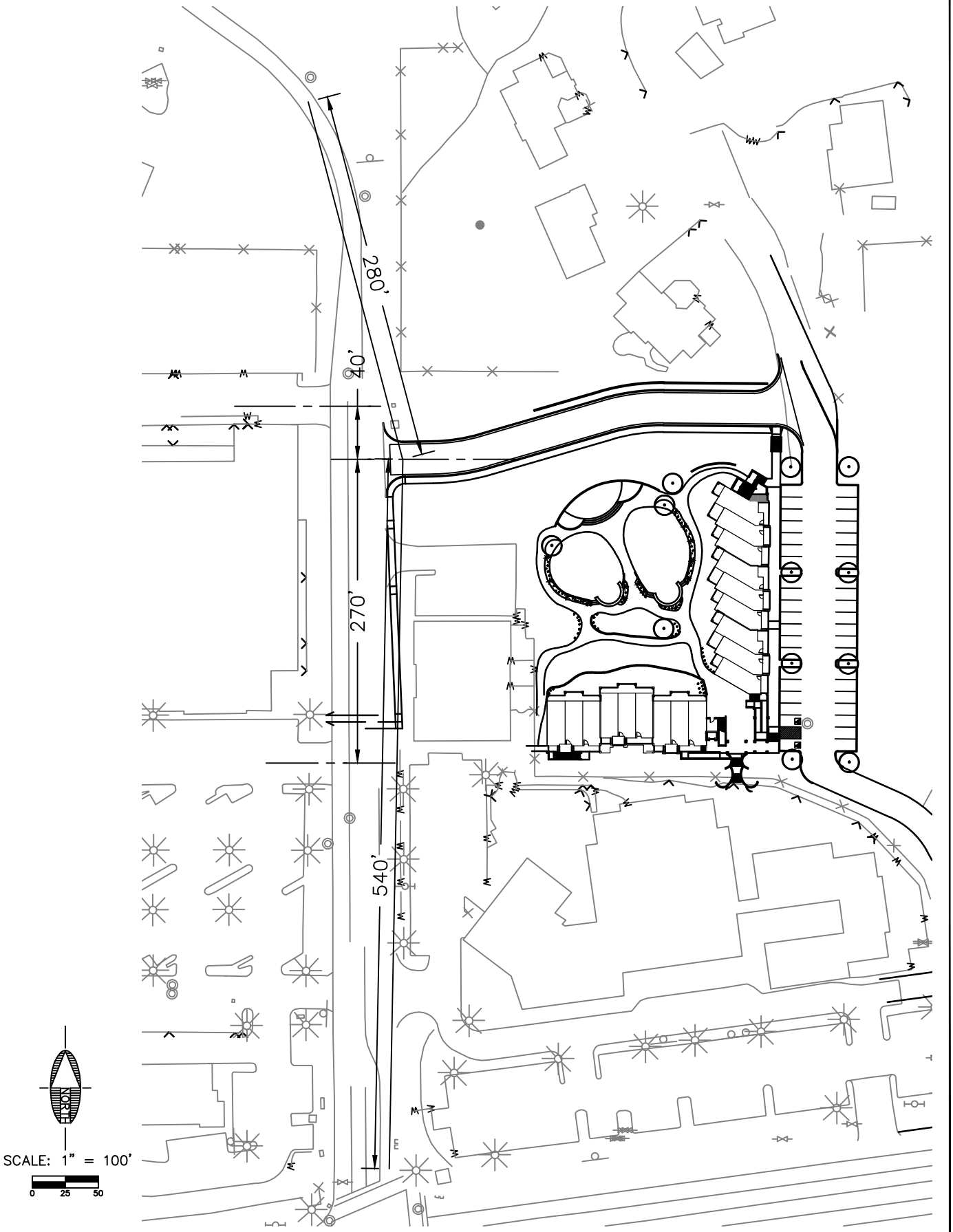
Traffic generated by the Goodrow Lane subdivision will be routed to Rodeo Drive via the new Collector Road, while traffic generated by the hotel expansion will be routed to SR 89A by Goodrow Lane. The intersection of the proposed Collector Road and Rodeo Road will operate at a LOS B for the AM and PM peak hours with the additional traffic from the Goodrow Lane subdivision. Traffic volumes generated by the hotel expansion will be slightly lower than the volumes generated by the Goodrow Lane subdivision, therefore the intersection of Goodrow Lane and SR 89A was not analyzed. The LOS of this intersection will most likely remain unchanged.

Based on the projected traffic generated by the additional units at the Sedona Rouge expansion, no improvements are recommended to either SR 89A or Rodeo Road.

APPENDIX

PLOTTED: Jan 29, 2014–1:26pm

FILE: P:\2013\13241\Engineering\Traffic\CAD\driveway exhibit.dwg SCI–C3D–12



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SEDONA ROUGE HOTEL & SPA — SEDONA ARIZONA

DRIVEWAY EXHIBIT

SHEET 1 OF 1

Traffic Accidents on Rodeo Rd

2011 - 2012 - 2013

Accident Number	Accident Type	Accident Date and Time	Accident Address Street Name	Accident Address Cross Street Name	Accident Manner Of Collision	Accident Total Injuries	Accident Total Units
20113883:	Injury	2011/08/23 05:59:00:	RODEO	89A	Single Vehicle	1	2
20132940:	Injury	2013/06/19 14:41:00:	RODEO	89A	Rear End	1	2
20133224:	Non-Injury	2013/07/04 10:08:00:	RODEO	89A	Rear End	0	2
20135752:	Non-Injury	2013/11/08 14:43:00:	RODEO	89A	Rear End	0	3

: 4

1/3/2014 8:14:29 AM

Traffic Accidents Between Madole Rd & Coffee Pot Dr

2011 - 2012 - 2013

Accident Number	Accident Type	Accident Date and Time	Accident Address Street Name	Accident Address Cross Street Name	Accident Manner Of Collision	Accident Total Injuries	Accident Total Units
20111395:	Non-Injury	2011/04/02 23:08:00:	89A	RODEO	Rear End	0	2
20113105:	Injury	2011/07/08 13:17:00:	89A	RODEO	Angle	1	2
20125526:	Non-Injury	2012/10/09 12:35:00:	89A	RODEO	xxRear-End	1	2
20126218:	Injury	2012/11/20 07:54:00:	89A	RODEO	Angle	0	2
2013-00003671:	Non-Injury	2013/07/26 20:25:00:	89A	RODEO	Angle	1	2
20134102:	Non-Injury	2013/08/19 09:58:00:	89A	RODEO	Left Turn	0	2
20134670:	Injury	2013/09/16 15:10:00:	89A	RODEO	Rear End	1	3
20136249:	Non-Injury	2013/12/09 07:49:00:	89A	RODEO	Rear End	0	2

: 8

1/3/2014 8:17:32 AM

Traffic Accidents Between Madole Rd & Coffee Pot Dr

2011 - 2012 - 2013

Accident Number	Accident Type	Accident Date and Time	Accident Address Street Name	Accident Address Cross Street Name	Accident Manner Of Collision	Accident Total Injuries	Accident Total Units
20110368:	Non-Injury	2011/01/27 13:57:00:	89A	SHELBY	Single Vehicle	0	1
20111723:	Non-Injury	2011/04/23 11:08:00:	89A	SHELBY	Angle	0	2
20112596:	Injury	2011/06/11 12:41:00:	89A	SHELBY	Angle	1	2
20113062:	Non-Injury	2011/07/05 14:37:00:	89A	SHELBY	xxRear-End	0	2
20130913:	Non-Injury	2013/03/05 09:51:00:	89A	SHELBY	Sideswipe (Same Direction)	0	2
20132585:	Non-Injury	2013/06/01 15:02:00:	89A	SHELBY		0	2
20133951:	Non-Injury	2013/08/11 10:04:00:	89A	SHELBY	Rear End	0	2

: 7

1/3/2014 8:18:45 AM

Traffic Accidents Between Madole Rd & Coffee Pot Dr

2011 - 2012 - 2013

Accident Number	Accident Type	Accident Date and Time	Accident Address Street Name	Accident Address Cross Street Name	Accident Manner Of Collision	Accident Total Injuries	Accident Total Units
20112723:	Non-Injury	2011/06/17 14:57:00:	89A	GOODROW	Single Vehicle	0	2
20113890:	Non-Injury	2011/08/23 15:03:00:	89A	GOODROW	Left Turn	0	2
20114238:	Injury	2011/09/10 21:25:00:	89A	GOODROW	Single Vehicle	1	1
20115159:	Non-Injury	2011/10/28 16:51:00:	89A	GOODROW	xxRear-End	0	2
20122419:	Non-Injury	2012/04/30 15:36:00:	89A	GOODROW	Rear End	0	2

: 5

1/3/2014 8:19:17 AM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	*01/29/2014*	Analysis Year	*2014*
Analysis Time Period			

Project Description *AM Peak Hour*

East/West Street: *Collector Road* | North/South Street: *Rodeo Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*110*	*5*	*0*	*185*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*110*	*5*	*0*	*185*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*1*	*1*	*0*
Configuration			*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*16*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*16*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*		*LTR*				
v (veh/h)		*0*		*16*				
C (m) (veh/h)		*1487*		*720*				
v/c		*0.00*		*0.02*				
95% queue length		*0.00*		*0.07*				
Control Delay (s/veh)		*7.4*		*10.1*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.1*					
Approach LOS	--	--	*B*					

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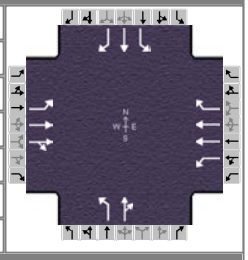
HCS 2010 Signalized Intersection Results Summary

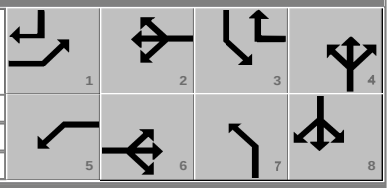
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Jan 29, 2014	Area Type	Other
Jurisdiction		Time Period		PHF	0.90
Intersection	89A/Rodeo/Shelby	Analysis Year	2014	Analysis Period	1> 7:00
File Name	2014 Total PM-Rodeo.xus				
Project Description	2014 Total PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (***v***), veh/h	39	1043	62	39	933	212	66	12	58	200	24	42

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	6.2	57.0	5.8	3.4	35.5	0.0
Yellow	3.0	3.6	3.0	0.0	3.0	0.0
Red	2.8	1.4	2.8	0.0	2.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.0	62.0	12.0	62.0	11.6	41.0	15.0	44.4
Change Period, ***(Y+R$_c$)***, s	5.8	5.0	5.8	5.0	5.8	5.5	5.8	5.5
Max Allow Headway ***(MAH)***, s	3.1	0.0	3.1	0.0	3.3	3.4	3.3	3.4
Queue Clearance Time ***(g$_s$)***, s	3.6		3.6		5.7	6.7	11.2	4.5
Green Extension Time ***(g$_e$)***, s	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate ***(v)***, veh/h	43	620	608	43	1037	236	73	78		222	27	47
Adjusted Saturation Flow Rate ***(s)***, veh/h/ln	1810	1900	1862	1810	1809	1610	1810	1653		1810	1900	1610
Queue Service Time ***(g$_s$)***, s	1.6	35.3	35.4	1.6	29.3	10.9	3.7	4.7		9.2	1.3	2.5
Cycle Queue Clearance Time ***(g$_c$)***, s	1.6	35.3	35.4	1.6	29.3	10.9	3.7	4.7		9.2	1.3	2.5
Capacity ***(c)***, veh/h	259	833	816	218	1586	820	519	452		502	569	559
Volume-to-Capacity Ratio ***(X)***	0.167	0.744	0.745	0.198	0.654	0.287	0.141	0.172		0.443	0.047	0.083
Available Capacity ***(c$_a$)***, veh/h	259	833	816	218	1586	820	526	452		502	569	559
Back of Queue ***(Q)***, veh/ln (50th percentile)	0.7	17.2	16.9	0.7	12.9	4.2	1.7	1.9		1.1	0.6	1.0
Overflow Queue ***(Q$_3$)***, veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Queue Storage Ratio ***(RQ)*** (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay ***(d$_1$)***, s/veh	21.2	30.4	30.4	22.9	28.7	18.3	31.6	36.0		30.9	32.3	28.5
Incremental Delay ***(d$_2$)***, s/veh	0.1	6.0	6.1	0.2	2.1	0.9	0.0	0.1		0.2	0.0	0.0
Initial Queue Delay ***(d$_3$)***, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay ***(d)***, s/veh	21.3	36.4	36.5	23.1	30.8	19.2	31.6	36.1		31.2	32.4	28.5
Level of Service (LOS)	C	D	D	C	C	B	C	D		C	C	C
Approach Delay, s/veh / LOS	35.9	D		28.5	C		33.9	C		30.9	C	
Intersection Delay, s/veh / LOS	32.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	3.0	C	2.8	C
Bicycle LOS Score / LOS	1.5	A	1.6	A	0.7	A	1.0	A

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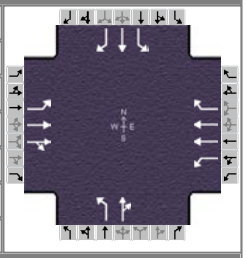
HCS 2010 Signalized Intersection Results Summary

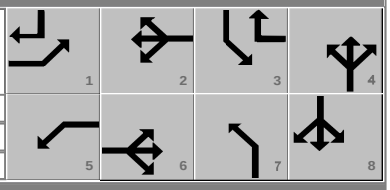
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Jan 29, 2014	Area Type	Other
Jurisdiction		Time Period		PHF	0.90
Intersection	89A/Rodeo/Shelby	Analysis Year	2014	Analysis Period	1> 7:00
File Name	2014 Total AM-Rodeo.xus				
Project Description	2014 Total AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (***v***), veh/h	25	1009	45	41	698	60	56	8	47	150	17	35

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	6.2	57.0	5.2	4.0	35.5	0.0
Yellow	3.0	3.6	3.0	0.0	3.0	0.0
Red	2.8	1.4	2.8	0.0	2.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.0	62.0	12.0	62.0	11.0	41.0	15.0	45.0
Change Period, ***(Y+R$_c$)***, s	5.8	5.0	5.8	5.0	5.8	5.5	5.8	5.5
Max Allow Headway ***(MAH)***, s	3.1	0.0	3.1	0.0	3.3	3.4	3.3	3.4
Queue Clearance Time ***(g$_s$)***, s	3.0		3.7		5.2	5.6	10.2	4.1
Green Extension Time ***(g$_e$)***, s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.93		1.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate ***(v)***, veh/h	28	590	581	46	776	67	62	61		167	19	39
Adjusted Saturation Flow Rate ***(s)***, veh/h/ln	1810	1900	1871	1810	1809	1610	1810	1647		1810	1900	1610
Queue Service Time ***(g$_s$)***, s	1.0	32.9	32.9	1.7	19.9	2.8	3.2	3.6		8.2	0.9	2.1
Cycle Queue Clearance Time ***(g$_c$)***, s	1.0	32.9	32.9	1.7	19.9	2.8	3.2	3.6		8.2	0.9	2.1
Capacity ***(c)***, veh/h	343	833	820	232	1586	820	514	450		517	577	566
Volume-to-Capacity Ratio ***(X)***	0.081	0.708	0.709	0.196	0.489	0.081	0.121	0.136		0.322	0.033	0.069
Available Capacity ***(c$_a$)***, veh/h	343	833	820	232	1586	820	528	450		517	577	566
Back of Queue ***(Q)***, veh/ln (50th percentile)	0.4	15.8	15.6	0.7	8.7	1.1	1.4	1.5		3.7	0.4	0.8
Overflow Queue ***(Q$_3$)***, veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Queue Storage Ratio ***(RQ)*** (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay ***(d$_1$)***, s/veh	19.0	29.7	29.7	22.2	26.1	16.3	31.8	35.7		28.1	31.8	28.0
Incremental Delay ***(d$_2$)***, s/veh	0.0	5.0	5.1	0.2	1.1	0.2	0.0	0.1		0.1	0.0	0.0
Initial Queue Delay ***(d$_3$)***, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay ***(d)***, s/veh	19.1	34.8	34.9	22.4	27.2	16.5	31.8	35.7		28.2	31.8	28.0
Level of Service (LOS)	B	C	C	C	C	B	C	D		C	C	C
Approach Delay, s/veh / LOS	34.5	C		26.1	C		33.7	C		28.5	C	
Intersection Delay, s/veh / LOS	30.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	3.0	C	2.8	C
Bicycle LOS Score / LOS	1.5	A	1.2	A	0.7	A	0.9	A

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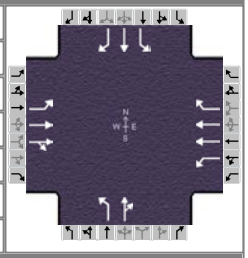
HCS 2010 Signalized Intersection Results Summary

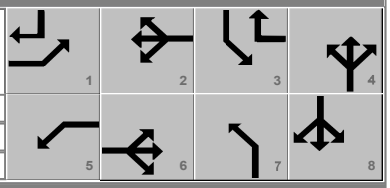
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Dec 27, 2013	Area Type	Other
Jurisdiction		Time Period		PHF	0.90
Intersection	89A/Rodeo/Shelby	Analysis Year	2014	Analysis Period	1> 7:00
File Name	2014 background PM-Rodeo.xus				
Project Description	2014 Background PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	1043	62	39	933	199	66	10	58	193	23	40

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	6.2	57.0	5.8	3.4	35.5	0.0
Yellow	3.0	3.6	3.0	0.0	3.0	0.0
Red	2.8	1.4	2.8	0.0	2.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.0	62.0	12.0	62.0	11.6	41.0	15.0	44.4
Change Period, *(Y+Rc)*, s	5.8	5.0	5.8	5.0	5.8	5.5	5.8	5.5
Max Allow Headway *(MAH)*, s	3.1	0.0	3.1	0.0	3.3	3.4	3.3	3.4
Queue Clearance Time *(g_s)*, s	3.5		3.6		5.7	6.5	11.2	4.4
Green Extension Time *(g_e)*, s	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate *(v)*, veh/h	40	620	608	43	1037	221	73	76		214	26	44
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1810	1900	1862	1810	1809	1610	1810	1647		1810	1900	1610
Queue Service Time *(g_s)*, s	1.5	35.3	35.4	1.6	29.3	10.2	3.7	4.5		9.2	1.2	2.4
Cycle Queue Clearance Time *(g_c)*, s	1.5	35.3	35.4	1.6	29.3	10.2	3.7	4.5		9.2	1.2	2.4
Capacity *(c)*, veh/h	259	833	816	218	1586	820	520	450		504	569	559
Volume-to-Capacity Ratio *(X)*	0.154	0.744	0.745	0.198	0.654	0.270	0.141	0.168		0.426	0.045	0.079
Available Capacity *(c_a)*, veh/h	259	833	816	218	1586	820	526	450		504	569	559
Back of Queue *(Q)*, veh/ln (50th percentile)	0.6	17.2	16.9	0.7	12.9	3.9	1.7	1.9		0.9	0.6	1.0
Overflow Queue *(Q_3)*, veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay *(d_1)*, s/veh	21.1	30.4	30.4	22.9	28.7	18.1	31.6	36.0		30.5	32.3	28.5
Incremental Delay *(d_2)*, s/veh	0.1	6.0	6.1	0.2	2.1	0.8	0.0	0.1		0.2	0.0	0.0
Initial Queue Delay *(d_3)*, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay *(d)*, s/veh	21.2	36.4	36.5	23.1	30.8	19.0	31.6	36.1		30.8	32.3	28.5
Level of Service (LOS)	C	D	D	C	C	B	C	D		C	C	C
Approach Delay, s/veh / LOS	36.0	D		28.6	C		33.9	C		30.5	C	
Intersection Delay, s/veh / LOS	32.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	3.0	C	2.8	C
Bicycle LOS Score / LOS	1.5	A	1.6	A	0.7	A	1.0	A

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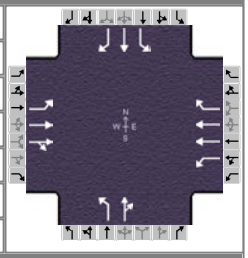
HCS 2010 Signalized Intersection Results Summary

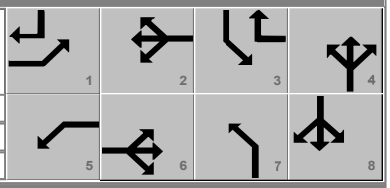
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Dec 27, 2013	Area Type	Other
Jurisdiction		Time Period		PHF	0.90
Intersection	89A/Rodeo/Shelby	Analysis Year	2014	Analysis Period	1> 7:00
File Name	2014 background AM-Rodeo.xus				
Project Description	2014 Background AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	24	1009	45	41	698	57	56	7	47	138	15	32

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	6.2	57.0	5.2	4.0	35.5	0.0
Yellow	3.0	3.6	3.0	0.0	3.0	0.0
Red	2.8	1.4	2.8	0.0	2.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.0	62.0	12.0	62.0	11.0	41.0	15.0	45.0
Change Period, $(Y+R_c)$, s	5.8	5.0	5.8	5.0	5.8	5.5	5.8	5.5
Max Allow Headway *(MAH)*, s	3.1	0.0	3.1	0.0	3.3	3.4	3.3	3.4
Queue Clearance Time (g_s), s	3.0		3.7		5.2	5.6	9.5	3.9
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.86		1.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate *(v)*, veh/h	27	590	581	46	776	63	62	60		153	17	36
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1810	1900	1871	1810	1809	1610	1810	1643		1810	1900	1610
Queue Service Time (g_s), s	1.0	32.9	32.9	1.7	19.9	2.6	3.2	3.6		7.5	0.8	1.9
Cycle Queue Clearance Time (g_c), s	1.0	32.9	32.9	1.7	19.9	2.6	3.2	3.6		7.5	0.8	1.9
Capacity *(c)*, veh/h	343	833	820	232	1586	820	515	449		518	577	566
Volume-to-Capacity Ratio *(X)*	0.078	0.708	0.709	0.196	0.489	0.077	0.121	0.134		0.296	0.029	0.063
Available Capacity (c_a), veh/h	343	833	820	232	1586	820	529	449		518	577	566
Back of Queue *(Q)*, veh/ln (50th percentile)	0.4	15.8	15.6	0.7	8.7	1.0	1.4	1.5		3.3	0.4	0.8
Overflow Queue (Q_3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	19.0	29.7	29.7	22.2	26.1	16.3	31.8	35.6		27.9	31.8	27.9
Incremental Delay (d_2), s/veh	0.0	5.0	5.1	0.2	1.1	0.2	0.0	0.0		0.1	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay *(d)*, s/veh	19.0	34.8	34.9	22.4	27.2	16.5	31.8	35.7		28.0	31.8	28.0
Level of Service (LOS)	B	C	C	C	C	B	C	D		C	C	C
Approach Delay, s/veh / LOS	34.5	C		26.2	C		33.7	C		28.3	C	
Intersection Delay, s/veh / LOS	30.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	3.0	C	2.8	C
Bicycle LOS Score / LOS	1.5	A	1.2	A	0.7	A	0.8	A

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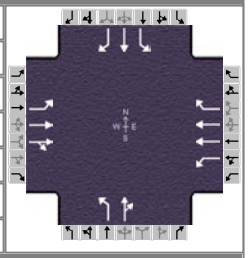
HCS 2010 Signalized Intersection Results Summary

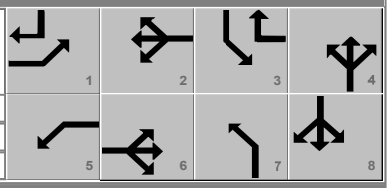
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Dec 27, 2013	Area Type	Other
Jurisdiction		Time Period		PHF	0.90
Intersection	89A/Rodeo/Shelby	Analysis Year	2012	Analysis Period	1> 7:00
File Name	PM-Rodeo.xus				
Project Description	2012 Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	1012	60	38	906	193	64	10	56	187	22	39

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	6.2	57.0	5.6	3.6	35.5	0.0
Yellow	3.0	3.6	3.0	0.0	3.0	0.0
Red	2.8	1.4	2.8	0.0	2.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.0	62.0	12.0	62.0	11.4	41.0	15.0	44.6
Change Period, *(Y+Rc)*, s	5.8	5.0	5.8	5.0	5.8	5.5	5.8	5.5
Max Allow Headway *(MAH)*, s	3.1	0.0	3.1	0.0	3.3	3.4	3.3	3.4
Queue Clearance Time *(g_s)*, s	3.5		3.6		5.6	6.4	11.2	4.3
Green Extension Time *(g_e)*, s	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	1.00		1.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate *(v)*, veh/h	39	601	590	42	1007	214	71	73		208	24	43
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1810	1900	1862	1810	1809	1610	1810	1648		1810	1900	1610
Queue Service Time *(g_s)*, s	1.5	33.8	33.8	1.6	28.1	9.8	3.6	4.4		9.2	1.2	2.3
Cycle Queue Clearance Time *(g_c)*, s	1.5	33.8	33.8	1.6	28.1	9.8	3.6	4.4		9.2	1.2	2.3
Capacity *(c)*, veh/h	268	833	816	227	1586	820	519	450		506	571	561
Volume-to-Capacity Ratio *(X)*	0.145	0.722	0.722	0.186	0.635	0.262	0.137	0.163		0.411	0.043	0.077
Available Capacity *(c_a)*, veh/h	268	833	816	227	1586	820	526	450		506	571	561
Back of Queue *(Q)*, veh/ln (50th percentile)	0.6	16.3	16.1	0.7	12.4	3.8	1.6	1.8		0.7	0.6	0.9
Overflow Queue *(Q_3)*, veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay *(d_1)*, s/veh	20.8	30.0	30.0	22.4	28.4	18.1	31.6	35.9		30.1	32.2	28.4
Incremental Delay *(d_2)*, s/veh	0.1	5.4	5.5	0.1	1.9	0.8	0.0	0.1		0.2	0.0	0.0
Initial Queue Delay *(d_3)*, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay *(d)*, s/veh	20.9	35.4	35.5	22.6	30.3	18.8	31.7	36.0		30.3	32.2	28.4
Level of Service (LOS)	C	D	D	C	C	B	C	D		C	C	C
Approach Delay, s/veh / LOS	35.0	C		28.1	C		33.9	C		30.2	C	
Intersection Delay, s/veh / LOS	31.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	3.0	C	2.8	C
Bicycle LOS Score / LOS	1.5	A	1.5	A	0.7	A	0.9	A

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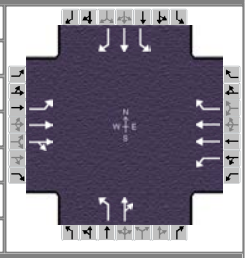
HCS 2010 Signalized Intersection Results Summary

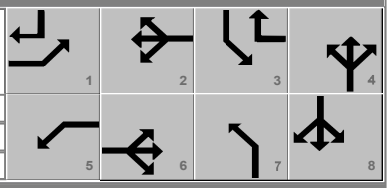
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Dec 27, 2013	Area Type	Other
Jurisdiction		Time Period		PHF	0.90
Intersection	89A/Rodeo/Shelby	Analysis Year	2012	Analysis Period	1> 7:00
File Name	AM-Rodeo.xus				
Project Description	2012 Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	23	979	44	40	678	55	54	7	46	134	15	31

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	6.2	58.0	5.1	3.1	35.5	0.0
Yellow	3.0	3.6	3.0	0.0	3.0	0.0
Red	2.8	1.4	2.8	0.0	2.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.0	63.0	12.0	63.0	10.9	41.0	14.0	44.1
Change Period, *(Y+Rc)*, s	5.8	5.0	5.8	5.0	5.8	5.5	5.8	5.5
Max Allow Headway *(MAH)*, s	3.1	0.0	3.1	0.0	3.3	3.4	3.3	3.4
Queue Clearance Time *(g_s)*, s	2.9		3.7		5.1	5.5	9.5	3.9
Green Extension Time *(g_e)*, s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.76		1.00		1.00	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate *(v)*, veh/h	26	573	564	44	753	61	60	59		149	17	34
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1810	1900	1871	1810	1809	1610	1810	1643		1810	1900	1610
Queue Service Time *(g_s)*, s	0.9	31.1	31.1	1.7	18.9	2.5	3.1	3.5		7.5	0.8	1.9
Cycle Queue Clearance Time *(g_c)*, s	0.9	31.1	31.1	1.7	18.9	2.5	3.1	3.5		7.5	0.8	1.9
Capacity *(c)*, veh/h	358	848	835	246	1614	820	513	449		505	565	555
Volume-to-Capacity Ratio *(X)*	0.071	0.675	0.676	0.181	0.467	0.075	0.117	0.131		0.295	0.030	0.062
Available Capacity *(c_a)*, veh/h	358	848	835	246	1614	820	529	449		505	565	555
Back of Queue *(Q)*, veh/ln (50th percentile)	0.4	14.8	14.6	0.7	8.2	1.0	1.4	1.4		3.3	0.4	0.7
Overflow Queue *(Q_3)*, veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Queue Storage Ratio *(RQ)* (50th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Uniform Delay *(d_1)*, s/veh	18.3	28.5	28.5	21.1	25.2	16.3	31.8	35.6		29.2	32.4	28.5
Incremental Delay *(d_2)*, s/veh	0.0	4.3	4.4	0.1	1.0	0.2	0.0	0.0		0.1	0.0	0.0
Initial Queue Delay *(d_3)*, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay *(d)*, s/veh	18.4	32.8	32.9	21.3	26.2	16.4	31.8	35.7		29.3	32.4	28.5
Level of Service (LOS)	B	C	C	C	C	B	C	D		C	C	C
Approach Delay, s/veh / LOS	32.6	C		25.2	C		33.7	C		29.4	C	
Intersection Delay, s/veh / LOS	29.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	3.0	C	2.8	C
Bicycle LOS Score / LOS	1.4	A	1.2	A	0.7	A	0.8	A

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	*01/29/2014*	Analysis Year	*2014*
Analysis Time Period			

Project Description *PM Peak Hour*

East/West Street: *Collector Road* | North/South Street: *Rodeo Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*134*	*18*	*0*	*255*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*134*	*18*	*0*	*255*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*1*	*1*	*0*
Configuration			*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*10*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*10*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*1*	*0*
Configuration					*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*		*LTR*				
v (veh/h)		*0*		*10*				
C (m) (veh/h)		*1441*		*658*				
v/c		*0.00*		*0.02*				
95% queue length		*0.00*		*0.05*				
Control Delay (s/veh)		*7.5*		*10.6*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.6*					
Approach LOS	--	--	*B*					

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LANDMARK ENGINEERING & SURVEYING, INC.

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(928) 282-7104
www.landmarkes.com

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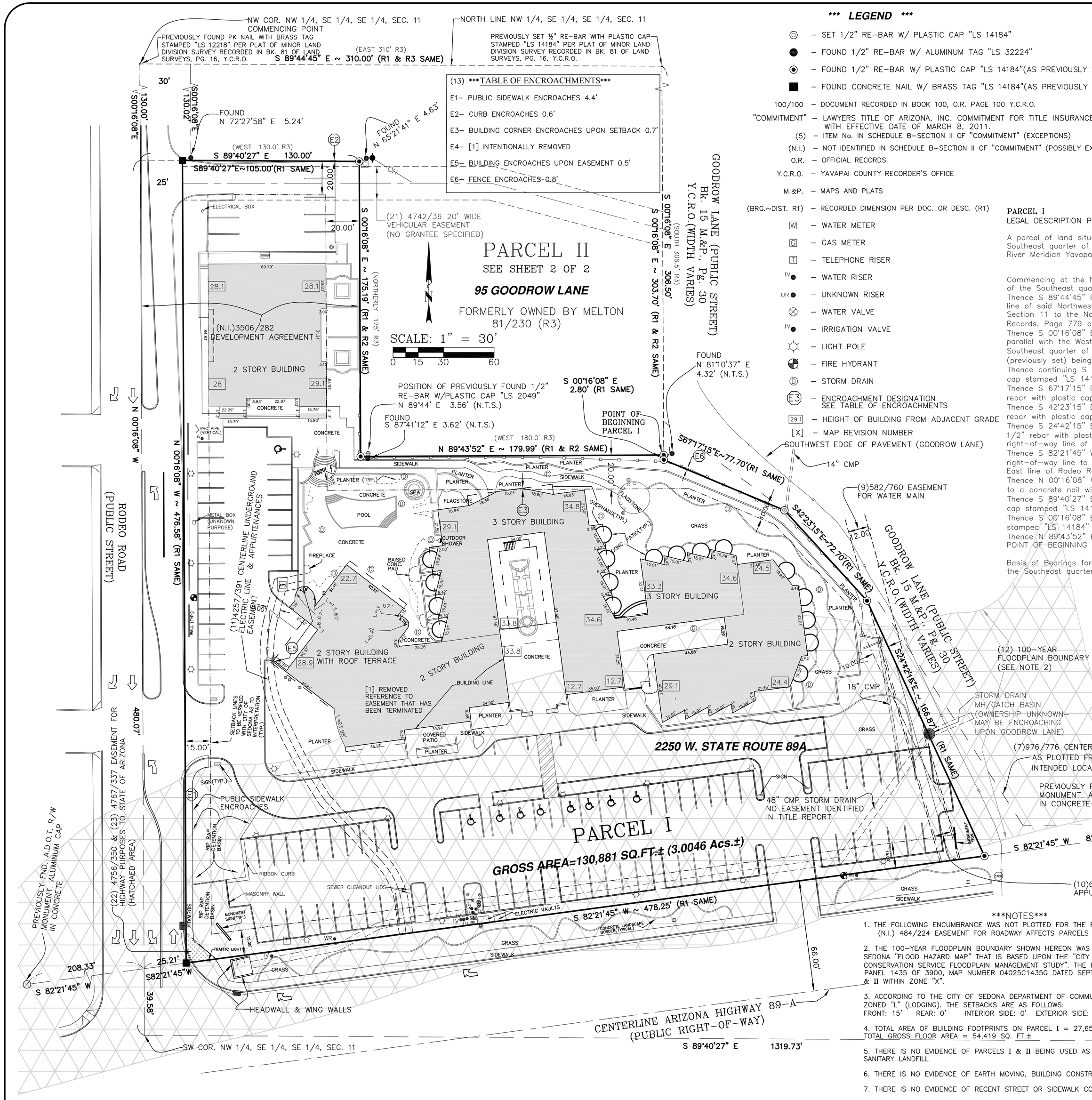
This map and the survey it is based upon were prepared and executed under my direct supervision.

REGISTERED LAND SURVEYOR 14184 WM. TOD GRAHAM I. Date Signed 04-23-11 ARIZONA, U.S.A. EXPIRES 12/31/2011

A.L.T.A./A.C.S.M. LAND TITLE SURVEY

OF 2 PARCELS OF LAND LOCATED IN THE NW 1/4 SE 1/4 SE 1/4 SECTION 11, T.17N., R.5E., G.&S.R.M., YAVAPAI COUNTY, ARIZONA

Date:	APRIL 7, 2011
Revisions:	[1] APRIL 23, 2011
Project Manager	T. Graham
Survey Crew:	T. Graham
C.A.D. by:	T.Graham
Checked by:	T. Graham
Contour Interval:	N. A.
Scale:	1" = 30'
Project Name:	1110330
File Name:	1110330S1.dwg
Sheet:	1 of 2
Job No.:	1110330 Sedona



*** LEGEND ***

- ◎ – SET 1/2" RE-BAR W/ PLASTIC CAP "LS 14184"
- ● – FOUND 1/2" RE-BAR W/ ALUMINUM TAG "LS 32224"
- ◉ – FOUND 1/2" RE-BAR W/ PLASTIC CAP "LS 14184"(AS PREVIOUSLY SET)
- ■ – FOUND CONCRETE NAIL W/ BRASS TAG "LS 14184"(AS PREVIOUSLY SET)
- 100/100 – DOCUMENT RECORDED IN BOOK 100, O.R. PAGE 100 Y.C.R.O.
- "COMMITMENT" – LAWYERS TITLE OF ARIZONA, INC. COMMITMENT FOR TITLE INSURANCE NO. 01739027-739-TMO WITH EFFECTIVE DATE OF MARCH 8, 2011.
- (5) – ITEM No. IN SCHEDULE B-SECTION II OF "COMMITMENT" (EXCEPTIONS)
- (N.I.) – NOT IDENTIFIED IN SCHEDULE B-SECTION II OF "COMMITMENT" (POSSIBLY EXTINGUISHED OR ABANDONED)
- O.R. – OFFICIAL RECORDS
- Y.C.R.O. – YAVAPAI COUNTY RECORDER'S OFFICE
- M.&P. – MAPS AND PLATS
- (BRG.~DIST. R1) – RECORDED DIMENSION PER DOC. OR DESC. (R1)
- W – WATER METER
- G – GAS METER
- T – TELEPHONE RISER
- IV● – WATER RISER
- UR● – UNKNOWN RISER
- ⊗ – WATER VALVE
- IV● – IRRIGATION VALVE
- ☼ – LIGHT POLE
- FIRE HYDRANT
- Ⓓ – STORM DRAIN
- E3 – ENCROACHMENT DESIGNATION SEE TABLE OF ENCROACHMENTS
- 29.1 – HEIGHT OF BUILDING FROM ADJACENT GRADE
- [X] – MAP REVISION NUMBER
- SOUTHWEST EDGE OF PAVEMENT (GOODROW LANE)

PARCEL I
LEGAL DESCRIPTION PER "COMMITMENT" (R1)

A parcel of land situated in the Northwest quarter of the Southeast quarter of the Southeast quarter of Section 11, Township 17 North, Range 5 East of the Gila and Salt River Meridian Yavapai County, Arizona, being more particularly described as follows:

Commencing at the Northwest corner of said Northwest quarter of the Southeast quarter of the Southeast quarter of Section 11;
Thence S 89°44'45" E (East rec.) a distance of 310.00 (310 rec.) feet along the North line of said Northwest quarter of the Southeast quarter of the Southeast quarter of Section 11 to the Northeast corner of the Melton parcel described in Book 976 of Official Records, Page 779 of the Yavapai County Recorder's Office;
Thence S 00°16'08" E (South rec.) a distance of 303.70 (306.5 rec.) feet along a line parallel with the West line of said Northwest quarter of the Southeast quarter of the Southeast quarter of Section 11 to a 1/2" rebar with plastic cap stamped "LS 14184" (previously set) being the POINT OF BEGINNING;
Thence continuing S 00°16'08" E a distance of 2.80 feet to a 1/2" rebar with plastic cap stamped "LS 14184" (previously set);
Thence S 67°17'15" E (S 67°21' E rec.) a distance of 77.70 (77.7 rec.) feet to a 1/2" rebar with plastic cap stamped "LS 14184" (previously set);
Thence S 42°23'15" E (S 42°27' E rec.) a distance of 72.70 (72.7 rec.) feet to a 1/2" rebar with plastic cap stamped "LS 14184" (previously set);
Thence S 24°42'15" E (S 24°46' E rec.) a distance of 166.87 (169.7 rec.) feet to a 1/2" rebar with plastic cap stamped "LS 14184" (previously set) on the North right-of-way line of Highway 89-A;
Thence S 82°21'45" W (S 82°18' W rec.) a distance of 478.25 feet along said right-of-way line to a concrete nail with brass tag stamped "LS 14184" set on the East line of Rodeo Road per Quitclaim Deed recorded in Bk.3567 O.R., Pg.189;
Thence N 00°16'08" W (N 00°30' W rec.) a distance of 476.58 feet along said East line to a concrete nail with brass tag stamped "LS 14184" (set);
Thence S 89°40'27" E (East rec.) a distance of 105.00 feet to a 1/2" rebar with plastic cap stamped "LS 14184" (set);
Thence S 00°16'08" E a distance of 175.17 feet to a 1/2" rebar with plastic cap stamped "LS 14184" (previously set);
Thence N 89°43'52" E (N 89°38' E rec.) a distance of 179.99 (180.75 rec.) feet to the POINT OF BEGINNING and containing 3.0046 acres more or less.

Basis of Bearings for this description is N 00°06'00" W (B.L.M.) along the East line of the Southeast quarter of said section 11.

*** SURVEYOR'S CERTIFICATE ***

[1]
To PNC Bank, National Association; Lawyers Title of Arizona, Inc.; Sedona Rouge, LLC (an Arizona LLC):

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 11(a), 12, 13, 14, 16, 17, 18, 19, 21 ($1,000,000 per claim, $2,000,000 aggregate), and 22 (per Commitment Schedule B-Section I Item 7) of Table A thereof. The field work was completed on APRIL 6, 2011.

Map was prepared: APRIL 7, 2011
Revised: APRIL 23, 2011

Wm. Tod Graham I, Registered Land Surveyor, Arizona Registration No. 14184

SUBJECT PROPERTIES, EASEMENTS AND OTHER ENCUMBRANCES SHOWN HEREON ARE THOSE DESCRIBED AND IDENTIFIED IN LAWYERS TITLE OF ARIZONA, INC. COMMITMENT FOR TITLE INSURANCE NO. 01739027-739-TM0 ("COMMITMENT") WITH EFFECTIVE DATE OF MARCH 8, 2011.

NOTES

1. THE FOLLOWING ENCUMBRANCE WAS NOT PLOTTED FOR THE REASON STATED:
(N.I.) 484/224 EASEMENT FOR ROADWAY AFFECTS PARCELS I & II (INSUFFICIENT DATA TO PLOT)

2. THE 100-YEAR FLOODPLAIN BOUNDARY SHOWN HEREON WAS SCALED FROM THE CITY OF SEDONA "FLOOD HAZARD MAP" THAT IS BASED UPON THE "CITY OF SEDONA 1994 SOIL CONSERVATION SERVICE FLOODPLAIN MANAGEMENT STUDY". THE FEMA FLOOD INSURANCE RATE MAP PANEL 1435 OF 3900, MAP NUMBER 04025C1435G DATED SEPT. 3, 2010, DESIGNATES PARCELS I & II WITHIN ZONE "X".

3. ACCORDING TO THE CITY OF SEDONA DEPARTMENT OF COMMUNITY DEVELOPMENT, PARCEL I IS ZONED "L" (LODGING). THE SETBACKS ARE AS FOLLOWS:
FRONT: 15' REAR: 0' INTERIOR SIDE: 0' EXTERIOR SIDE: 10' ABUTTING RESIDENTIAL: 20'

4. TOTAL AREA OF BUILDING FOOTPRINTS ON PARCEL I = 27,654 S.F.±
TOTAL GROSS FLOOR AREA = 54,419 SQ. FT.±

5. THERE IS NO EVIDENCE OF PARCELS I & II BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL

6. THERE IS NO EVIDENCE OF EARTH MOVING, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

7. THERE IS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

8. NO WETLAND AREAS DELINEATED IN VICINITY OF SUBJECT PROPERTY.

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ENGINEERING & SURVEYING, INC.

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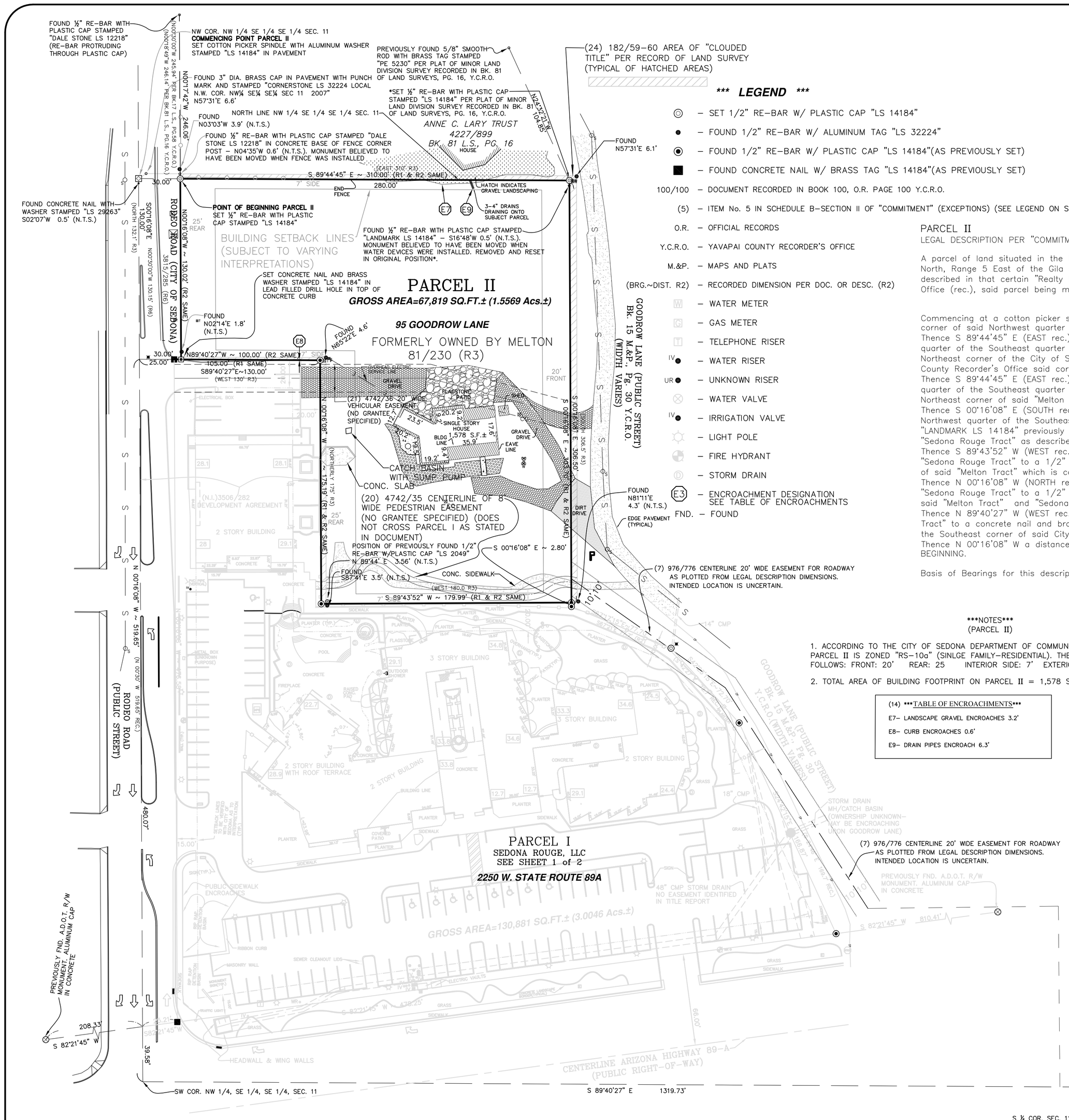
This map and the survey it is based upon were prepared and executed under my direct supervision.

REGISTERED LAND SURVEYOR 14184 WM. TOD GRAHAM I. Date Signed 04-23-11 ARIZONA, U.S.A. EXPIRES 12/31/2011

A.L.T.A./A.C.S.M. LAND TITLE SURVEY

OF 2 PARCELS OF LAND LOCATED IN THE NW 1/4 SE 1/4 SE 1/4 SECTION 11, T.17N., R.5E., G.&S.R.M., YAVAPAI COUNTY, ARIZONA

Date:	APRIL 7, 2011
Revisions:	[1] APRIL 23, 2011
Project Manager	Tod Graham
Survey Crew:	Tod Graham
C.A.D. by:	Tod Graham
Checked by:	Tod Graham
Contour Interval:	N. A.
Scale:	1" = 40'
Project Name:	1110330
File Name:	1110330S2.dwg
Sheet:	2 of 2
Job No.:	1110330 Sedona



*** LEGEND ***

- ◎ – SET 1/2" RE-BAR W/ PLASTIC CAP "LS 14184"
- ● – FOUND 1/2" RE-BAR W/ ALUMINUM TAG "LS 32224"
- ◉ – FOUND 1/2" RE-BAR W/ PLASTIC CAP "LS 14184"(AS PREVIOUSLY SET)
- ■ – FOUND CONCRETE NAIL W/ BRASS TAG "LS 14184"(AS PREVIOUSLY SET)
- 100/100 – DOCUMENT RECORDED IN BOOK 100, O.R. PAGE 100 Y.C.R.O.
- (5) – ITEM No. 5 IN SCHEDULE B-SECTION II OF "COMMITMENT" (EXCEPTIONS) (SEE LEGEND ON SHEET 1 FOR "COMMITMENT")
- O.R. – OFFICIAL RECORDS
- Y.C.R.O. – YAVAPAI COUNTY RECORDER'S OFFICE
- M.&P. – MAPS AND PLATS
- (BRG.~DIST. R2) – RECORDED DIMENSION PER DOC. OR DESC. (R2)
- W – WATER METER
- G – GAS METER
- T – TELEPHONE RISER
- IV● – WATER RISER
- UR● – UNKNOWN RISER
- ⊗ – WATER VALVE
- IV● – IRRIGATION VALVE
- ☼ – LIGHT POLE
- FIRE HYDRANT
- D – STORM DRAIN
- E7 – ENCROACHMENT DESIGNATION SEE TABLE OF ENCROACHMENTS
- FND. – FOUND

NOTES
(PARCEL II)

1. ACCORDING TO THE CITY OF SEDONA DEPARTMENT OF COMMUNITY DEVELOPMENT, PARCEL II IS ZONED "RS-10a" (SINLGE FAMILY-RESIDENTIAL). THE SETBACKS ARE AS FOLLOWS: FRONT: 20' REAR: 25 INTERIOR SIDE: 7' EXTERIOR SIDE: 10'
2. TOTAL AREA OF BUILDING FOOTPRINT ON PARCEL II = 1,578 S.F.±

(14) ***TABLE OF ENCROACHMENTS***

E7– LANDSCAPE GRAVEL ENCROACHES 3.2'
E8– CURB ENCROACHES 0.6'
E9– DRAIN PIPES ENCROACH 6.3'

PARCEL II
LEGAL DESCRIPTION PER "COMMITMENT" (R2)

A parcel of land situated in the Northwest quarter of the Southeast quarter of the Southeast quarter of Section 11, Township 17 North, Range 5 East of the Gila and Salt River Meridian in Yavapai County, Arizona, being a portion of the "Melton Tract" described in that certain "Realty Mortgage" recorded in Book 81 of Official Records, Page 230 of the Yavapai County Recorder's Office (rec.), said parcel being more particularly described as follows:

Commencing at a cotton picker spindle and aluminum washer stamped "LANDMARK LS 14184" set in pavement at the Northwest corner of said Northwest quarter of the Southeast quarter of the Southeast quarter of Section 11;
Thence S 89°44'45" E (EAST rec.) a distance of 30.00 feet along the North line of said Northwest quarter of the Southeast quarter of the Southeast quarter of Section 11 to a ½" re-bar with plastic cap stamped "LANDMARK LS 14184" set at the Northeast corner of the City of Sedona "Rodeo Road" tract described in Book 3815 of Official Records, Page 285 of the Yavapai County Recorder's Office said corner being the POINT OF BEGINNING;
Thence S 89°44'45" E (EAST rec.) a distance of 280.00 feet along said North line of the Northwest quarter of the Southeast quarter of the Southeast quarter of Section 11 to a ½" re-bar with plastic cap stamped "LANDMARK LS 14184" set at the Northeast corner of said "Melton Tract";
Thence S 00°16'08" E (SOUTH rec.) a distance of 303.70 (306.5 rec.) feet along a line parallel with the West line of said Northwest quarter of the Southeast quarter of the Southeast quarter of Section 11 to a ½" rebar with plastic cap stamped "LANDMARK LS 14184" previously set at the Southeast corner of said "Melton Tract" which is common with a corner of the "Sedona Rouge Tract" as described in Book 4045 of Official Records, Page 650 of the Yavapai County Recorder's Office;
Thence S 89°43'52" W (WEST rec.) a distance of 179.99 (180.75 rec.) feet along a line common to said "Melton Tract" and "Sedona Rouge Tract" to a 1/2" rebar with plastic cap stamped "LANDMARK LS 14184" previously set at the Southwesterly corner of said "Melton Tract" which is common with a corner of the "Sedona Rouge Tract";
Thence N 00°16'08" W (NORTH rec.) a distance of 175.19 (175 rec.) feet along a line common to said "Melton Tract" and "Sedona Rouge Tract" to a 1/2" rebar with plastic cap stamped "LANDMARK LS 14184" previously set at a corner common to said "Melton Tract" and "Sedona Rouge Tract";
Thence N 89°40'27" W (WEST rec.) a distance of 100.00 feet along a line common to said "Melton Tract" and "Sedona Rouge Tract" to a concrete nail and brass washer stamped "LANDMARK LS 14184" set in lead filled drill hole in top of concrete curb at the Southeast corner of said City of Sedona "Rodeo Road" tract;
Thence N 00°16'08" W a distance of 130.02 feet along the East line of said City of Sedona "Rodeo Road" tract to the POINT OF BEGINNING.

Basis of Bearings for this description is N 00°06'00" W (B.L.M.) along the East line of the Southeast quarter of said section 11.

EXCEPTIONS

1. Liabilities and obligations imposed upon said Land by its inclusion within any district formed pursuant to Title 48, Arizona Revised Statutes. *(NOT APPLICABLE TO SURVEY)*
2. Property taxes, including any personal property taxes and any assessments collected with taxes, for the second installment of 2010 Taxes.*(NOT APPLICABLE TO SURVEY)*
3. Property taxes, which are a lien not yet due and payable, including any assessments collected with taxes to be levied for the year 2011.*(NOT APPLICABLE TO SURVEY)*
4. Water rights, claims or title to water, whether or not disclosed by the public records.*(NOT APPLICABLE TO SURVEY)*
5. Reservations, exceptions and provisions contained in the patent and in the acts authorizing the issuance thereof.*(REFER TO DOCUMENT FOR PARTICULARS)*
6. The right to enter upon said land and prospect for and remove all coal, oil, gas and other minerals, as reserved from said land.*(NOT APPLICABLE TO SURVEY)*
7. Right of way for ditches and canals as reserved in Book 140 of Deeds, Page 339.*(INSUFFICIENT DATA TO PLOT LOCATIONS, REFER TO DOCUMENT)*
8. EASEMENT and rights incident thereto, as set forth in instrument:
   Recorded in Book 186 of Deeds, Page 293 *(BLANKET EASEMENT–AFFECTS PARCELS I & II)*
   Recorded in Book 1351 of Official Records, Page 164 *(BLANKET EASEMENT–(AFFECTS PARCELS I & II)*
9. Purpose: electric transmission lines and appurtenant facilities EASEMENT and rights incident thereto, as set forth in instrument:
   Recorded in Book 582 of Official Records, Page 760
   Purpose: water mains and appurtenant facilities *(SEE MAP FOR LOCATION)*
   (Limited to Parcel I only as shown on survey performed by Landmark Engineering & Surveying, Inc., dated December 11, 2007 and last revised February 7, 2008, Project No. 107075)
10. EASEMENT and rights incident thereto, as set forth in instrument: Recorded in Book 648 of Official Records, Page 780 Purpose: gas pipelines and appurtenant facilities *(SEE MAP FOR LOCATION)*
    (Limited to Parcel I only as shown on survey performed by Landmark Engineering & Surveying, Inc., dated December 11, 2007 and last revised February 7, 2008, Project No. 107075)
11. EASEMENT and rights incident thereto, as set forth in instrument: Recorded in Book 4257 of Official Records, Page 391 Purpose: underground electric lines and appurtenant facilities *(SEE MAP FOR LOCATION)*
    (Limited to Parcel I only as shown on survey performed by Landmark Engineering & Surveying, Inc., dated December 11, 2007 and last revised February 7, 2008, Project No. 107075)
12. Restrictions that may be imposed on said land by reason of it's inclusion within the 100 year flood plain boundary of the City of Sedona. *(SEE MAP FOR LOCATION)*
    (Limited to Parcel I only as shown on survey performed by Landmark Engineering & Surveying, Inc., dated December 11, 2007 and last revised February 7, 2008, Project No. 107075)
13. Matters set forth on ALTA/ACSM Land Title Survey, Job No. 107075, by Landmark Engineering & Surveying, Inc. on December 11, 2007 and last revised February 7, 2008:
    Encroachment of public sidewalk, curbs, building onto setback lines, building onto easement and of fence *(SEE MAP FOR LOCATIONS)*
    (Limited to Parcel I only)
14. Matters set forth on ALTA/ACSM Land Title Survey, Job No. 107084, by Landmark Engineering & Surveying, Inc. on December 19, 2007 and last revised February 7, 2008:
    Encroachment of gravel landscape, curb and drain pipes *(SEE MAP FOR LOCATIONS)*
    (Limited to Parcel II only)
15. A deed of trust to secure an indebtedness *(NOT APPLICABLE TO SURVEY)*
16. An assignment of all moneys due, or to become due as rental or otherwise from said Land, to secure payment of an indebtedness, shown below and upon the terms and conditions therein *(NOT APPLICABLE TO SURVEY)*
17. A financing statement as follows: *(NOT APPLICABLE TO SURVEY)*
18. Matters contained in that certain document entitled: Development Agreement
    Recording Date: May 11, 2010 Recording No: Book 4740 of Official Records, page 32
    Reference is hereby made to said document for full particulars. *(AFFECTS PARCELS I & II)*
19. Matters contained in that certain document Entitled: Waiver of Rights and Remedies
    Recording Date: May 11, 2010 Recording No: Book 4740 of Official Records, page 33
    Reference is hereby made to said document for full particulars. *(AFFECTS PARCEL I)*
20. Easement for the purpose shown below and rights incidental thereto as set forth in a document Recorded in Book 4742 of Official Records, Page 35 Purpose: pedestrian ingress and egress ***(NO GRANTEE IDENTIFIED OR SPECIFIED IN DOCUMENT)*** *(SEE MAP FOR LOCATION)*
21. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document Recorded in Book 4742 of Official Records, Page 36 Purpose: vehicular ingress and egress ***(NO GRANTEE IDENTIFIED OR SPECIFIED IN DOCUMENT)*** *(SEE MAP FOR LOCATION)*
22. Matters contained in that certain document entitled: Resolution of Establishment
    Recording Date: August 04, 2010 Recording No: Book 4756 of Official Records, page 350
    Reference is hereby made to said document for full particulars. *(SEE MAP FOR LOCATION)*
23. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document Recorded in Book 4767 of Official Records, Page 337 Purpose: highway *(SEE MAP FOR LOCATION)*
24. MATTERS SHOWN ON SURVEY: Recorded in Book 182 of Land Surveys, Page 59–60 *(SEE MAP FOR LOCATIONS AND REFER TO DOCUMENT FOR PARTICULARS)*
25. RIGHTS OF PARTIES in possession.

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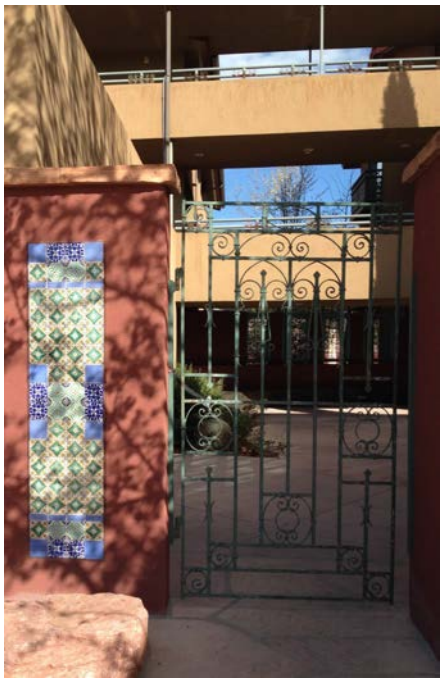
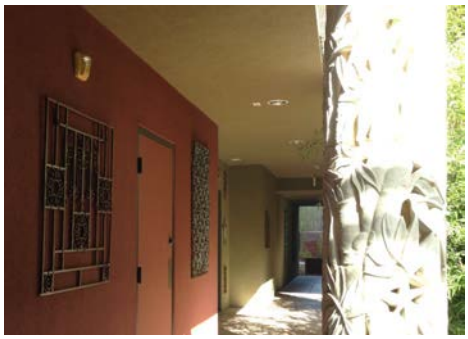
Architectural Details: Existing Sedona Rouge Hotel and Spa

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